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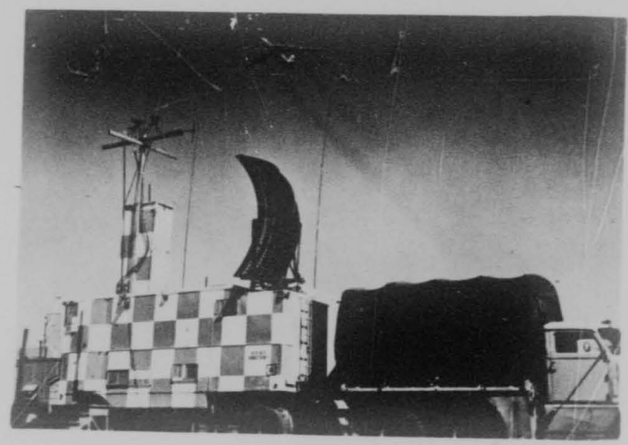
HISTORY

93D BOMBARDMENT WING

·MEDIUM·



CASTLE AIR FORCE BASE

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Classification: SECRET
Authority: Dept. STATE
Date: 7 Dec 81
Name: Rueben

HISTORY

OF

(CO HEADQUARTERS 6595, AFSCDC)

Castle Air Force Base, California

MAY 1958

Prepared

by

Staff Sergeant Thomas A. Pierce

Thomas A. Pierce
THOMAS A. PIERCE, AFR13176[illegible]
S Sgt, Hq Sq Sec, 6595 A B Gp

William E. Murray, Jr.
Colonel, USAF
Commander

(SATURN AIR ROUTE, STRATEGIC AIR COMMAND, UNITED STATES AIR FORCE)

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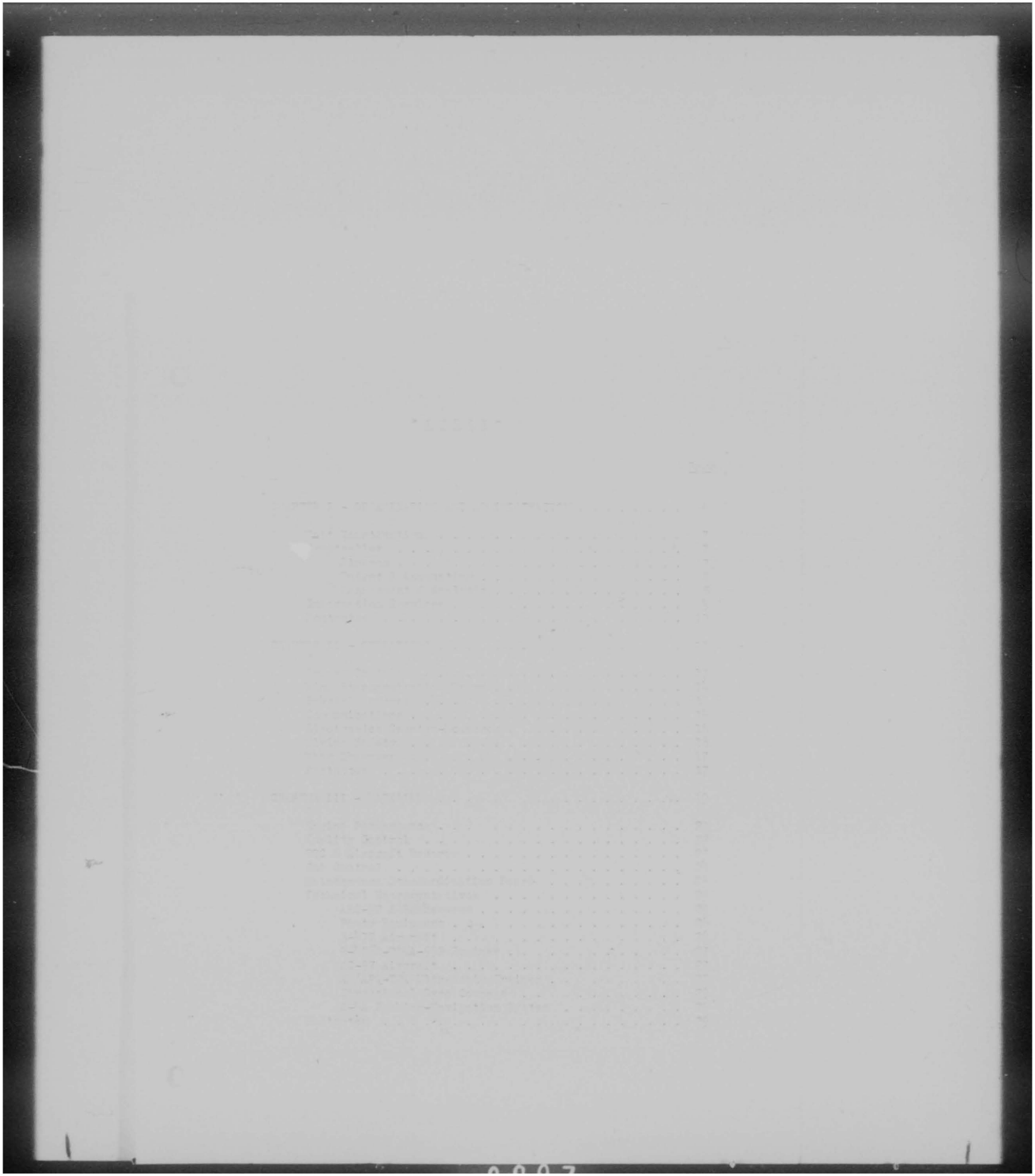

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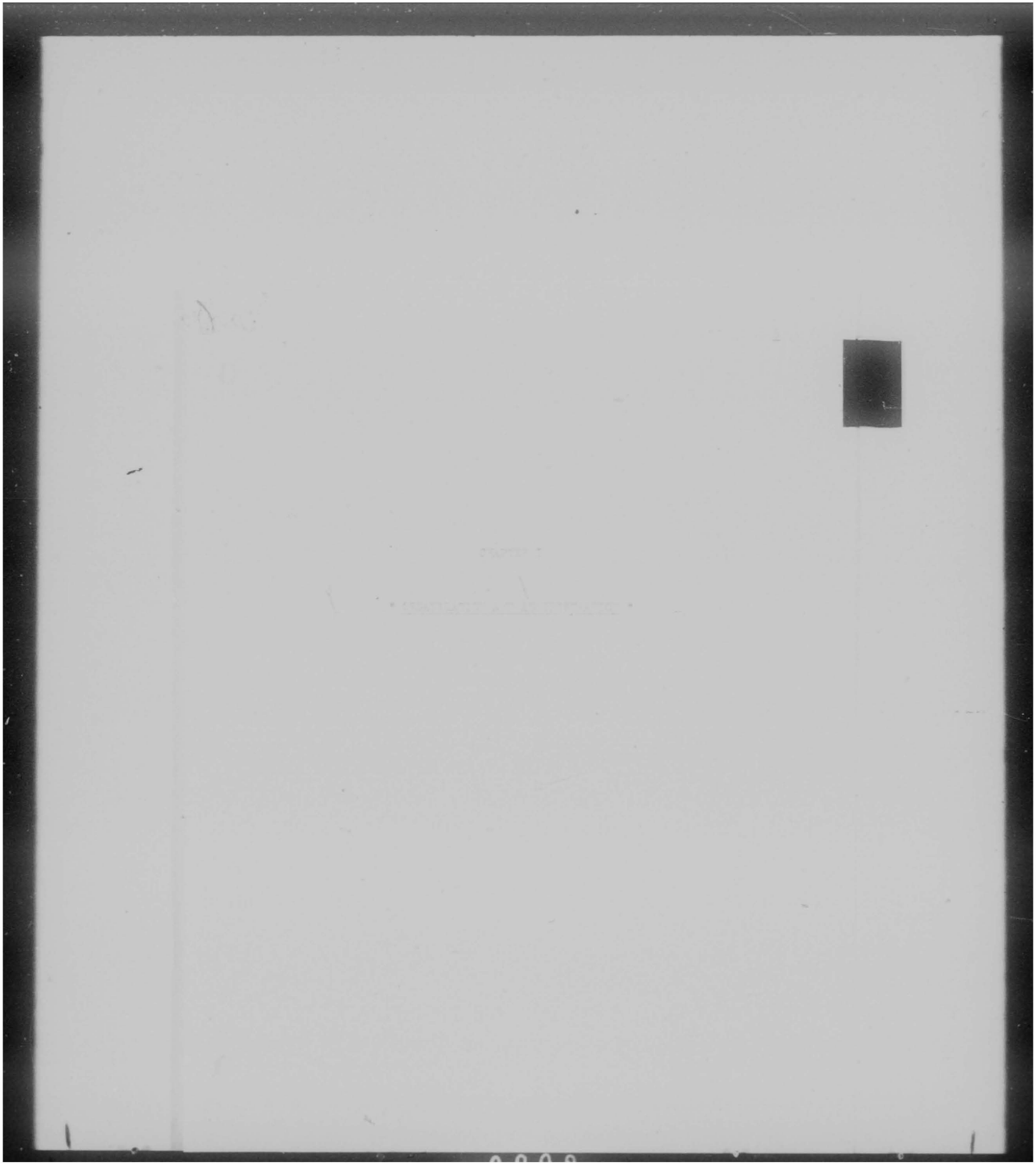

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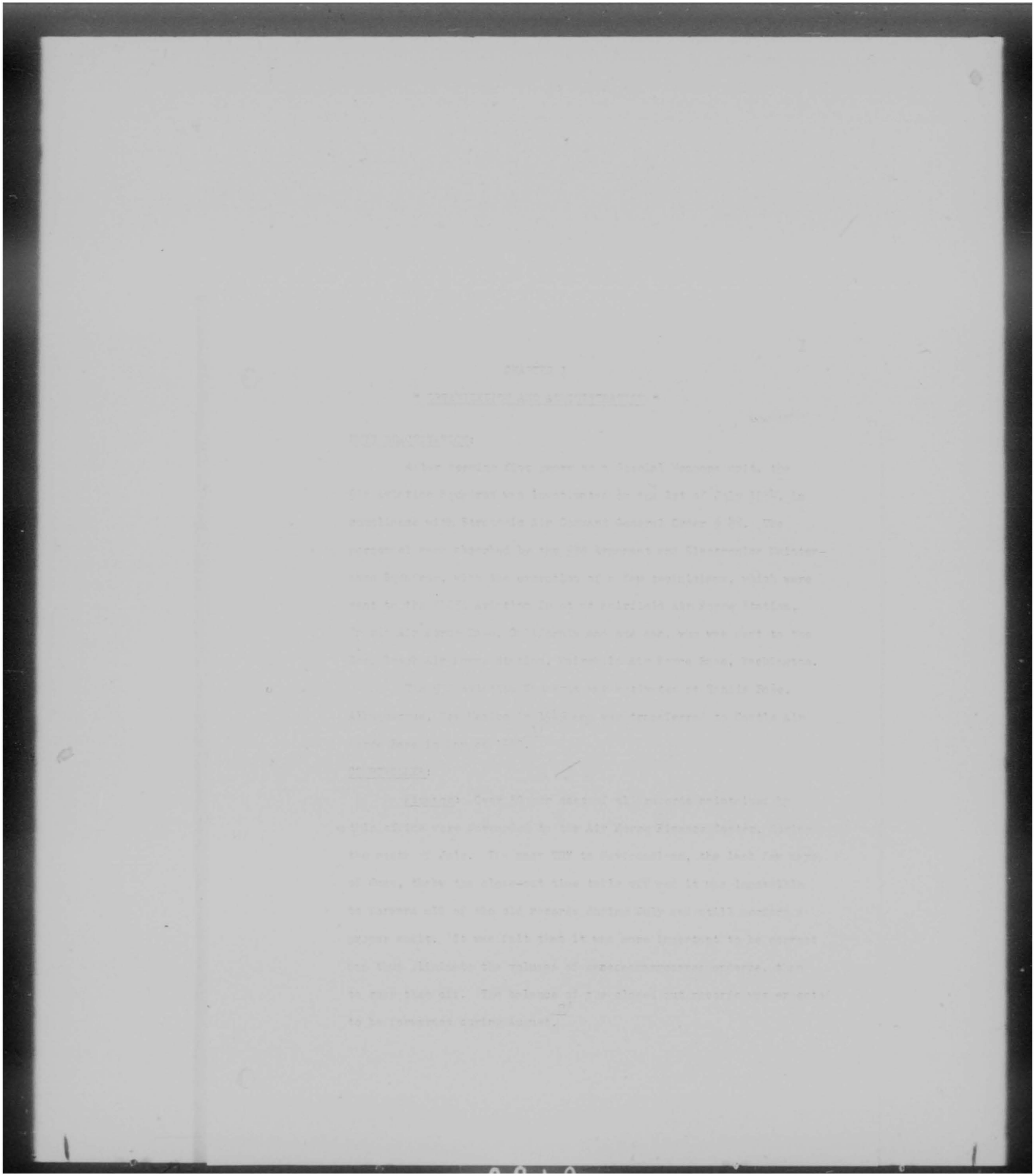

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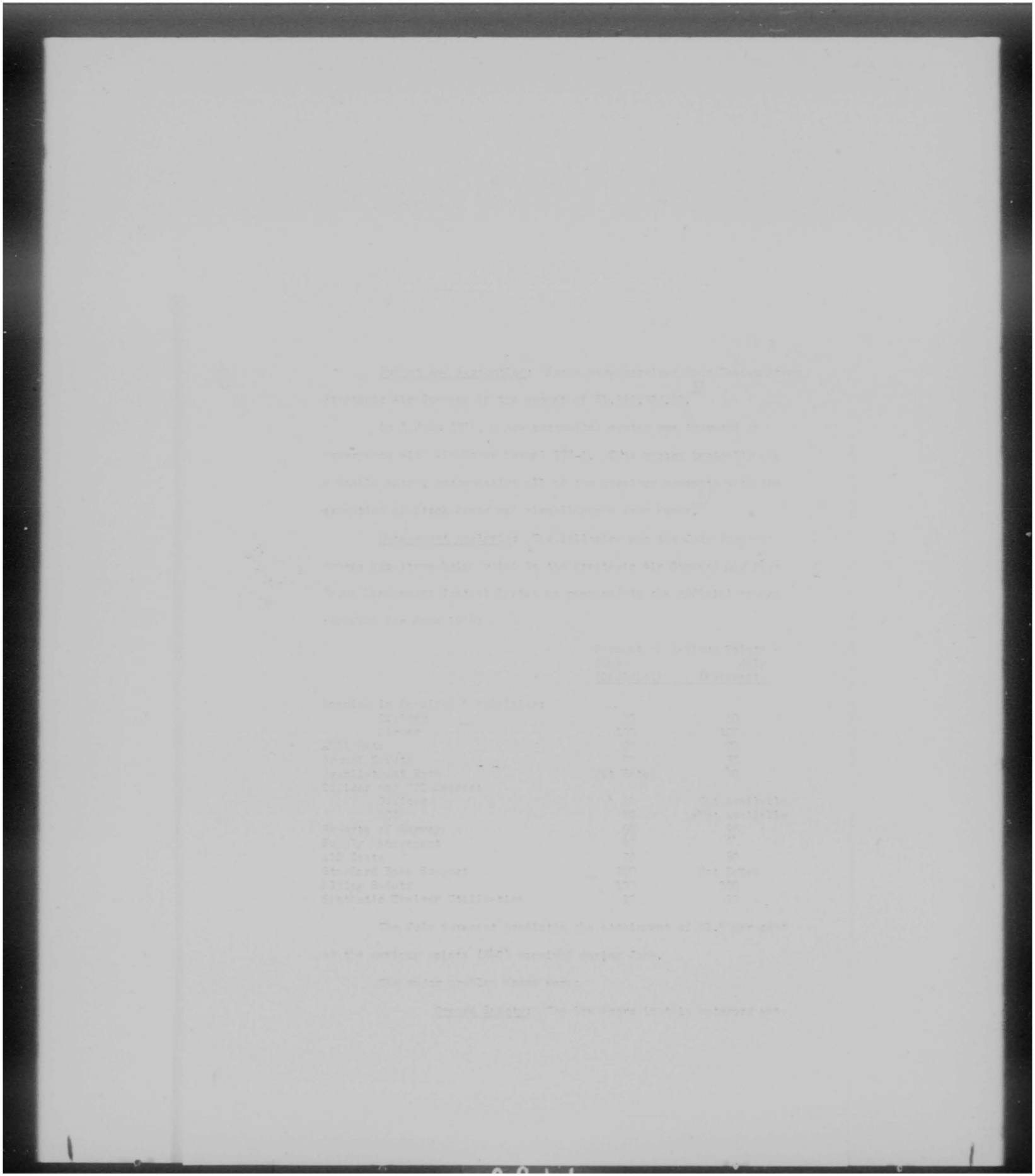

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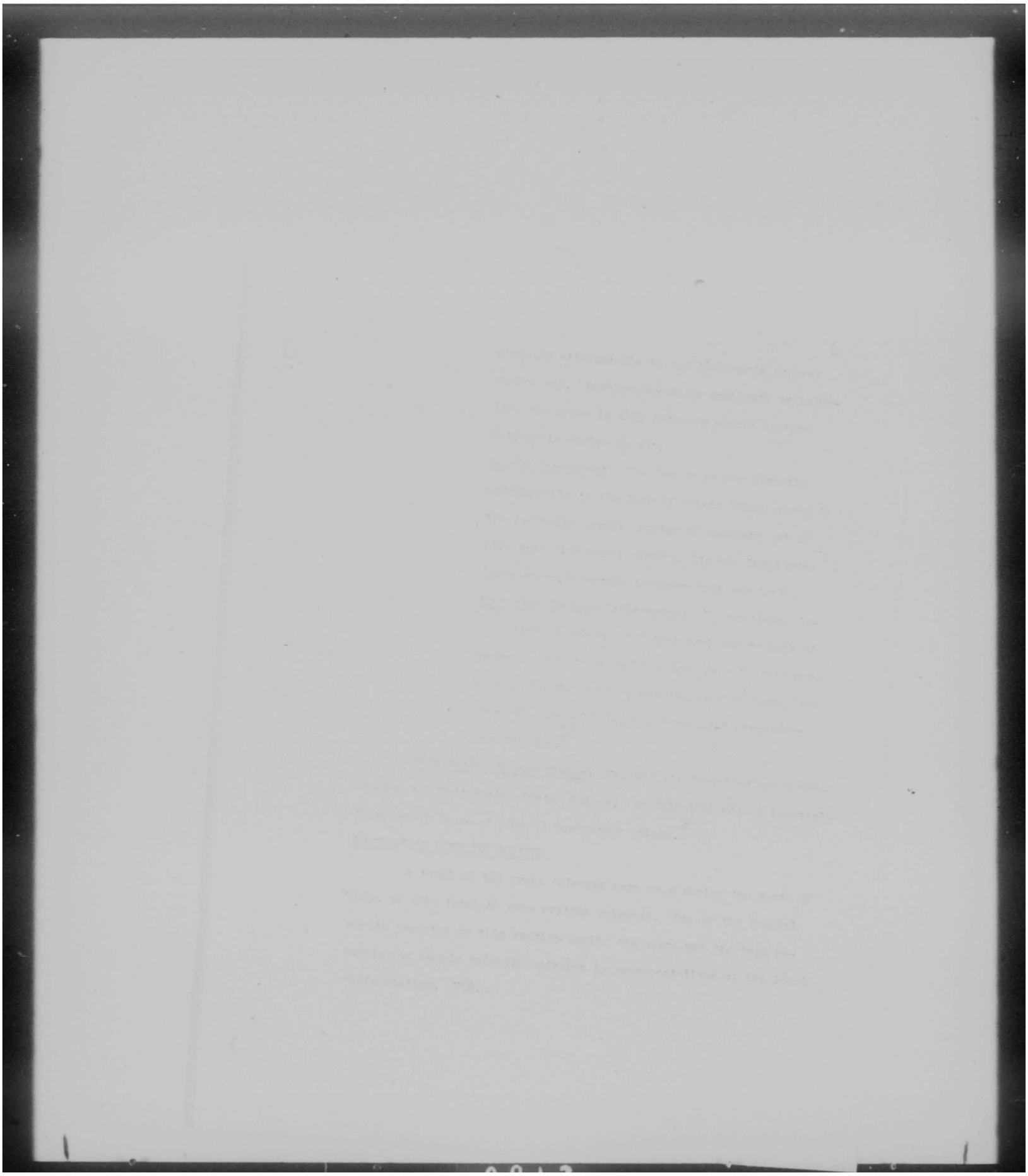

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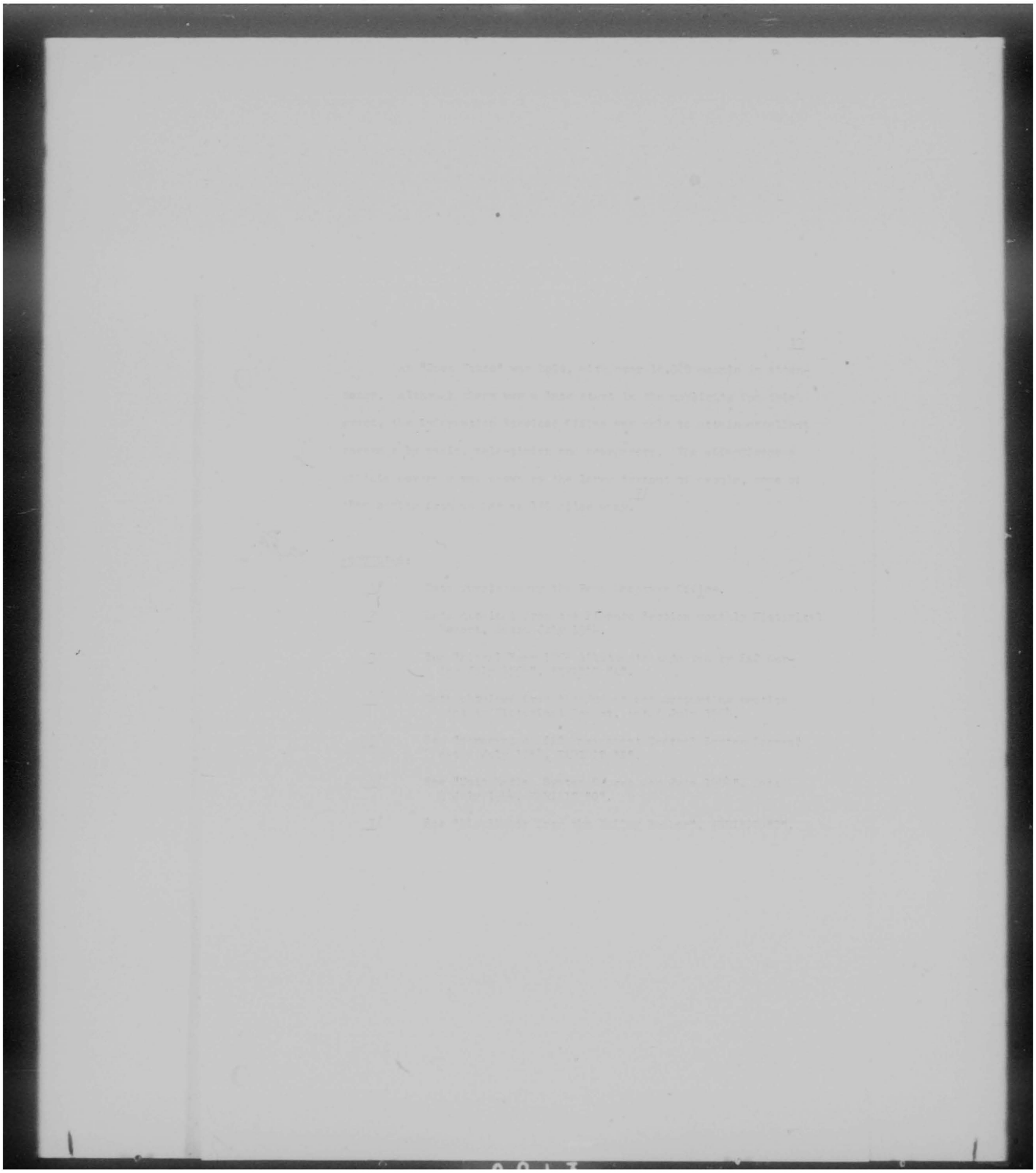

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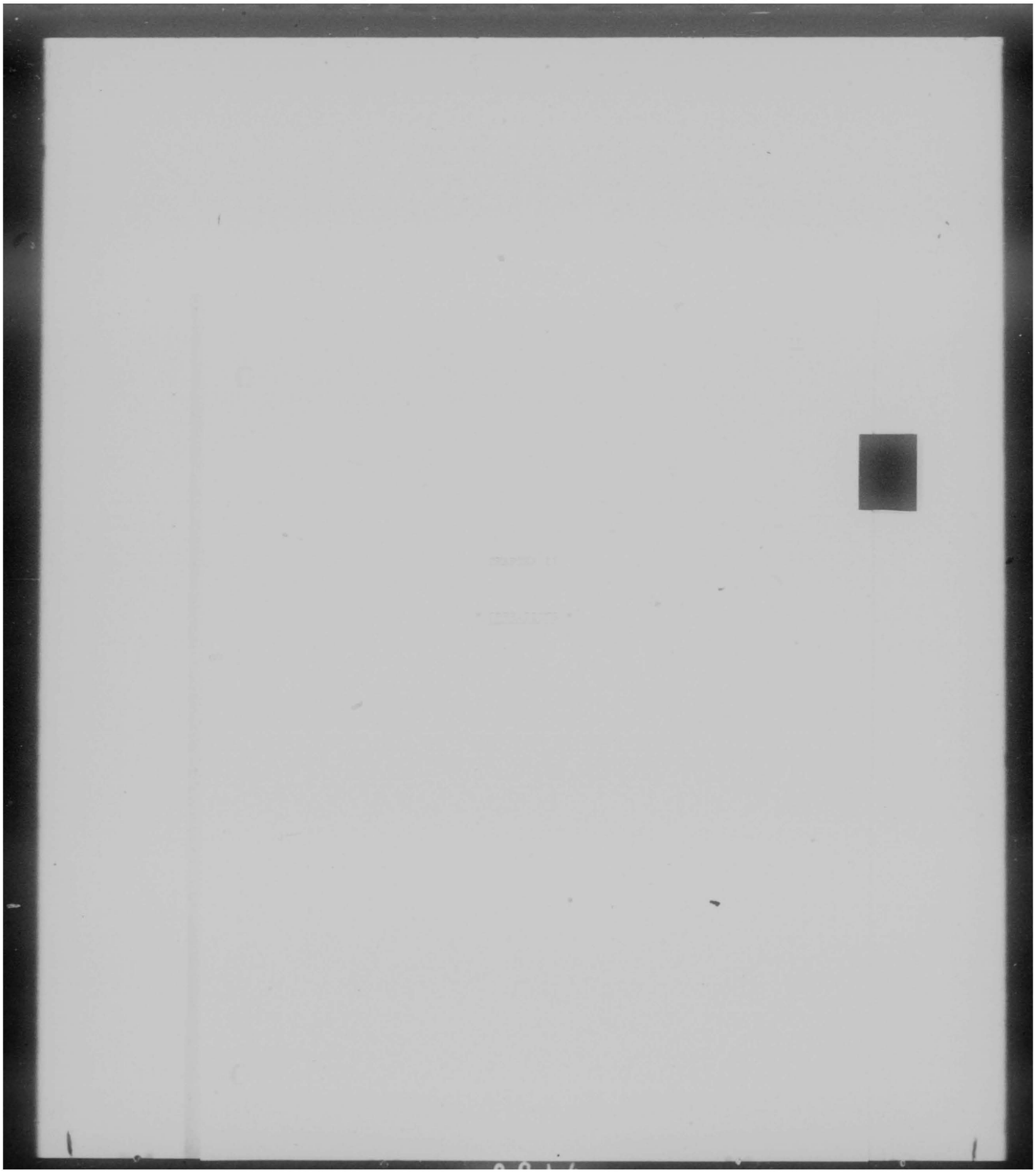

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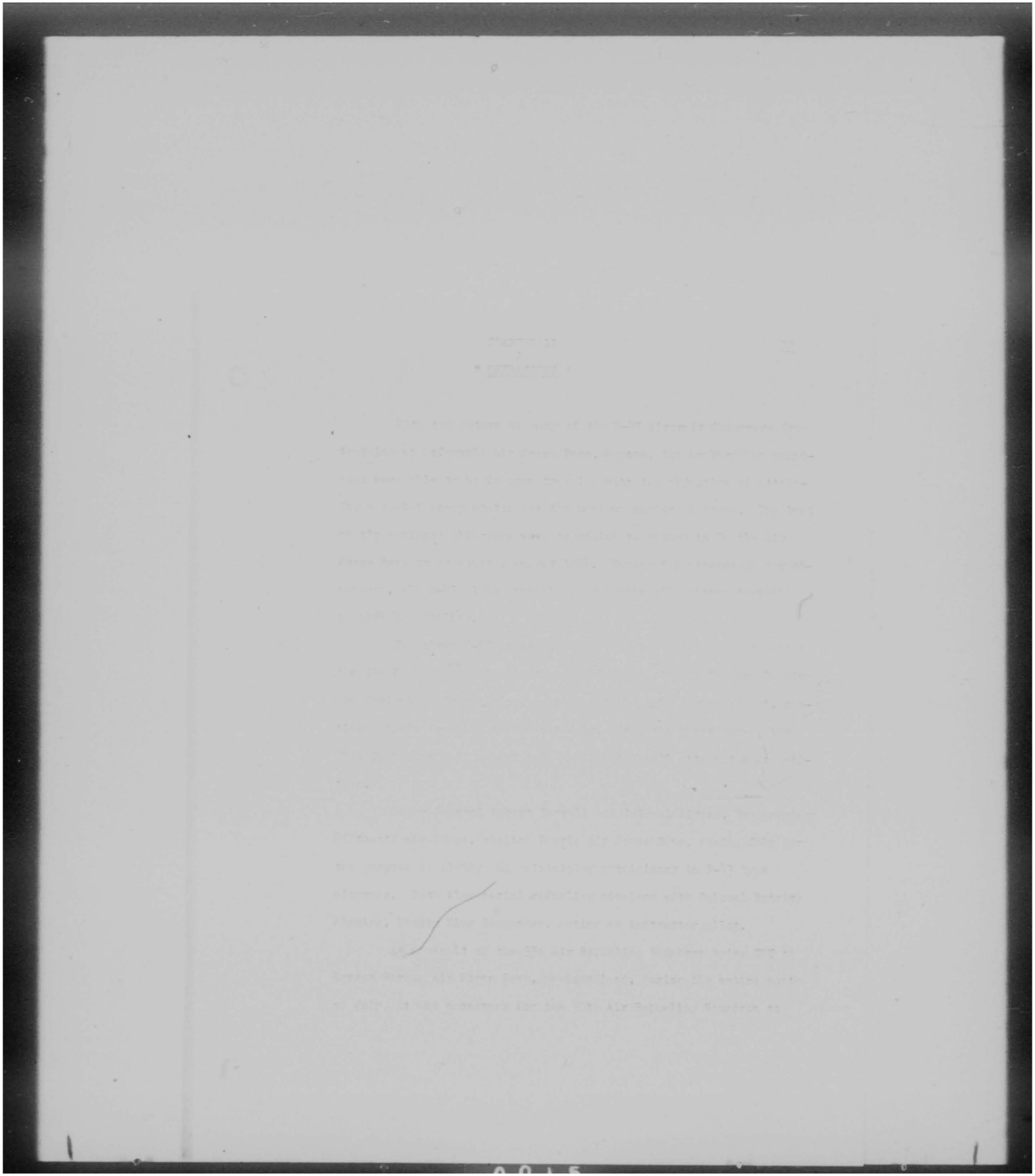

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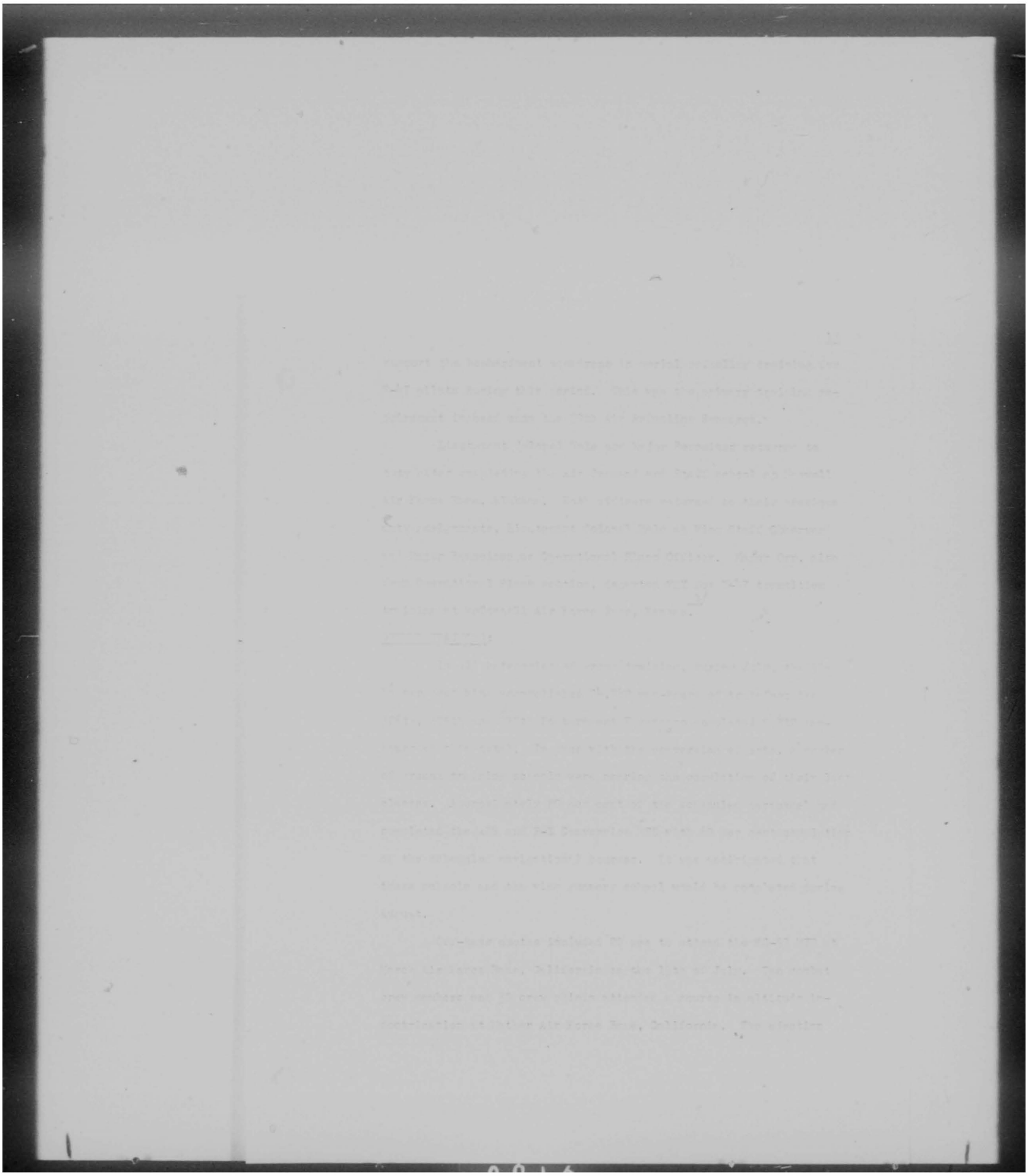

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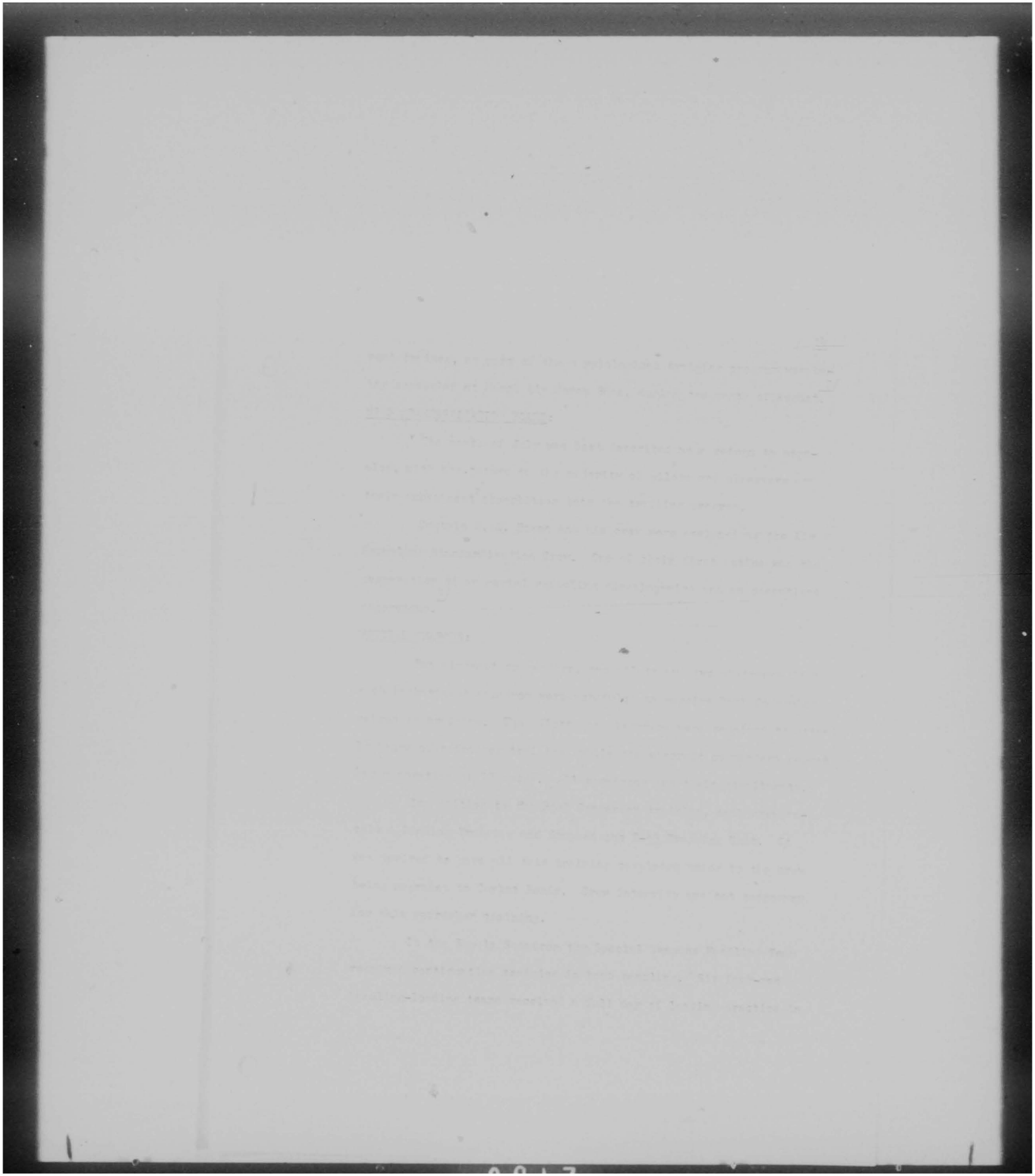

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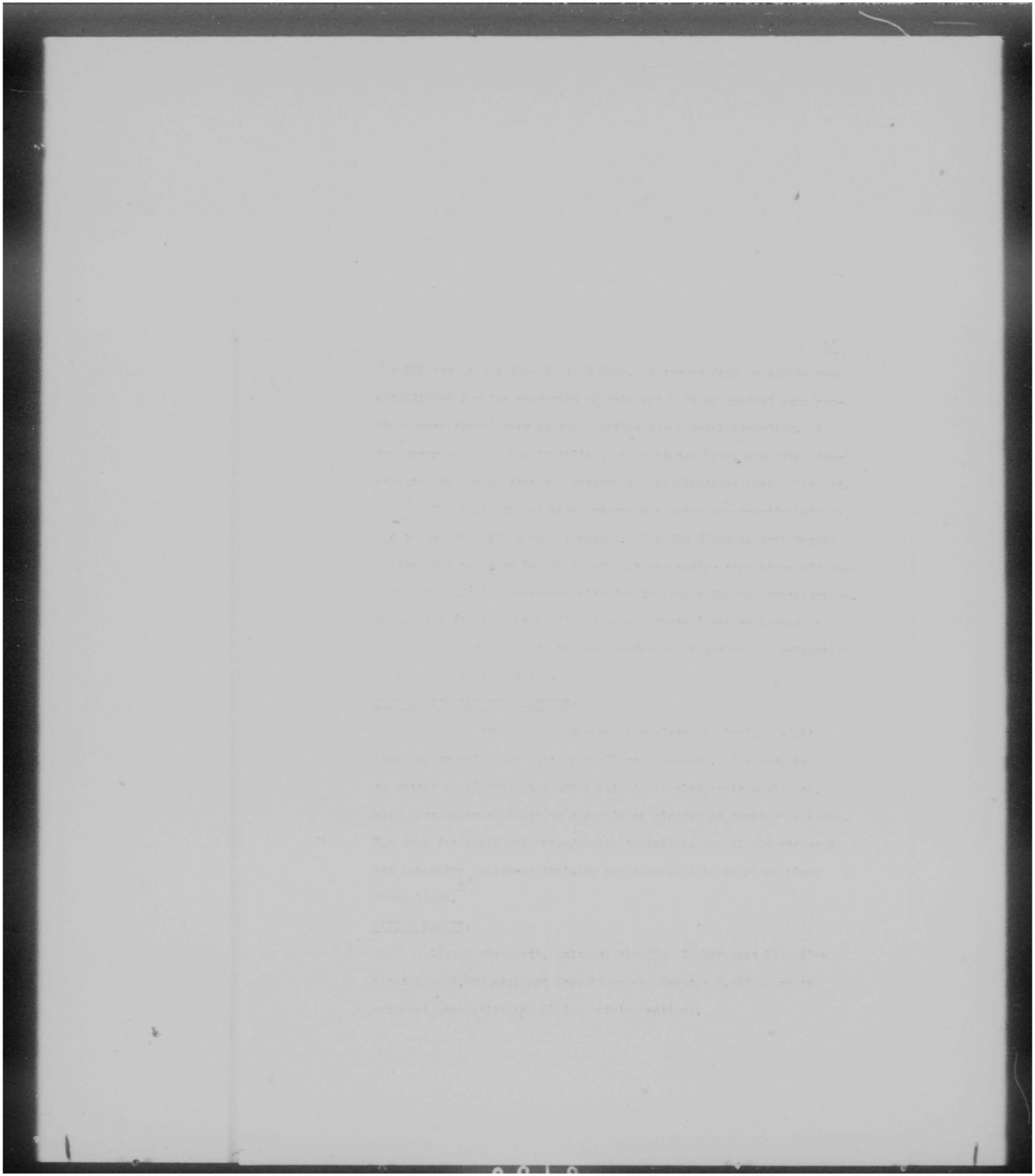

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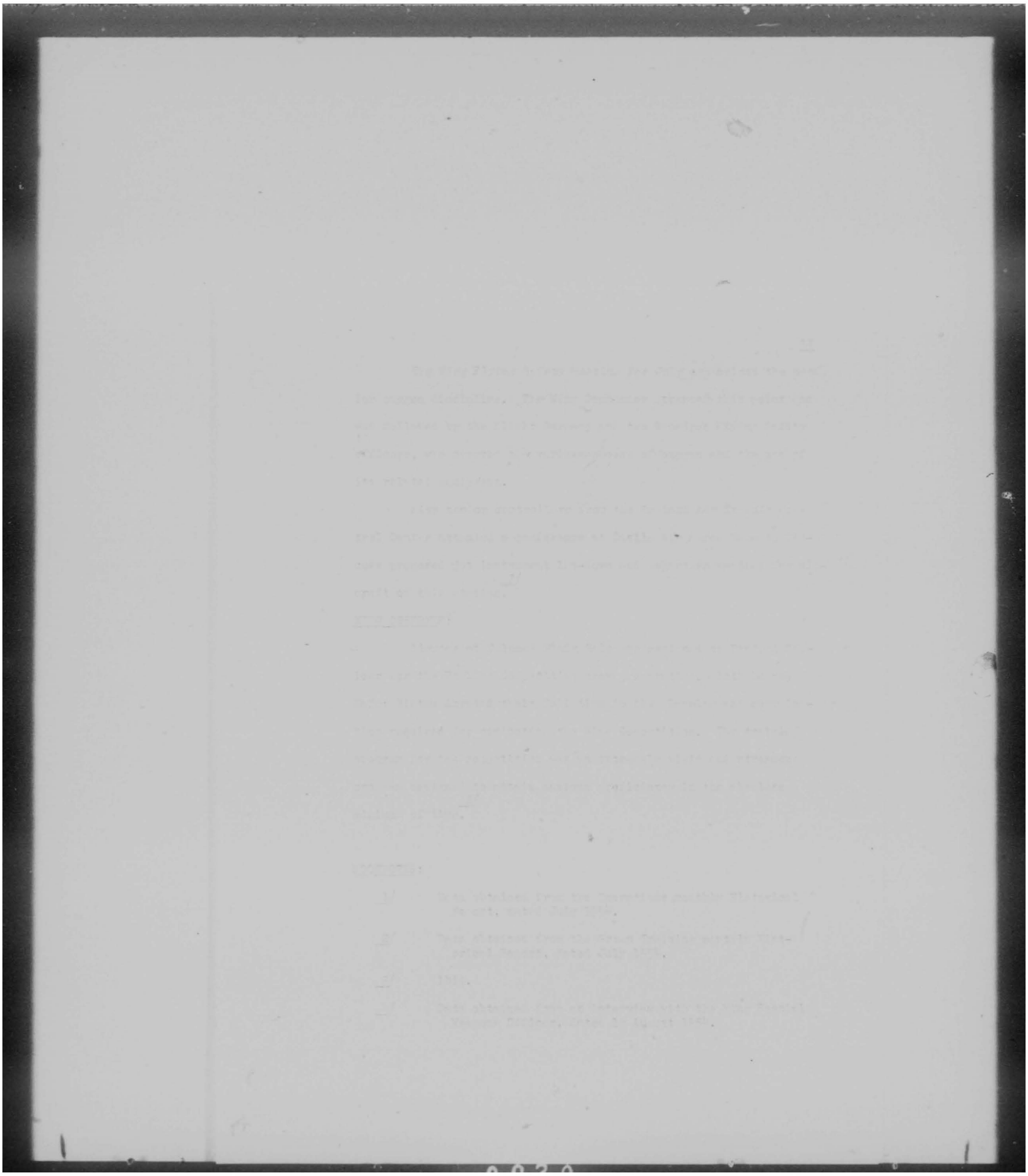

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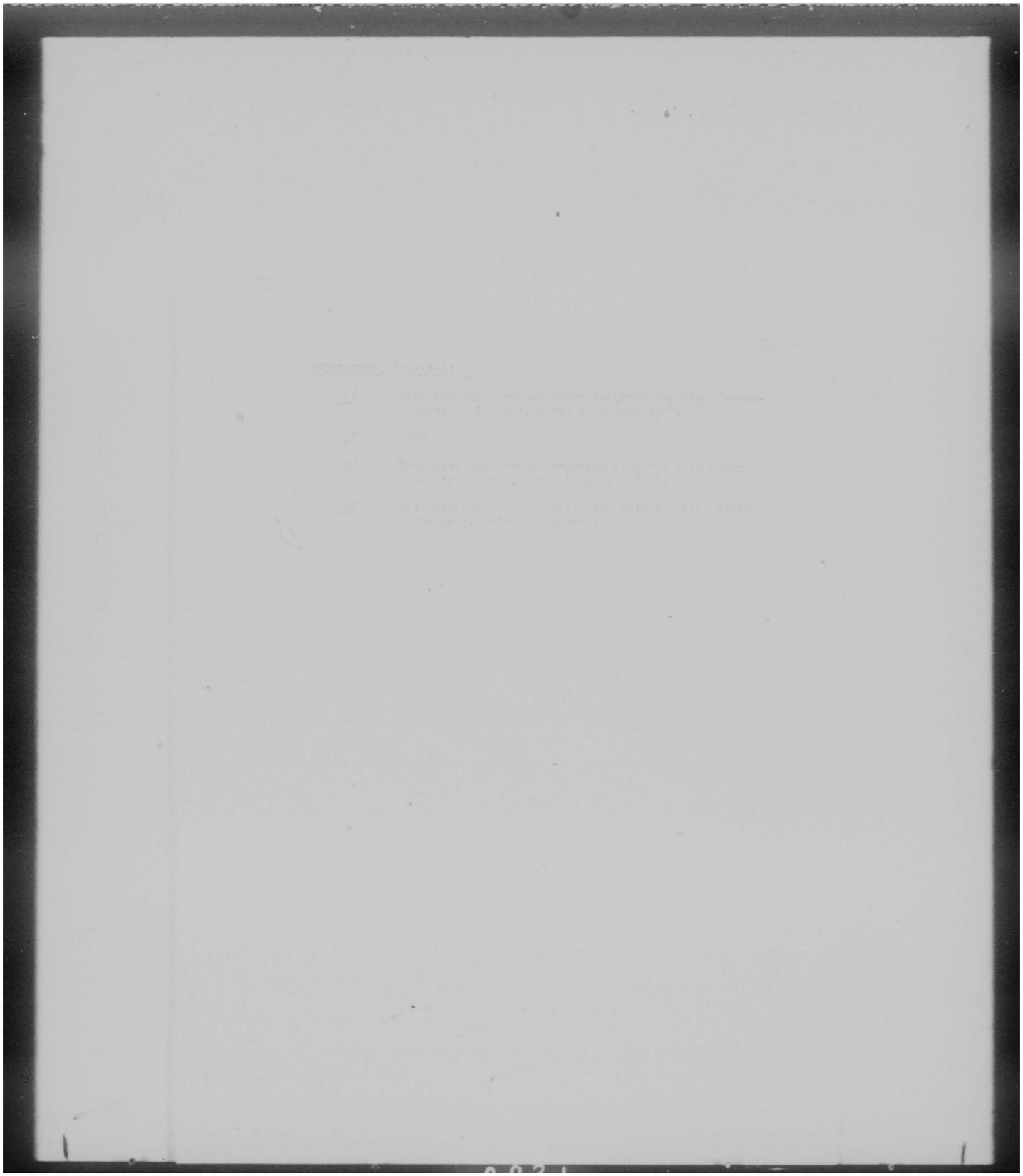

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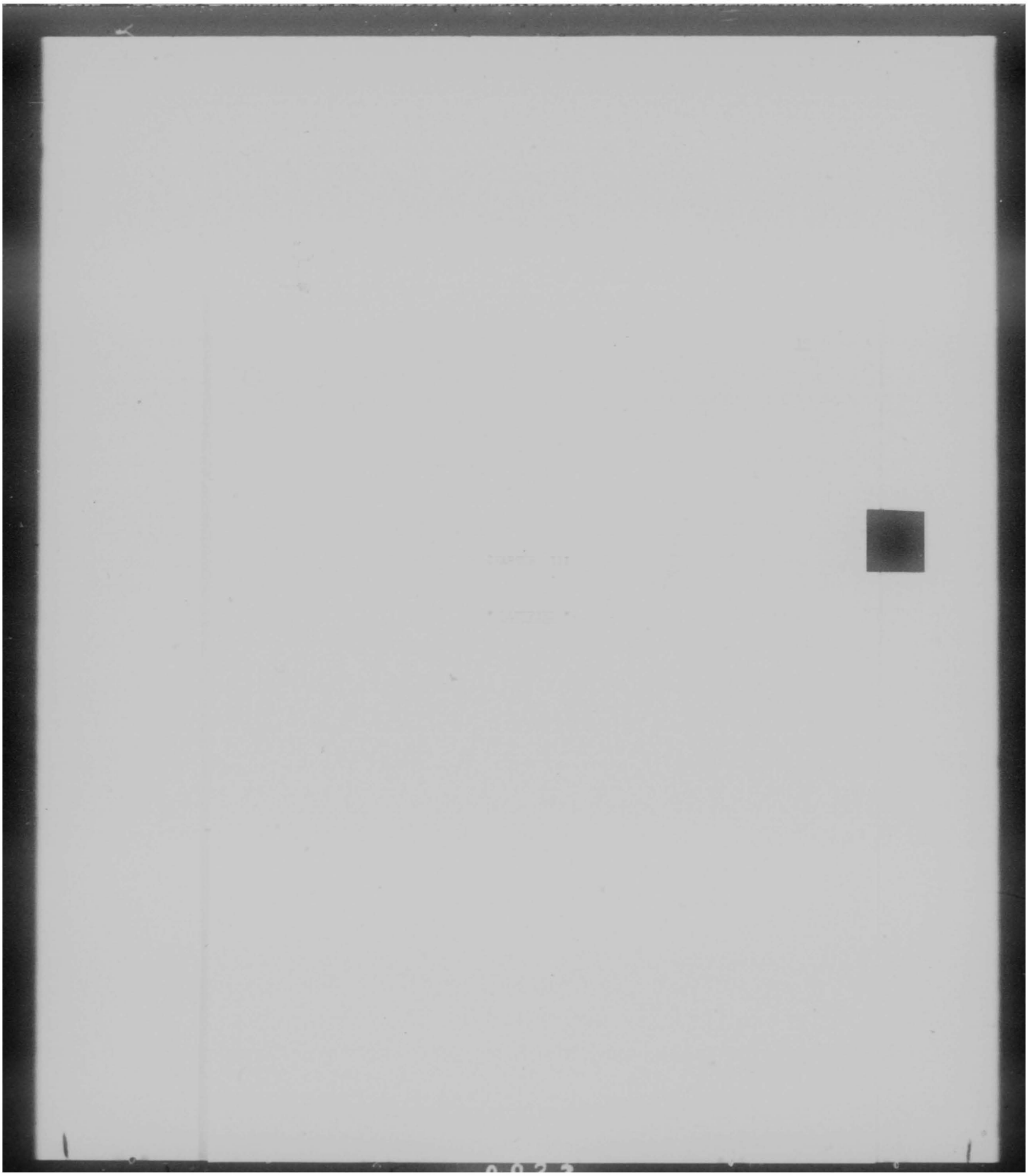

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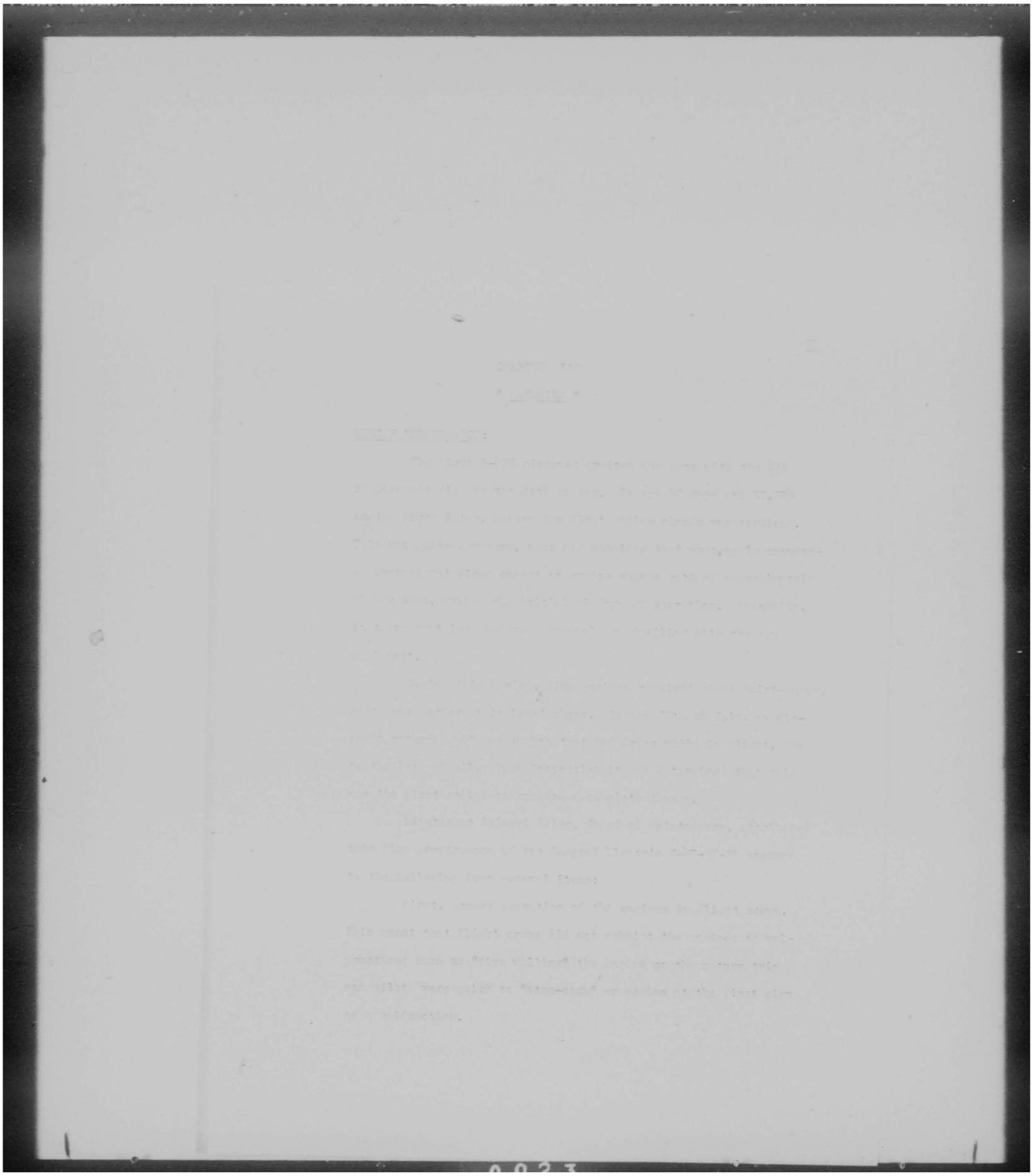

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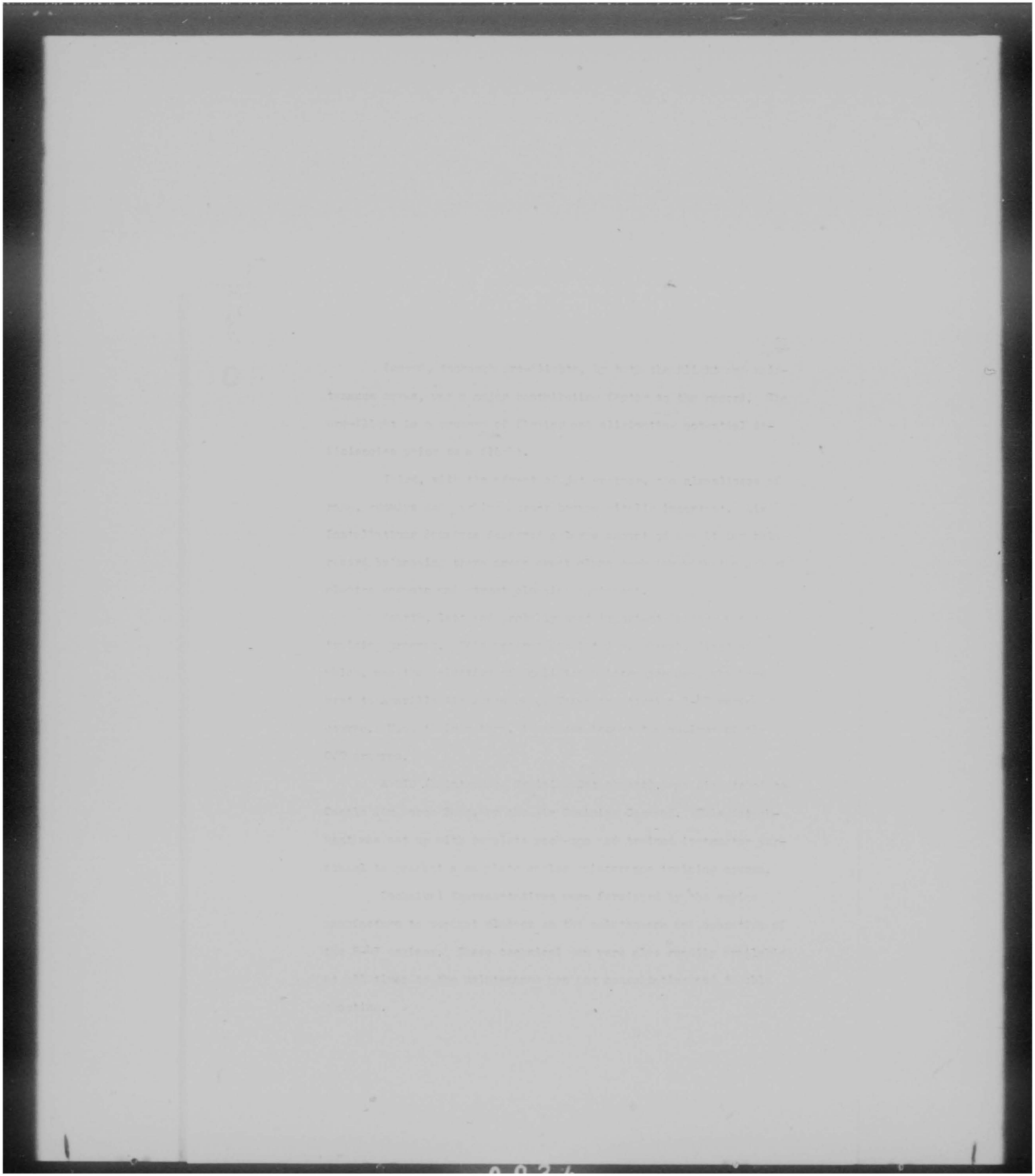

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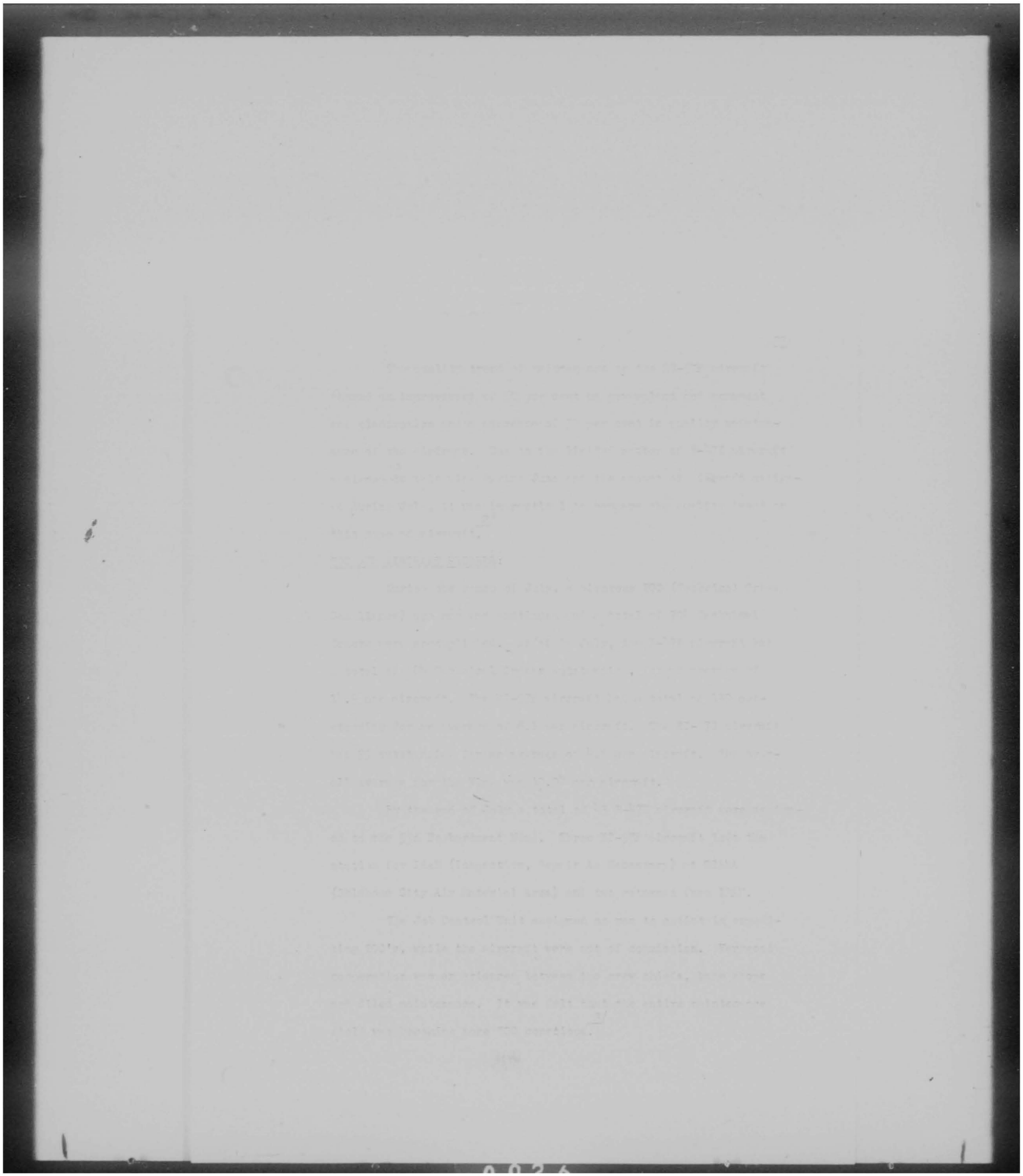

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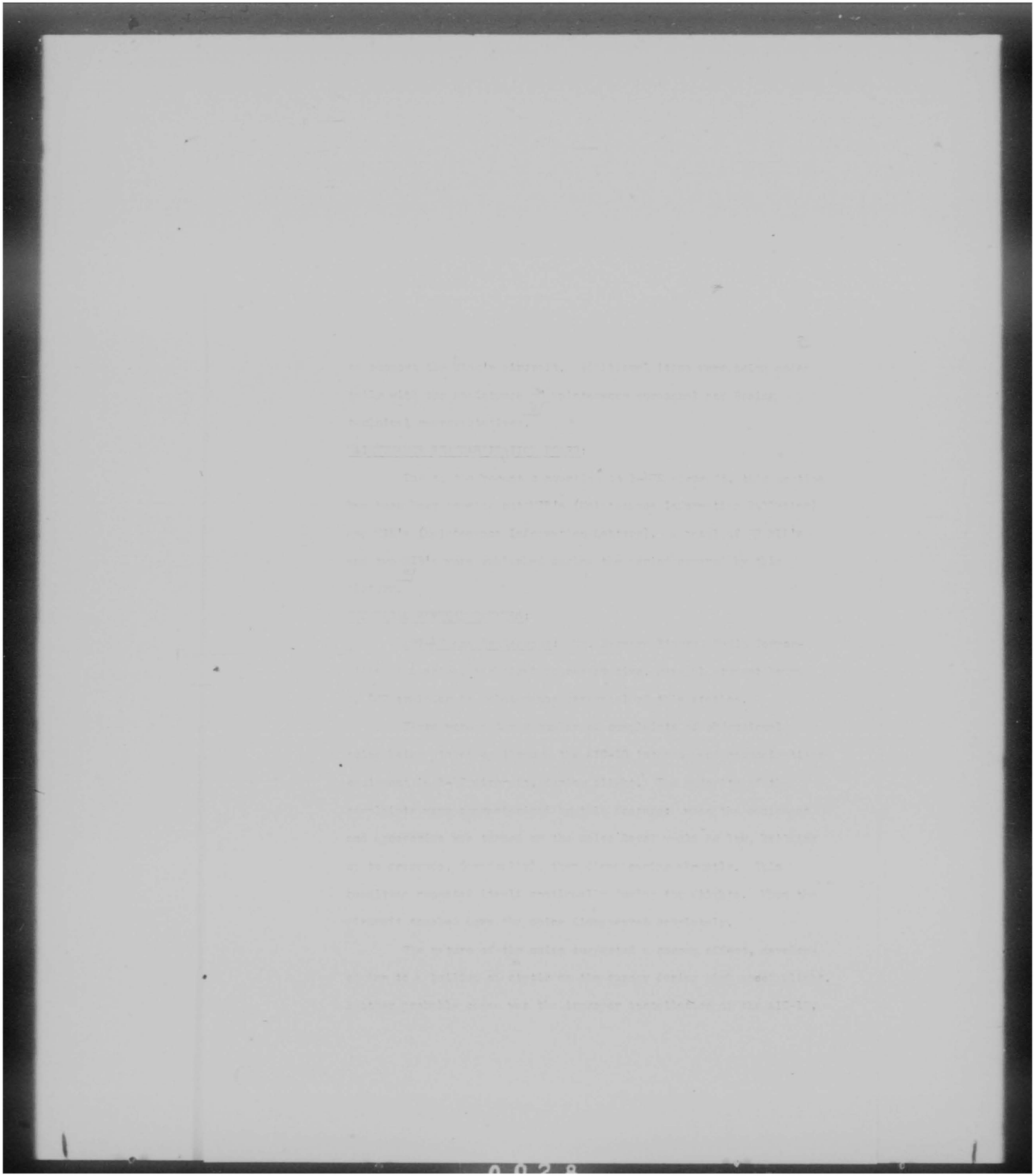

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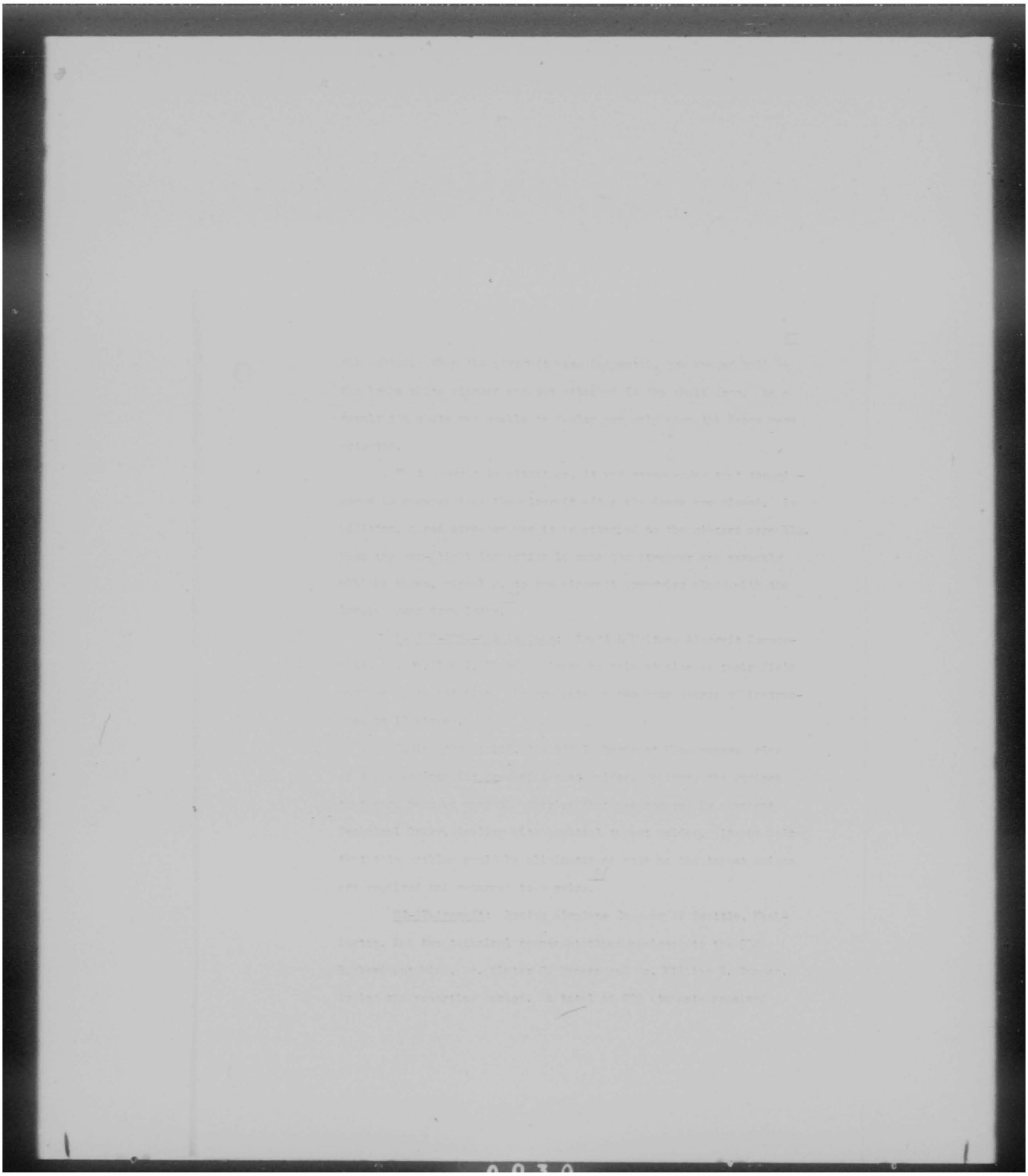

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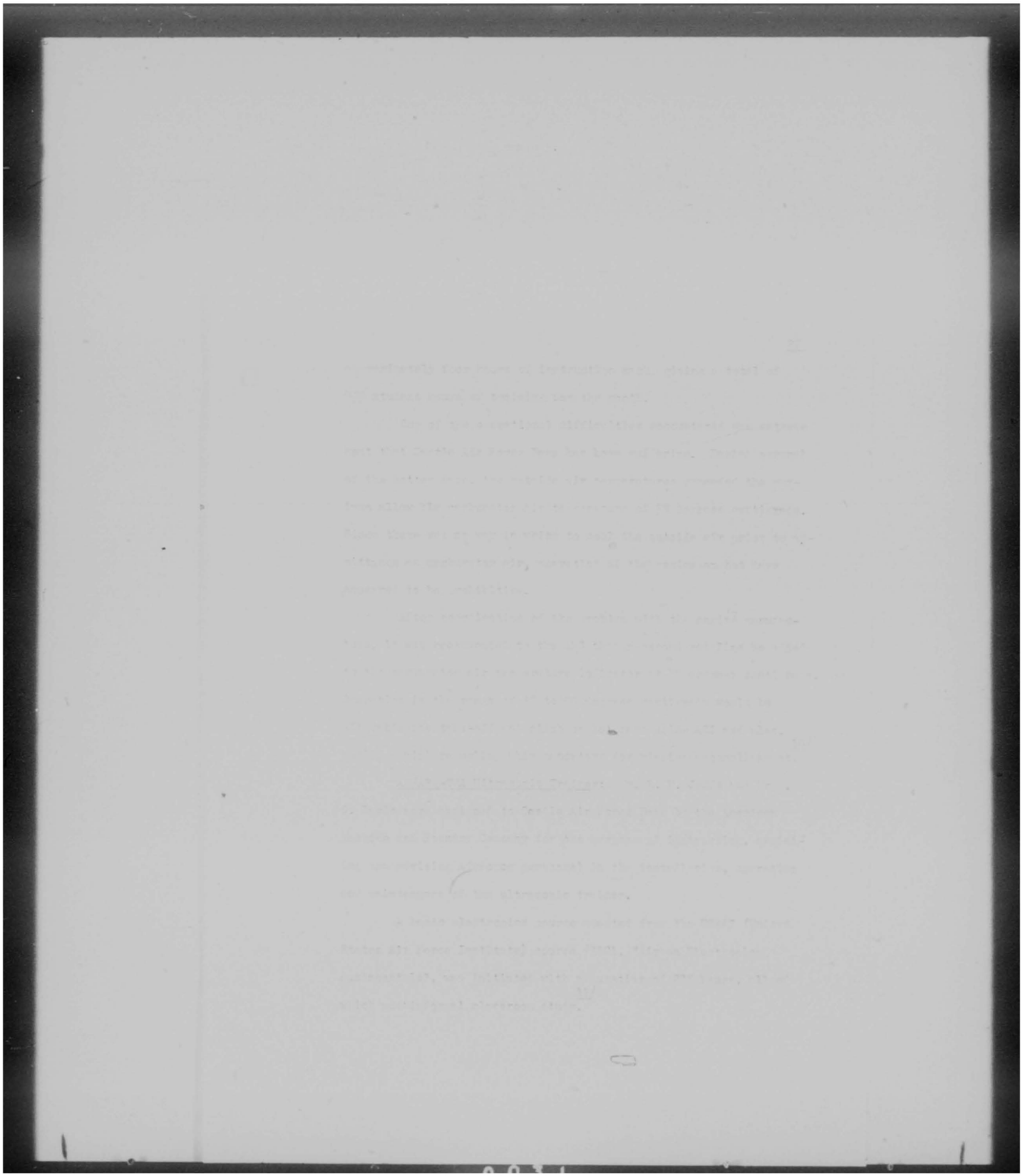

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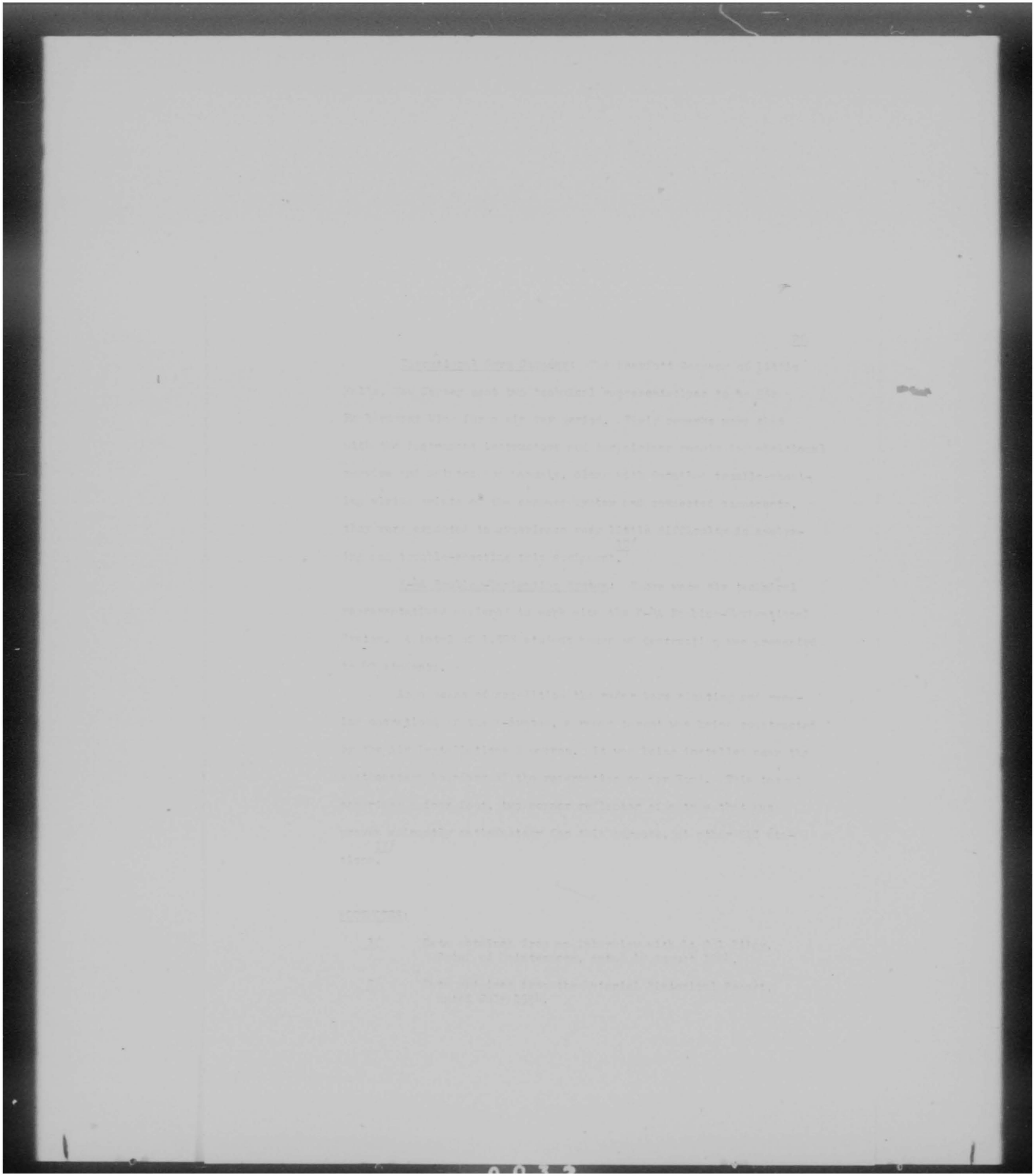

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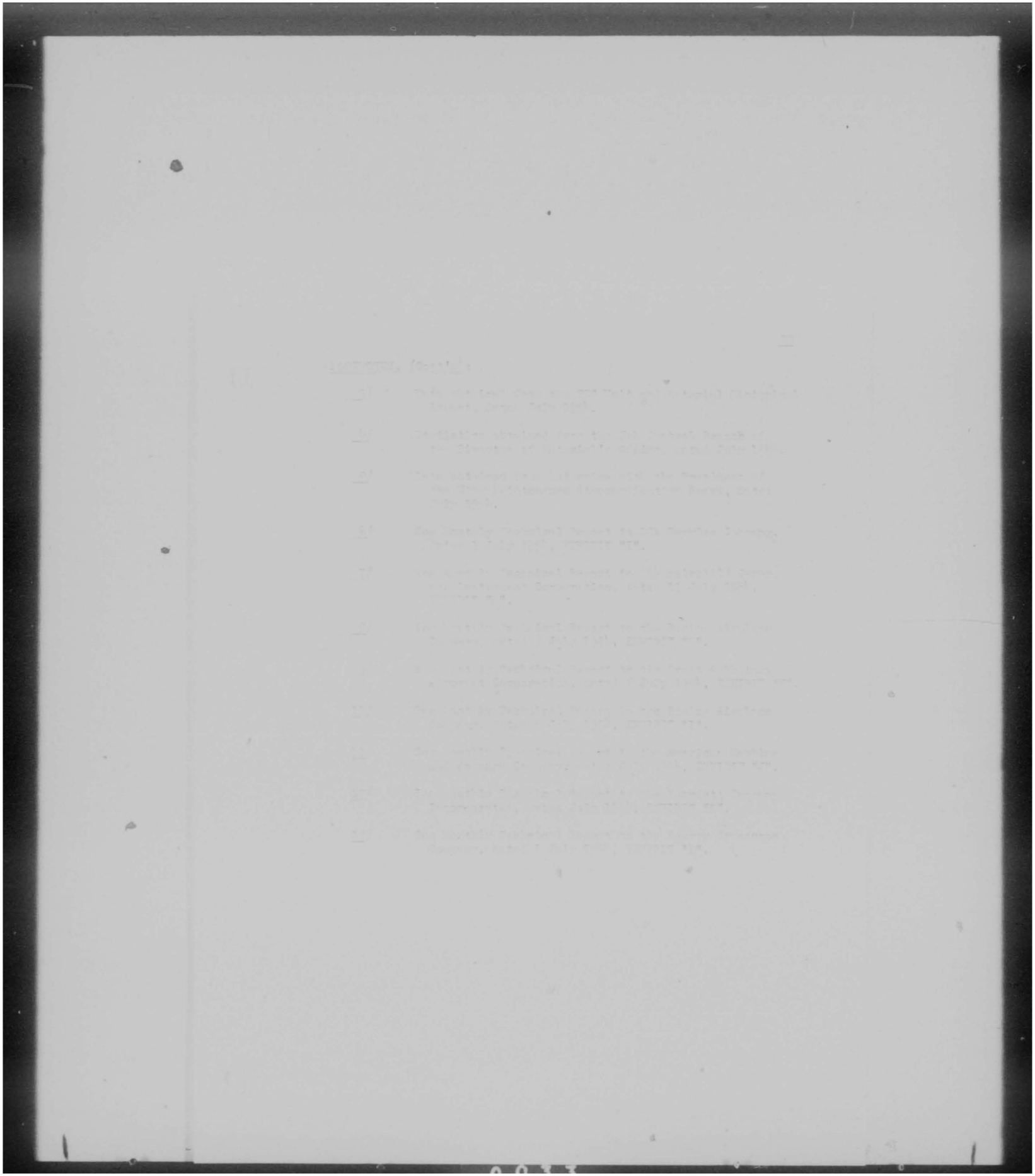

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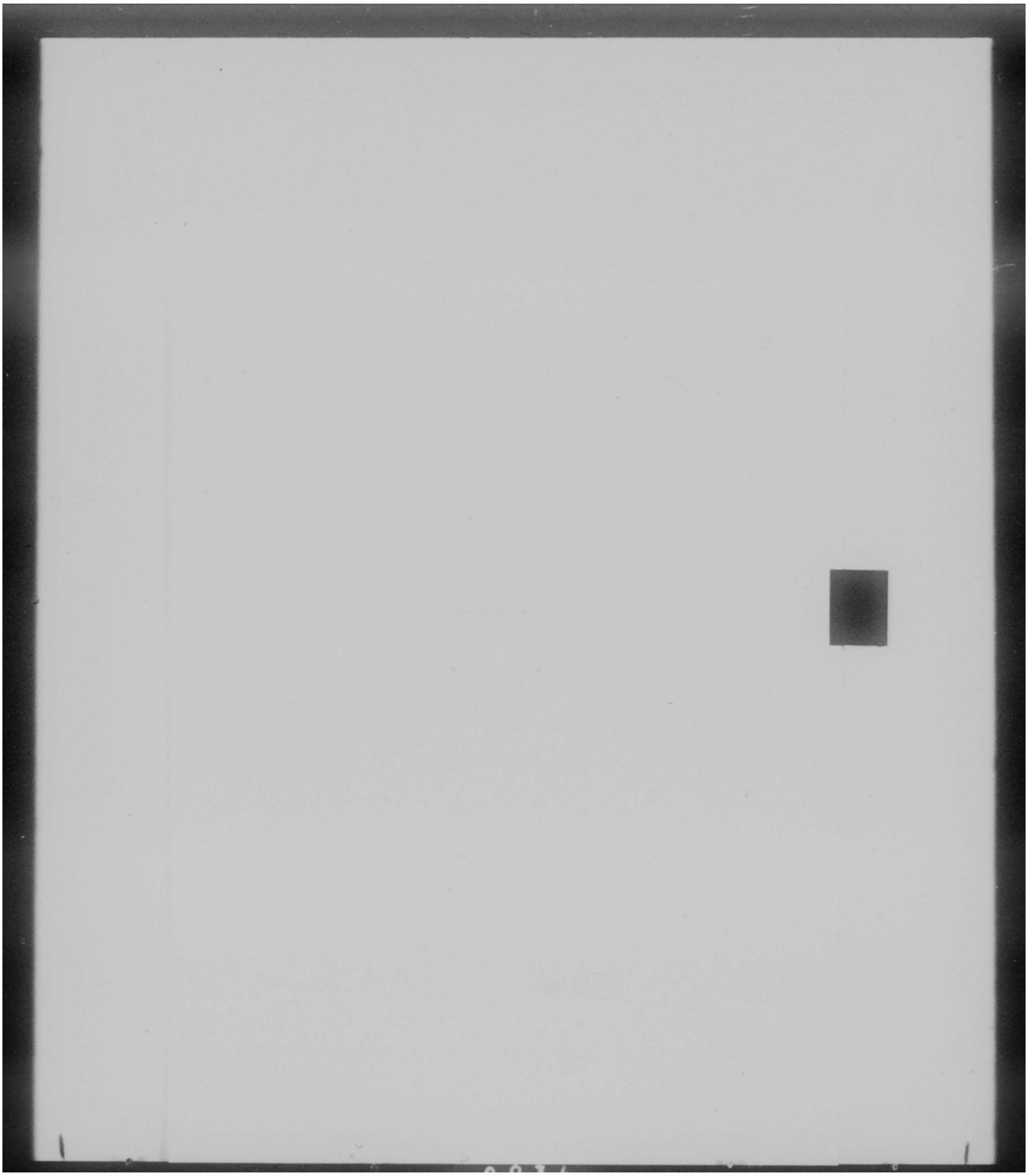

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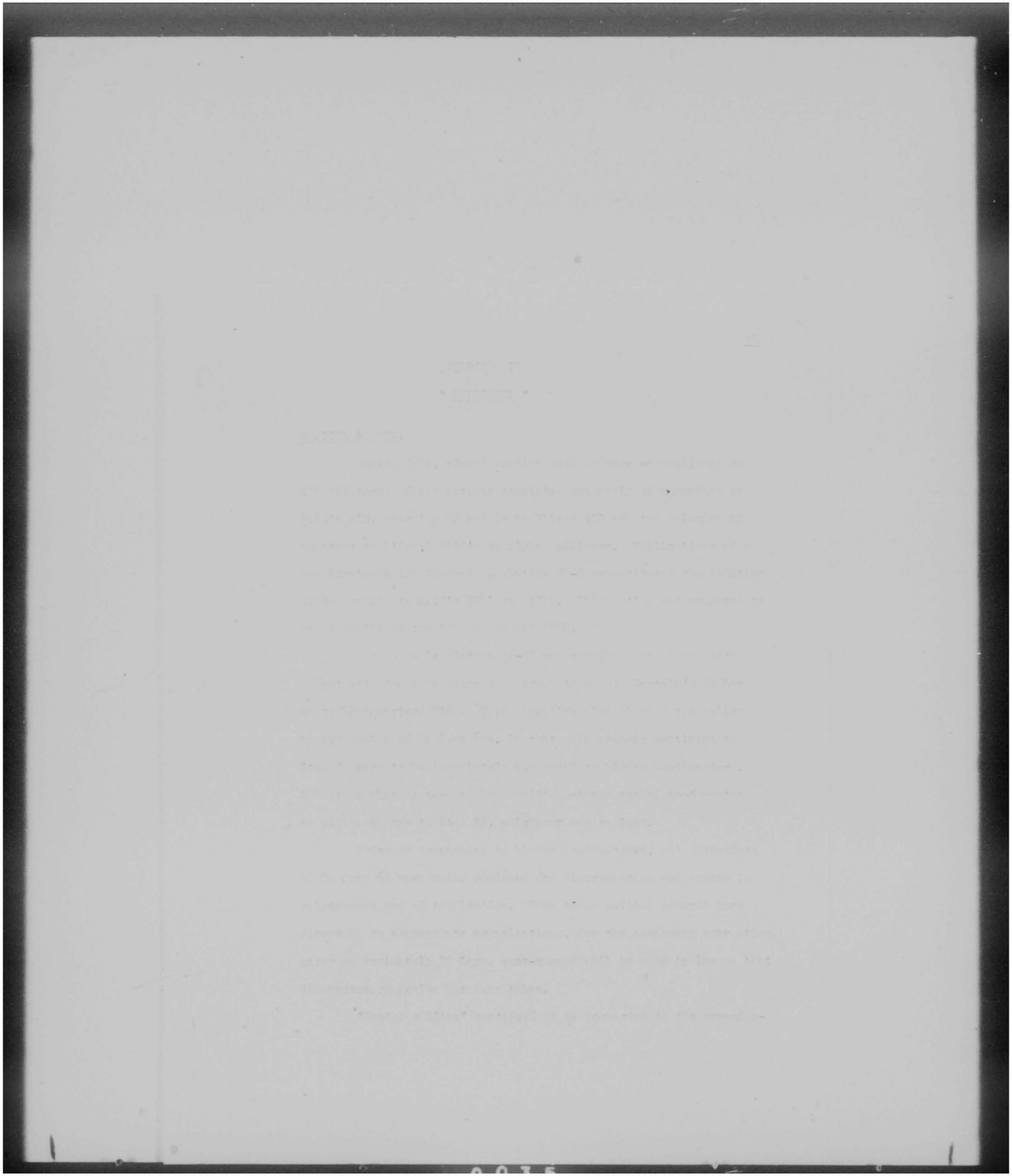

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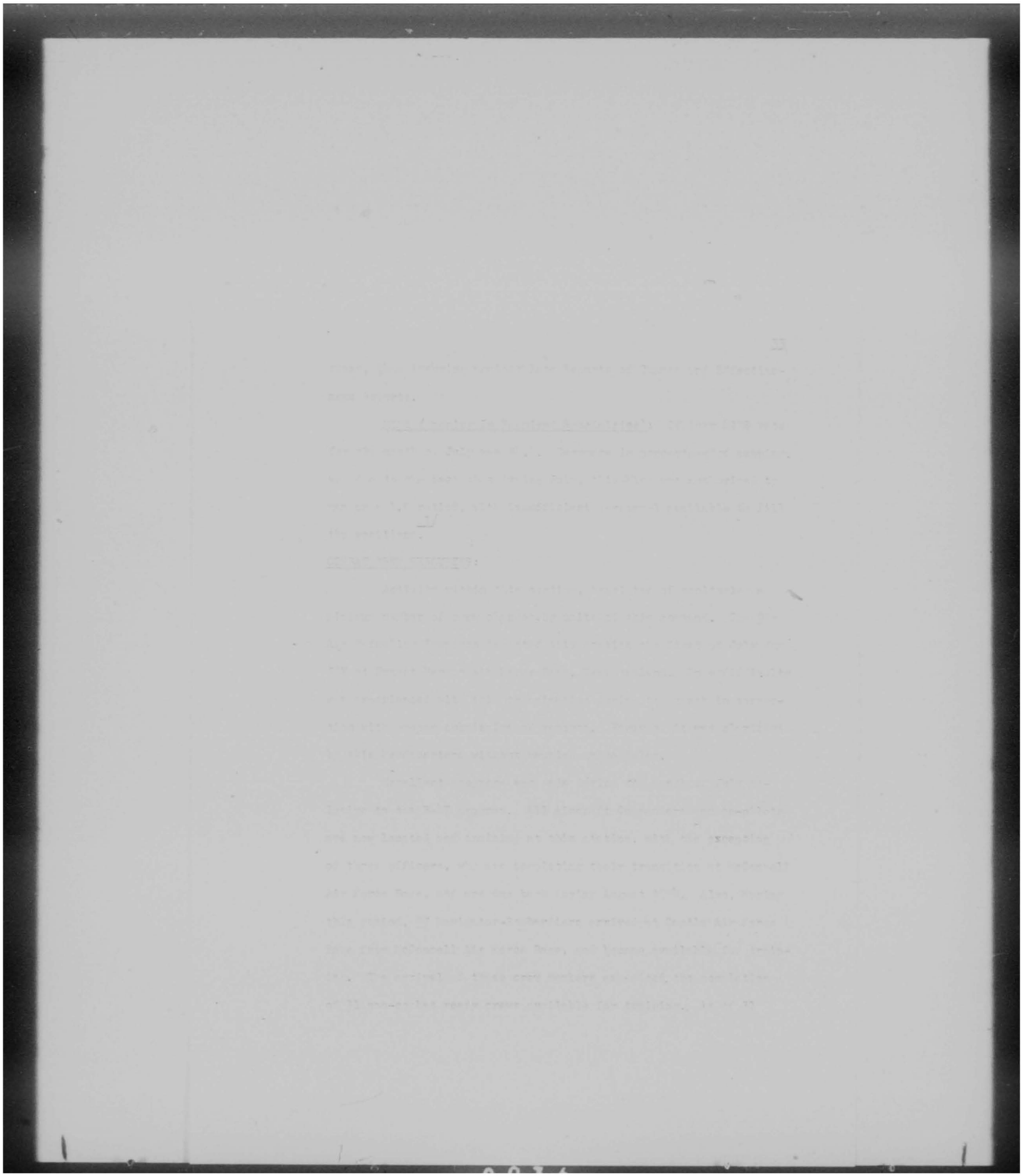

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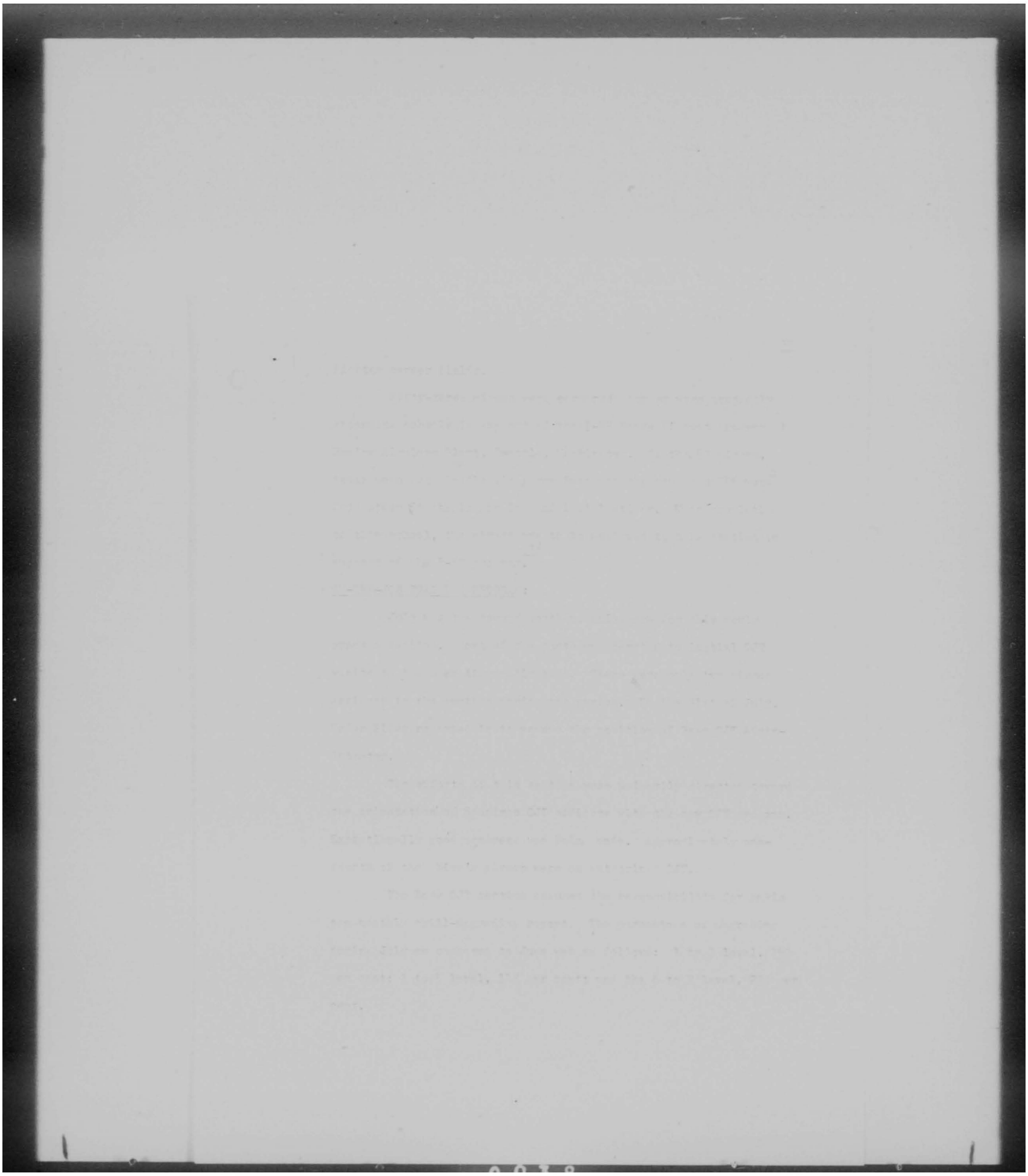

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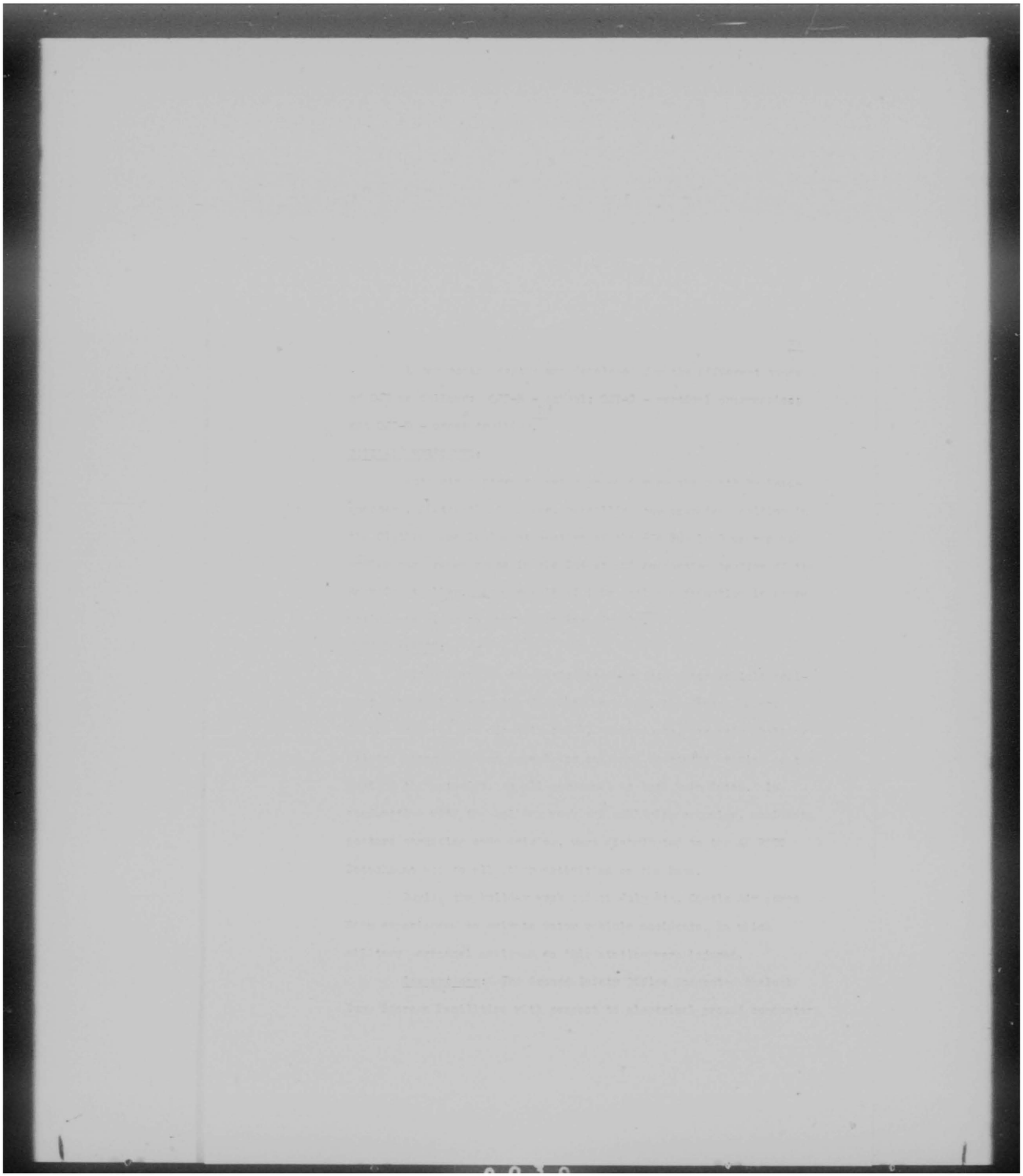

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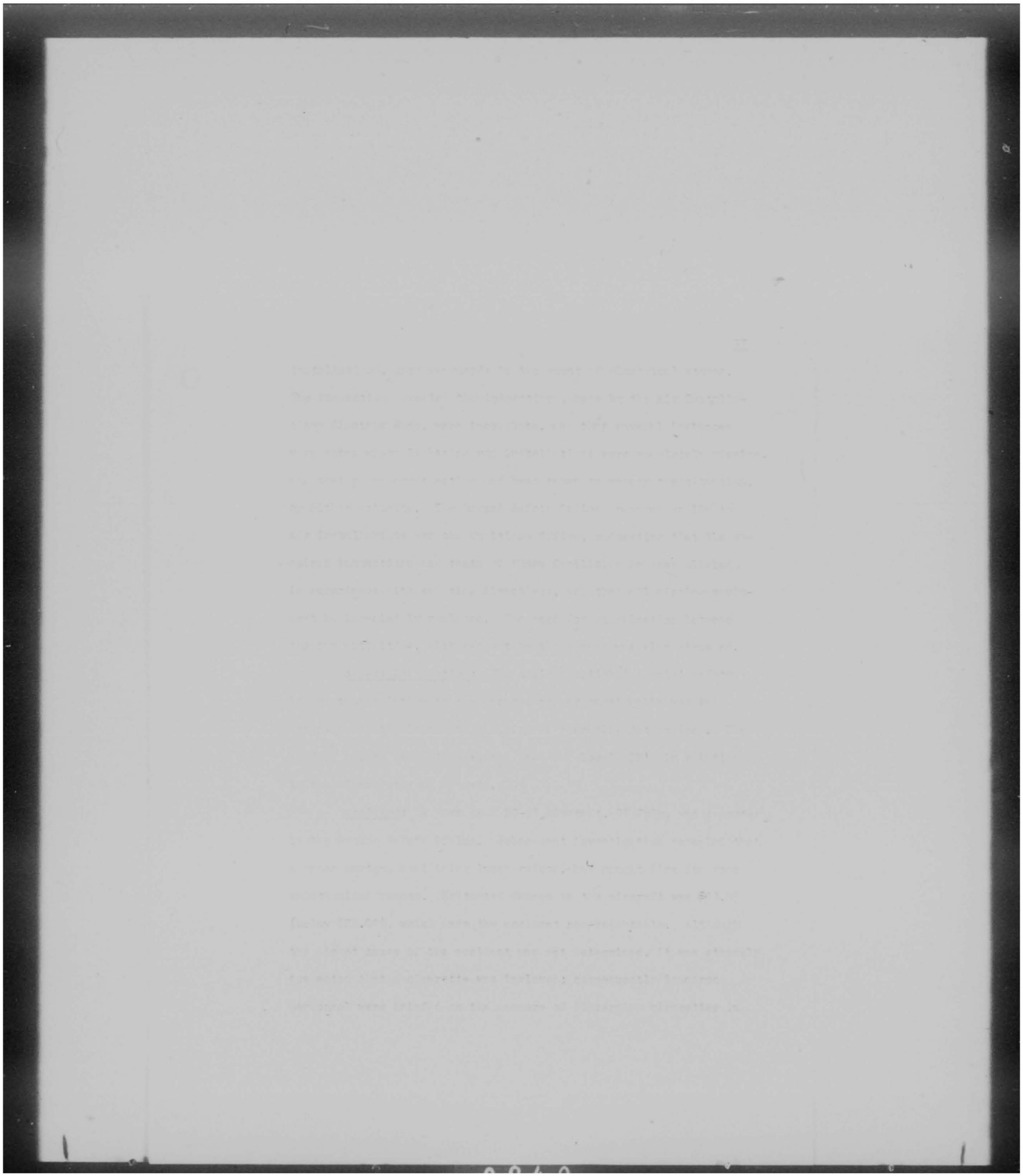

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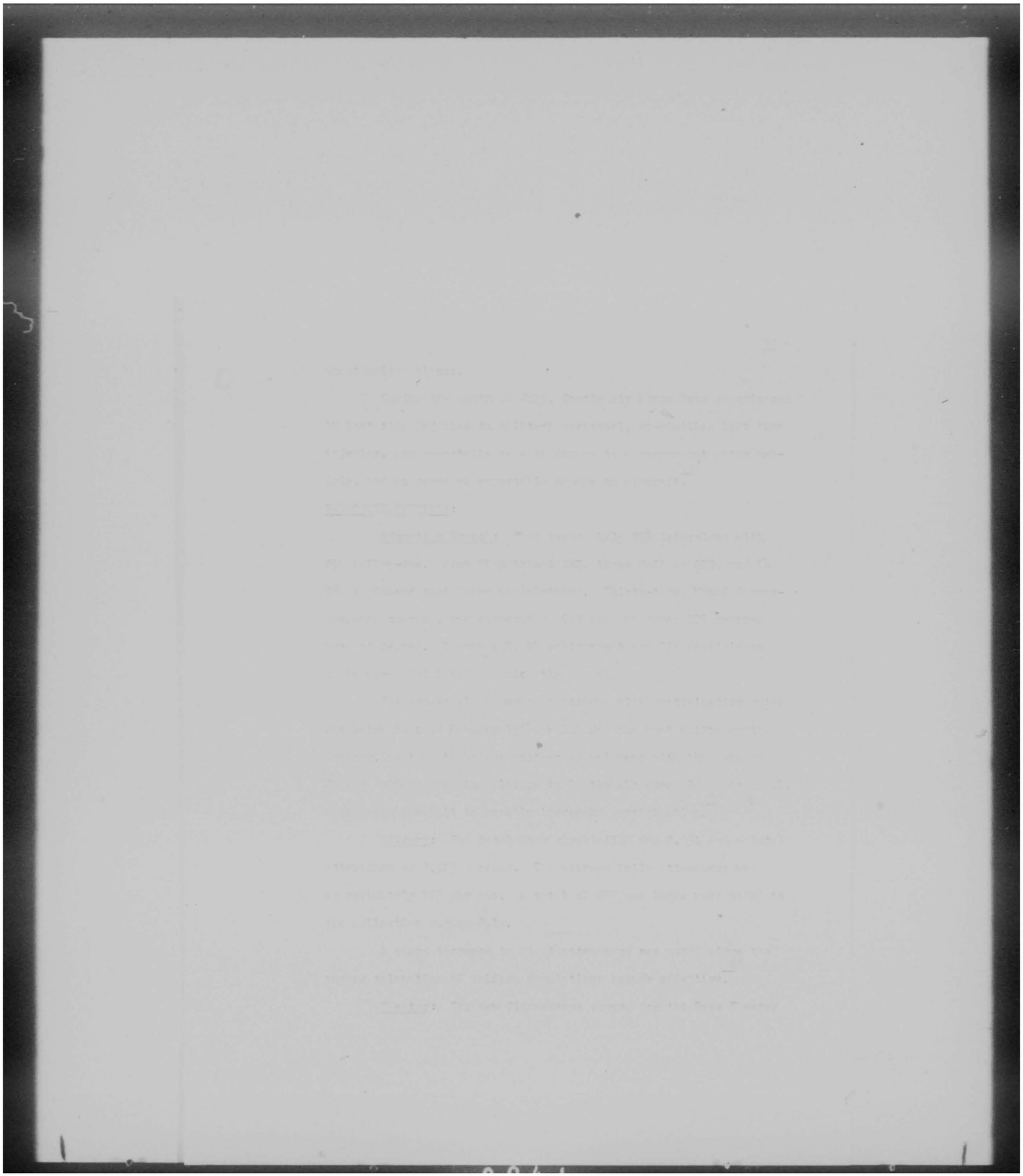

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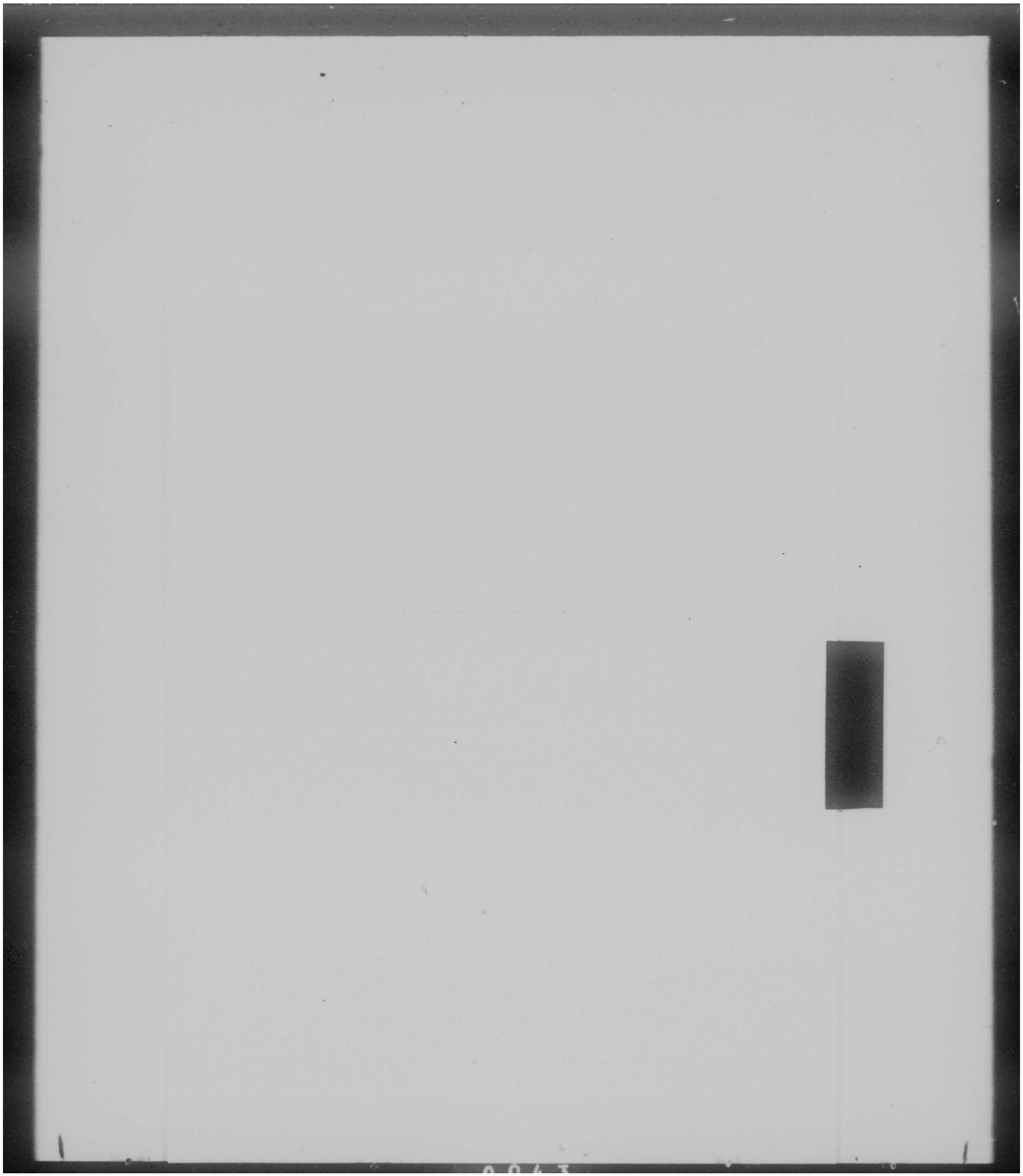

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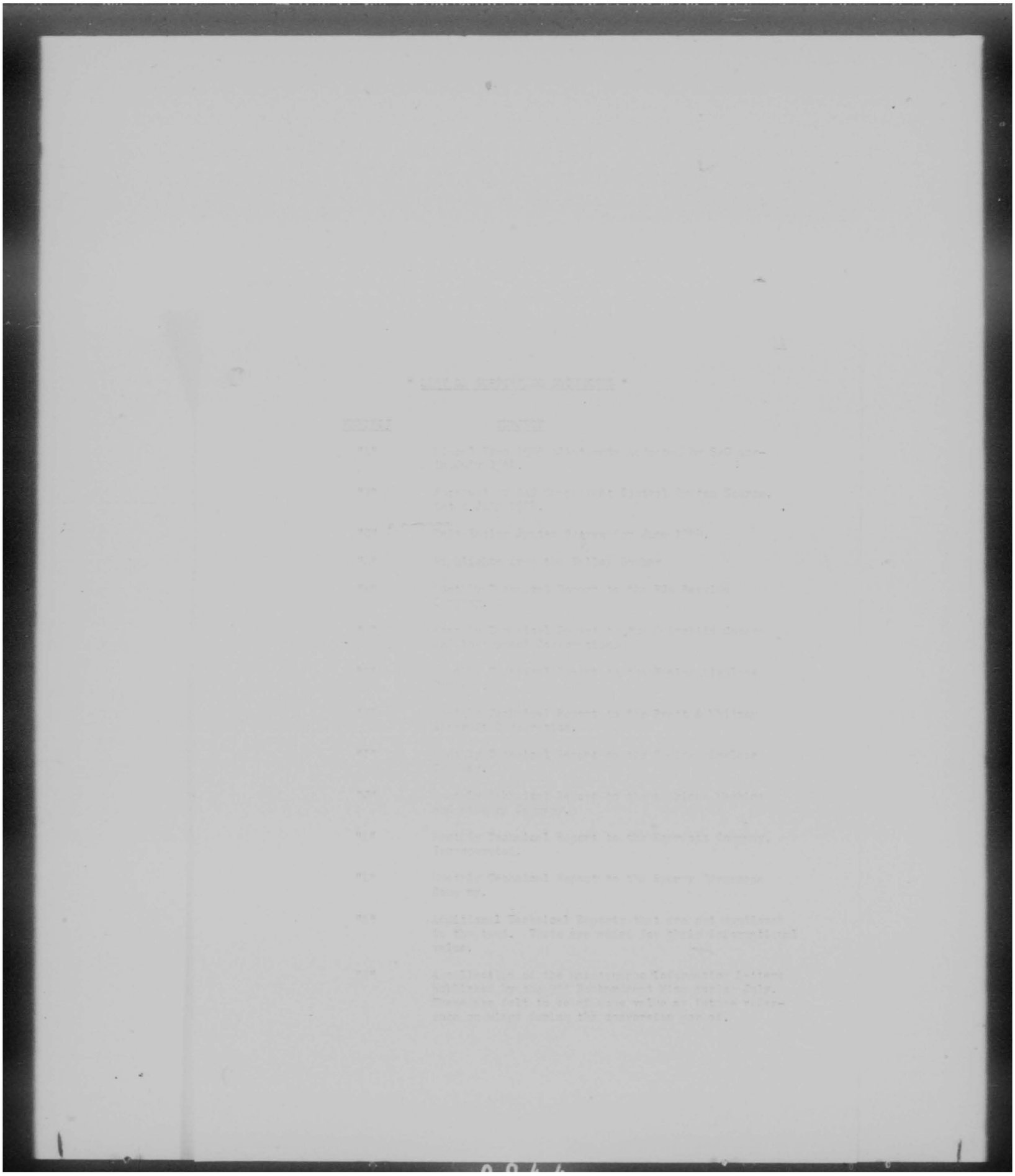

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FISCAL YEAR 1955 ALLOTMENTS ADJUSTED BY SAC DURING JULY 1954

Project	First Quarter Allotment	Total Allotment to Date	Annual Budget Authorization
Acquisition & Construction, P321 1. Funds for Project 39-52,$144,800.	$144,800	$144,800	$144,800
Base M & O, P 448 1. For support of AFROTC,$2,900.00	2,900	2,900	2,900
Base M & O, P 458 1. Funds for other than Civilian Personnel, $245,000.00 2. Civilian Payroll for Quarter,$371,554.00	616,554	616,554	2,449,320
M & O Medical Treatment Facilities P 478 1. Funds for Other than Civilian Personnel, $30,000.00 2. Civilian Payroll for Quarter $32,274.00	62,274	62,274	256,575
Pay & Allowances of AF Reserve Officers on Active Duty for Training, P 521 1. First Quarter Allotment $1,700.00	1,700	1,700	6,000
Pay & Allowances of AF Reserve Airmen on Active Duty for Training, P 524	-0-	-0-	100
Pay & Allowances of AF Reserve Officers on Inactive Duty, P 525 1. First Quarter Allotment,$1,100.00	1,100	1,100	4,000
Pay & Allowances of AF Reserve Airmen on Inactive Duty, P 528 1. First Quarter Allotment,$20.00	20	20	75
Travel of AF Reserve, P 541 1. First Quarter Allotment	30	30	100
Subsistence, P 551 1. First Quarter Allotment,$570,000.00	570,000	570,000	2,176,000

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CONFIDENTIAL

93D BOMBARDMENT WING (H)
Monthly Analysis, RCS: 15-02
July 1954

SECTION I - Forecast of SAC Management Control System Scores

		Max Pts	Jun % * of Max	Jul % of Max
A.	PERSONNEL			
	1. Manning In Required Specialties			
	a. Officers	30	90	90
	b. Airmen	75	30	30
	2. AWOL Rate	30	100	100
	3. Ground Safety	25	50	70
	4. Reenlistment Rate	40	20	50
	5. MTD Utilization	20	100	100
	6. Total Personnel	220	53	57
B.	MATERIEL			
	1. Flying Hours as a % of Required	60	94.6	98.9
	2. Reports of Survey	20	100	100
	3. Status of TO Compliance	60	27.8	34.8
	4. Total Materiel	140	67	72
C.	UEOM and Flying Safety			
	1. UEOM	Not Scored		
	2. Flying Safety	40	70	80
D.	OPERATIONS	Not Scored		
E.	GRAND TOTAL	400	60	64

* Local forecast percentages for June were used for comparative purposes in this column

SECTION II - Computational Data and Factors Influencing Performance Scores

A. PERSONNEL

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1. Manning In Required Specialties

a. Officers

(1) 84 vacancies existed in the authorized strength of 468 officers for an MIRS index of 84.4% which gives 50% of maximum score.

(2) The following shortages existed in the AFSC's indicated: 1234B-26; 1234C-28; 1245-8; 1435-6; 2044-1; 2054-1; 3234-1; 4334-1; 4344-4; 4355-1; 7384-2; 9356-2; 9416-1; 9446-1 and 9734-1.

(3) The principal reason for the loss of points in this area was an increase in the authorized crew to aircraft ratio from 1.25 to 1.5:1 effective 1 July 1954. The new ratio was applicable to both the bomb squadrons and the two air refueling squadrons.

b. Airmen

(1) 471 shortages existed out of 2046 authorized AFSC's giving the wing a 77% MIRS index and resulting in a score of 30% of maximum points.

(2) The specific AFSC's in which the bulk of the shortages existed were: 32150K, 32171E, 32350C, 40453, 43153, 43171J and 43179.

(3) The improvement in score in this area is largely the result of upgrading of airmen in the 43000 career field during the month.

2. AWOL Rate

a. For the four-month period ending in July, there were 14 AWOL's and a total mean strength of 11016. The AWOL rate per 1000 population was 1.3 resulting in a score of 100% of maximum points.

3. Ground Safety

a. For the four-month period ending in July, the military disabling injury rate per 100,000 man-days of exposure was 5.59 based on 19 injuries with an exposure of 340,036 man-days. There were no civilian injuries or government vehicle accidents. Therefore, the total Ground Safety Index was 5.59. Total accident cost was $34,868 divided by a total mean strength of 11,413 giving an Accident Cost Index of $3.06. The combination of the foregoing indices earns 70% of maximum score.

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b. The number of disabling injuries for the period (19) was responsible for the loss of 10% of the maximum points and the cost of an airman fatality in a private motor vehicle accident ($31,500) caused the loss of an additional 20% of maximum points. Private motor vehicle accidents were responsible for 16 of the 19 disabling injuries and/or fatalities.

4. Reenlistment Rate

a. The reenlistment rate was computed in accordance with SAC message COA 8394, 4 August 1954. During July, there were 32 immediate reenlistments and 73 airmen were discharged under the applicable codes cited in the above message. The reenlistment rate was 43.8% resulting in a score of 50% of maximum points.

b. A recapitulation of the reenlistment survey forms for July revealed that the attractiveness of a civilian job in an area of the airman's choice, the desire to attend school and the desire to get a civilian job with more "Take Home" pay were the three principal reasons given for failure to reenlist.

c. There were nineteen (19) airmen discharged prior to the expiration of term of service (AFR 39-14) with only one (1) reenlistment. The majority of the airmen in this group were authorized to be given an early release for the purpose of accepting seasonal employment.

5. Mobile Training Detachment Utilization

a. Average monthly B-47 MTD (Mech) utilization was 3159 hours versus a desired utilization of 3500. Average monthly B-47 MTD (Elect) utilization was 2470 hours versus a desired utilization of 1500 hours. The foregoing earns 100% of maximum points.

B. MATERIEL

1. Flying Hours as a % of Required

a. For the quarter ending in July, flying hours required were as follows: B-47, 1822; KC-97F, 1767 and KC-97G, 1899. For the same period, flying hours accomplished were as follows: B-47, 1889; KC-97F, 1774 and KC-97G, 1840. The combined totals (eliminating flying time overages) were 5429 hours flown versus 5488 hours required for a percentage of 98.9% earning 59.3 of the 60 maximum points.

2. Reports of Survey

a. For the four-month period ending in July, ten (10) reports of survey were registered totaling $387.25 giving an average cost per survey of $38.73. The combined military and civilian strength was 11,038. The number of reports of survey per 1000 was 0.91. The combination of the foregoing indices earns 100% of maximum score.

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3. Status of Technical Order Compliance

a. Following is the combined data for 15 April through 15 July from which the score in this category was computed:

	B-47E	KC-97F	KC-97G	C-124A
1. No. of Aircraft Possessed	42	73	88	36
2. Standard Manhours Required	4276	11019	6199	66524
3. Average Manhour Backlog Per Aircraft Possessed	101.8	150.9	70.4	1848
4. Point Score for Item 3	10	0	10	0
5. TO Unit Compliances Outstanding	943	1282	813	2337
6. TO Unit Compliances NCW per Aircraft Possessed	22.5	17.6	9.2	64.9
7. Point Score for Item 6	1[illegible]	10	1[illegible]	5
8. Standard Manhour Workload Accomplished	2834	3357	2156	1844
9. Months Required to Reduce TOC Backlog to Zero	1.5	3.1	2.9	36.1
10. Point Score for Item 9	10	0	0	0
11. TO's NCW within 180 days of Receipt	0	7	2	171
12. Point Score for Item 11	10	0	0	0
13. Total Point Score (4-7-10-12)	45	10	25	5

b. The weighted average score for the wing using possessed aircraft as weights was 34.8% of maximum points (60) or 20.9 points.

c. Over 2500 hours of technical order compliance work was accomplished on B-47 aircraft during the period of 15 June to 15 July 1954. This resulted in an increase in score of from 30 points in June to 45 points in July.

d. The 93d Air Refueling Squadron departed for a 45-day period of TDY at Ernest Harmon Air Force Base, Newfoundland at the end of June. In an effort to have the KC-97G aircraft of this squadron relatively "clean" from a technical order standpoint prior to their departure, over 800 hours of TOC work was accomplished during the period 15-30 June 1954.

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e. It was discovered that depot technical order compliance data had been included in the SAC U-10 Report for April, May and June which is in conflict with SAC Regulation 66-20, 19 June 1953 governing preparation of the report. Depot technical order data was excluded from the July report. This factor reduced the TOC backlog from an average of 20,000 manhours per month to only 6,200 manhours as of 15 July 1954.

C. USCM and Flying Safety

1. USCM - Not Scored

2. Flying Safety

a. For the four-month period ending in July, a total of 6584 hours were flown by wing aircraft with one (1) minor accident to a KC-97F aircraft occurring in June. The aircraft accident rate was 15.2 per 100,000 hours flown resulting in a score of 80% of maximum points.

D. OPERATIONS - Not Scored

SECTION III - Analysis of Air Training

Not Applicable

SECTION IV - Commander's Comments

A. The conversion of the wing to B-47 aircraft is approaching completion. Forty-five (45) aircraft were assigned as of 7 August 1954 completing this phase of the conversion. The final report on conversion was submitted at the end of July. It is felt that the solution of any existing and future problems can be accomplished by normal staff action by integration into current functional responsibilities.

WILLIAM E KUBANK, JR.
Colonel, USAF
Commander

CLASS IAW PAR 2-4A
AFR 205-1

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HEADQUARTERS 93D BOMBARDMENT WING (*)
Castle Air Force Base, California

CO

6 July 1954

SUBJECT: Unit Rating System Scores - June 1954

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Rating System Scores for June 1954.

2. The 93d Field Maintenance Squadron showed the highest Quarterly Improvement Score for June 1954. The 93d Operations Squadron had the highest raw score with 99% of maximum points.

3. Eight (8) of the 19 units rated had 90% or more of maximum points and thirteen showed an improvement over the previous three months.

4. Inclosure 2 is an organizational summary of the recorded delinquencies for June 1954.

BY ORDER OF THE COMMANDER:

ALBERT W. DIXON
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Rtg Sys Scores June 54
2. Summary of Delinquencies

DISTRIBUTION: B

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UNIT RATING SYSTEM SCORES - JUNE 1954

ITEM	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d A&E Maint	93d Fld Maint	93d Per Maint	Medics	2d SSS	90th Air Rflg	Hq 93d ABGp	93d Operations	93d Air Police	93d Installations	93d Food Service	93d Supply	93d Motor Vehicle	52d AAA Bn
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	100	100	100	80	100	100	100	100	100	100	100	100	100	100	60	100	100	100
2. AWOL	130	100	100	100	100	80	100	100	100	100	100	100	100	100	100	10	10	30	10	10
3. Serious Incidents	90	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	30	100
4. Drunk and/or Disorderly	60	100	100	100	100	100	80	100	100	80	100	100	100	100	100	100	100	100	70	90
5. Uniform Violations	20	100	10	100	100	100	100	100	100	100	100	100	100	80	100	80	100	100	100	100
6. Minor Accidents (Other)	20	100	80	80	10	90	80	70	80	100	90	100	100	100	100	40	20	100	70	100
7. Major Accidents (Other)	50	100	100	100	100	100	100	100	100	40	100	100	100	100	100	100	100	30	30	100
8. Moving Traffic Violations	50	80	80	30	80	100	90	90	100	80	80	60	80	100	90	60	80	80	100	100
9. Driving While Intoxicated	90	100	100	100	100	100	100	100	100	100	100	100	50	100	100	100	100	100	100	100
10. Major Vehicle Accidents	50	100	100	40	100	80	100	100	100	100	100	100	100	100	100	100	60	100	100	100
11. Minor Vehicle Accidents	20	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	60	100	100	100
12. NCO Mess Membership	30	90	100	70	100	60	90	100	70	90	70	50	70	100	100	60	100	90	80	30
13. Delinquent MPOs	60	90	40	50	70	30	80	80	100	40	20	50	60	90	70	50	50	50	60	10
14. M/R Errors	70	100	50	90	30	90	100	90	30	60	100	90	80	100	100	90	100	90	50	NR
TOTAL (% of Maximum)	800	98	87	86	88	88	94	96	92	85	91	91	87	99	97	75	72	78	62	73
Total Points Received		781	697	685	705	701	752	770	738	681	731	728	698	790	777	598	575	624	496	532
Quarterly Improvement Score		+11	+18	-16	+10	-6	+15	+46	+40	+12	+21	+4	+1	+17	+26	+9	-44	-13	-40	-11

Total Item Weight for all Squadrons - 800
Total Item Weight for 52d AAA Bn - 730

Incl 1

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UNIT RATING SYSTEM - JUNE 1954

(SUMMARY OF DELINQUENCIES)

ORGANIZATION	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Accidents (Other)	Major Accidents (Other)	Moving Traffic Violations	Driving While Intoxicated	Major Vehicle Accidents	Minor Vehicle Accidents	NCO Membership (Non-Members)	Delinquent MPOs	M/R Errors
Hq 93d Bomb Wg	138	0	0	0	0	0	0	0	1	0	0	0	6	1	0
328th Bomb Sq	149	0	0	0	0	2	1	0	1	0	0	0	0	2	5
329th Bomb Sq	149	0	0	0	0	0	1	0	4	0	1	0	7	6	1
330th Bomb Sq	146	0	0	0	0	0	3	0	1	0	0	0	2	2	7
93d Air Rflg Sq	305	0	1	0	0	0	1	0	0	0	1	0	25	28	3
93d A&E Maint Sq	310	1	0	0	2	0	2	0	1	0	0	0	7	4	1
93d Fld Maint Sq	377	0	0	0	0	0	3	0	1	0	0	0	5	7	4
93d Per Maint Sq	158	0	0	0	0	0	1	0	0	0	0	0	7	1	7
Medics	139	0	0	0	1	0	0	1	1	0	0	0	3	2	4
2d SSS	324	0	0	0	0	0	1	0	2	0	0	0	18	32	0
90th Air Rflg Sq	310	0	0	0	0	0	0	0	5	0	0	0	26	22	3
Hq 93d AB Gp	175	0	0	0	0	0	0	0	1	1	0	0	15	4	3
93d Operations Sq	209	0	0	0	0	1	0	0	0	0	0	0	0	2	1
93d Air Police Sq	252	0	0	0	0	0	0	0	1	0	0	0	3	3	0
93d Installations Sq	212	0	3	0	0	1	3	0	3	0	0	0	8	5	2
93d Food Service Sq	216	1	6	0	0	0	4	0	1	0	1	1	0	2	0
93d Supply Sq	255	0	2	0	0	0	0	2	2	0	0	0	8	3	3
93d Motor Vehicle Sq	127	0	2	1	1	0	1	1	0	0	0	0	6	2	4
52d AAA Bn	307	0	3	0	1	0	0	0	0	0	0	0	28	15	NR
TOTAL		2	17	1	5	4	21	4	25	1	3	1	174	143	48

Incl 2

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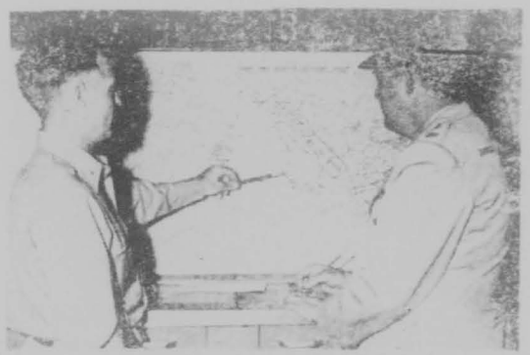
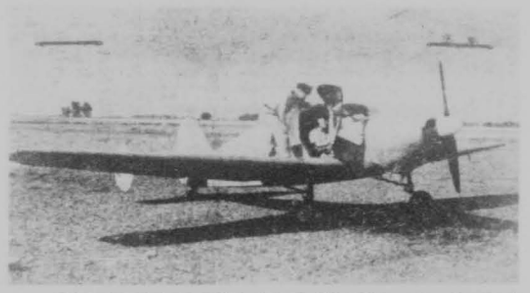


"SEVERE WEATHER CONDITIONS will be encountered in the Rocky Mountain and midwest area," states Maj. Robert M. Rutt (lt), Detachment 1-9th Weather Squadron commander, as he briefs Capt. Thomas M. Johnston who is scheduled for a flight. All aircraft commanders are briefed by Weather before taking off on a mission. (Photos by Haskins, base photo lab).



SAC AERO CLUB'S NEW PLANE gets checked over by Lt. Richard A. Lenz in the cockpit and Lt. Harry L. Wood, standing on wing. The new Bellanca, purchased by the Castle club, raises their number of aircraft to five. With the addition of the Bellanca, openings have been made for a larger membership. (Photo by Ashcraft, base photo lab).

ON THE MOVE—A/2c Mike Luevano, message center vehicle driver, takes off on one of his daily three base-wide deliveries. Last month Luevano delivered over 62,000 items to the various sections on the base.

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HIGH POINT MAN — Don Sarno receives trophy from Col. William E. Eubank, Jr. It's Don's second time to the winners platform since he has been here at Castle. He took high point honors in the '53 events too.

WEATHER MAPS from the central weather bureau in Washington are reproduced on one of the Weather Detachment's Fascimile machines. A/3c Richard Welsh is shown releasing an exact duplicate of a map contained on a Washington sending machine.

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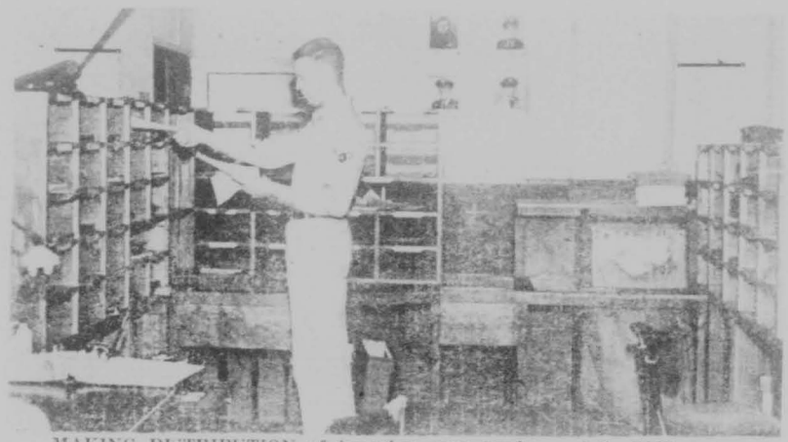

MAKING DISTRIBUTION of incoming correspondence, A/1c William Lemee sorts the items out into the 50 compartments contained in the cabine.. Lemee drafted up the designs for the wall to wall cabinet used by the distribution center. (Photos by Kendall, base photo lab).

AIR FORCE AID SOCIETY membership drive for 1954 gets started as the first two cards for this year are sold to Col. William E. Eubank, Jr., wing commander (center) and Col. William H. Campbell, base commander (right), by Maj. Dean R. Foster, project officer. Membership drive will reach a high point tomorrow in pay line. (Photo by Kendall, Base Photo Lab).

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DISTRICT CHAMPIONSHIP TROPHY is awarded to Terry Terrell, captain of the Bomber base nine by Capt. David Nesler, Personnel Services Officer before Terry's team took the field for the State Opener which Cashl won 12-0 while facing the Merced Aztex.

EXTREMELY ACCURATE reading are obtained from a mercurial barometer which measures pressure. The recording drum in the barometer contains a graph with minute by minute pressure variences. Airman Welsh is shown making a minor adjustment prior to taking the reading.

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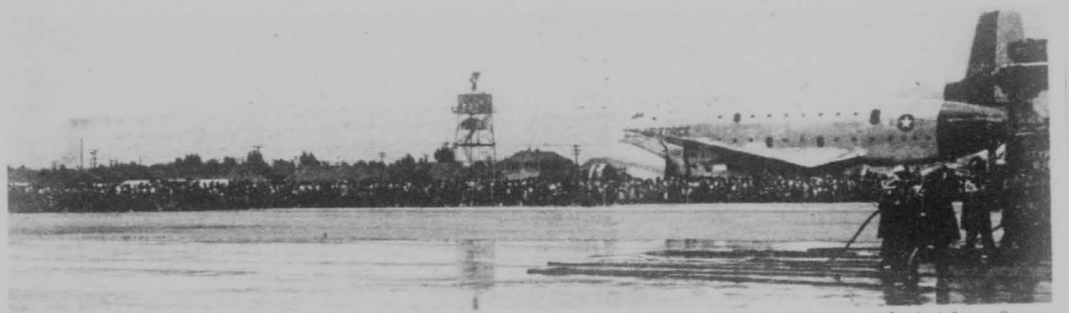
15,000 Attend Open House



15,000 PEOPLE from Northern California gathered at Castle during the open house conducted from 9 a.m. to 2 p.m. last Saturday. The huge line up of people in the foreground have just witnessed a firefighting demonstration put on by base smoke-eaters shown at the far right. (Base Photo Lab Photo).

HEY MOM LOOK AT ME schouts a young lad sighting down the muzzle of a .50 caliber machine gun mounted on top of a 52nd AAA vehicle. The children at the open house were all treated to a first-hand inspection of fire fighting equipment and base vehicles.

THROUGH THE GAPING DOORS OF THE BIG C-124, are seen the line-up of Castle Air Base visitors who await their turns to make inspection of the plane. This same proceedure continued throughout the day-long inspection and visit at the base.

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CONTRACTOR: RCA Service Company, INC.
Ellis & Essex Avenues
Gloucester, New Jersey

1 July 1954

SUBJECT: Monthly Technical Report for month ending 30 June 1954, RCS:3-AMC-U19

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 June 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: BERNARD PINKSY, RCA Technical Representative

II. EQUIPMENT: APS-42 and Rendezvous

III. TRAINING ACTIVITIES:

1. Field, shop, and line training: assistance and instruction was given during the month to maintenance men in the Electronic Field Maintenance Shop and on the Flight Line on APS-42, Rendezvous Equipment, and AIC-10 Intercom Equipment as noted in chart below.

2. Classroom: there were no formal classes conducted during period covered by this report. All instruction was given in the form of OJT.

SUBJECT TAUGHT	APS-42	APN-12 & 76	AIC-10
No. of Men	4	3	5
AFSC	30151	30151	30130-30150
No. Student Hours	24	12	15
No. Instructor Hours	8	4	8
Fundamentals	X		
Advanced	X	X	X
OJT	X	X	X

IV. UTILIZATION:

1. Advising and instructing in operation and maintenance of Air Force Electronic Equipment.

2. No estimate can be made of the time when contractor technician services will no longer be required by this activity

V. EQUIPMENT MALFUNCTIONS:

1. There have been no unusual trends during period covered by this report.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

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VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. TROUBLE: There has been a large number of complaints during the month of objectionalbe noise being picked up through the AIC-10 Intercom and Communication Equipment in B-47E Aircraft during flight. The majority of the complaints is characterized by this feature: When the equipment is turned on the noise level will be low, building up gradually to a cresendo, then disappearing abruptly. This condition repeats itself continually during flight. When aircraft touches down noise disappears completely.

PROBABLE CAUSE: The nature of the noise suggests a corona effect defeloped due to buildup of static on canopy during hight speed flight.

Another probable cause would be improper installation of AIC-10 contrary to manufacturers specifications.

ACTION TAKEN: 1. The Boeing installation diagrams of the AIC-10 installation were checked against manufacturers specifications and found to be identical.

2. To determine probability of the static build-up theory, several of the affected aircraft have had their canopies treated with Graphite Paint* to provide static discharge paths to skin of aircraft.

3. A record will be kept of mission reports of treated aircraft as compared to non-treated aircraft for the next few weeks to determine the effect of this project. Results will be submitted on completion.

4. An emergency UR has been submitted on above condition.

VIII. SPECIAL DEVELOPMENTS:

1. Five days of leave (June 14 thru June 18) were taken by this writer as part of annual vacation.

* The Graphite Paint used was first tested on similar plastic to determine possibility of injury to canopy before applying to aircraft. The results showed no detrimental effects.

The paint was applied in a manner which would offer no hinderence in visability to crew.

Bernard Pinsky

BERNARD PINSKY
RCA Technical Representative.

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CONTRACTOR: Fairchild Camera and Instrument Corporation — 1 July 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 June 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is technical report for month ending 30 June 1954, submitted in accordance with AFR 66-18, SAC Regulation 66-4, and Message, Hq SAC, DPLMD 14710, 23 July 1953.

I. SUBMITTED BY: Wayne C. Edwards

II. EQUIPMENT: Photo equipment in use at Castle Air Force Base.

III. TRAINING ACTIVITIES:

1. During the past month, training was given at the following Wings:

40th A&E Camera Maintenance Section, Smoky Hill AFB.
310th A&E Camera Maintenance Section, Smoky Hill AFB.
93d A&E Camera Maintenance Section, Castle AFB.

Time not devoted to classes was spent in individual training and assistance where needed, as the Camera maintenance personnel worked with the photo equipment on Line, Dock, and in the Shop.

2. The instructions given in the classes consisted of the following:

a. O-15 Camera System, including Camera Body Type C-1, Magazine Type C-1A, and PS Control.

b. O-23 Camera System, including C-2 Camera Body, C-7 Magazine, and E-1 Control.

c. The students were taken to the aircraft and a demonstration was given of the location and operational procedures of the photo equipment and components in the aircraft.

d. Each student received training consisting of electrical phases, cycle of operation and disassembly and assembly of the equipment by the student.

3. Formal classroom training:

40 A&E, SHAFB - Number of students: 10
Total number of hours: 120
310 A&E, SHAFB - Number of students: 9
Total number of hours: 144
93 A&E, CAFB - Number of students: 10
Total number of hours: 280

4. Names of personnel trained are on file in Camera Maintenance Sections of respective A&E Squadrons.

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Fairchild Camera and Instrument Corporation, SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 June 1954 (Cont'd)

IV. UTILIZATION:

1. The primary purpose of this assignment is the training of maintenance personnel in the theory, calibration and maintenance of all photographic equipment. Duties also include assisting in the resolution of difficult and major repair problems, and rendering technical advice on equipment persormance and maintenance problems.

2. My present orders assign me TDY from Forbes AFB, to this station for a period of two weeks which will terminate approximately 9 July 1954.

V. EQUIPMENT MALFUNCTIONS:

1. During the period covered by this report, there were no malfunctions on Fairchild equipment that required any enginnering study.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VVII. OPERATIONAL DIFFICULTIES ECNOUNTERED:

1. 30 B-47E aircraft have been delivered to this Wing. Fo this number:

15 A/C are equipped with O-23 Camera System
15 A/C not equipped but modified for O-23 Camera System
All A/C equipment with O-15 Camera System
All A/C are equipped with A27A Mounts
All A/C are equipped with B-8A Intervalometers
No A/C equipped with the Strike Camera
No A/C equipped with magazine for the Strike Camera.

VIII. SPECIAL DEVELOPMENTS:

1. None.

IX. GENERAL REMARKS:

1. The following are suggestions the writer wishes to make concerning a standard SAC operating procedure on photo equipment for all B-47 Wing

a. An Observers Photo Log for the O-23 Camera System, O-15 Camera System, and Strike Camera System.

b. Handlying of 35 MM film in C-7 and C1A magazines.

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IX. GENERAL REMARKS: (Cont'd)

The magazine be cleaned by compressed air, loaded with a fresh roll of film, and stored by the Field Maintenance Shop.

Line personnel pick up loaded magazine from Field Maintenance Shop, install in aircraft, and preflight.

As film is CLASSIFIED after exposure, the Observer, upon completion of flight mission, return the exposed magazine, with Photo Log, to his squadron.

The squadron delivers the exposed magazine to the Photo Lab for unloading and processing the film.

The Field Maintenance Shop pick up empty magazine from Photo Lab.

If film has not been exposed the Squadron will return the unexposed magazine to the Field Maintenance Shop.

c. A cannon plug wrench and dental mirror be added to the AOL of Camera Maintenance personnel.

d. I have observed that in my visits to various Wings, that a minimum of ten photo maintenance personnel, distributed in the following manner has worked quite satisfactory:

Field Maintenance Shop - 3 men
Line Maintenance Shop - 6 men
Docks - 1 man

The writer wishes to express his appreciation for the cooperation he has received from all personnel at this Wing.

/s/t/WAYNE C. EDWARDS
Sr. Technical Representative

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CONTRACTOR: Boeing Airplane Company July 3, 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 30 June 1954

TO: Commander
93rd Bombardment Wing, Medium
Castle Air Force Base
Merced, California

1. The following is Technical Report for the month ending 30 June 1954, submitted in accordance with AFR 66-18 and SAC regulation 66-4.

I. SUBMITTED BY: R. D. Beckett
E. J. Hill
I. H. Kriebel

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DM6BC 39812, dated 17 May 1954:

Subject	Ldg. Gear Operation & Trouble Shooting	Jacking Procedure	Power Control Systems	Main & Emergency Hydraulic Systems
Number of Personnel Trained	162	12	17	31
AFSC	28-1244 2-4316 5-4344 2-42670 18-43131 1-43133 42-43151 12-43152 1-43153 12-43154 9-43170 30-43171	9-43131 3-43151 2-43170	2-42550 9-43131 3-43151 3-43170	2-42550 8-42571 11-43131 7-43151 3-43170
Instructor Hours	37	4	23	18
Student Hours	320	48	68	57

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Subject	Ldg. Gear Operation & Trouble Shooting	Jacking Procedure	Power Control Systems	Main & Emergency Hydraulic Systems
Type of Training				
Fundamentals		X		
Advanced	X		X	X
Cross Training	X			X
OJT	X	X	X	X
Informal				
Classroom	X (10 Hr.)			
Formal				
Classroom				

Subject	Fuel System	Brake System	Steering System	Approach Chute	Electrical Systems
Number of Personnel Trained	26	15	13	5	7
AFSC	3-43131	4-43131	1-4344	2-43151	1-43131
	13-43151	4-43151	4-43131	2-43170	1-43151
	4-43170	2-43170	5-43151	1-43171	3-43154
	6-43171	5-43171	2-43170		2-43171
			2-43171		
Instructor Hours	37	10	6	6	9
Student Hours	83	30	39	13	17
Type of Training					
Fundamentals					
Advanced	X	X	X	X	X
Cross Training	X		X		
OJT	X	X	X	X	X
Informal					
Classroom					
Formal					
Classroom					

Subject	Cowl Adjustments	Ejection Seats	Throttle Rigging	Airplane Towing	Perform-ance
Number of Personnel Trained	9	4	3	5	1
AFSC	4-43151	1-43151	2-43151	2-4316	1-4324
	2-43170	1-43170	1-43171	2-4344	
	3-43171	2-43171		1-42170	
Instructor Hours	13	12	2	5	6
Student Hours	34	24	6	9	6
Type of Training					

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Fundamentals			X		
Advanced	X	X	X	X	X
Cross Training					
OJT	X	X	X	X	X
Informal					
Classroom					
Formal					
Classroom					

2. In addition to the foregoing tabulated training, numerous visits were made to the sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of Field Maintenance to provide assistance in solving problems related to the B-47 airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information to aid in obtaining maximum utilization of the airplane.

2. It is estimated that the services of the Boeing Representatives will be required indefinitely.

V. EQUIPMENT MALFUNCTION:

1. Several of the strut side fairings on engines 1 and 6 (P/N 4-2944-550 and 4-2944-551) have failed since the airplanes have arrived at this activity. It has been determined that fatigue failure of the metal was caused by improper adjustment of the hinge pins which provide support for the three hooks on the side cowl panel (L.H. side of outboard engines). The center hook of the foregoing panel was the only hook taking the load when the cowl latches were fastened. Adjustment of the hinge pins to provide equal hook load distribution and still maintain the required latch pressures will eliminate the strut fairing failures.

2. Per the Contractors request to OCAMA, the seat bottoming actuators installed in airplane S/N 52-515, Weber P/N 75745, were inspected for suspected damage to the wall of the cylinders which would prevent the seat bottoming pistons from traveling to the fully retracted position. The actuator assembly of which the above cylinder is a component, as a part of the ejection sequence, moves the seat to the fully bottomed position, locks the shoulder harness enertia reel on both pilot and copilot seats and causes the footrest assembly to move forward to the ejection position on the copilots seat only .

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Overtorqueing of the AN 365-428 nuts on the U-Bolt, P/N 75844, which attaches the Type M-5 initiator to the cylinder will cause inward distortion of the cylinder wall. Both of the actuators removed from 52-515 were unsatisfactory. The Contractor will supply the required replacement actuator assemblies. When the M-5 initiators are installed on the new actuators, the recommended torque for the nuts will be 55 plus or minus 5 inch pounds (this value includes running torque for the nuts).

The remainder of the airplanes, S/N 52-508 and on, received at this activity were inspected for the above discrepancy at the factory prior to delivery. Airplanes prior to serial number 52-508 are not affected as the inspection applies to aircraft having Weber seats installed.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:
NONE

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. The brake chute has failed to deploy on three airplanes during the period covered by this report. When the airplanes were inspected, the swaged ball on the brake chute ripcord was not attached to the chute door. As a result of this condition, it was impossible for the pilot chute to deploy when the doors were opened.

To improve the reliability of the brake chute, it was recommended that the ripcord be removed from the airplane after the doors are closed. In addition, a red streamer should be attached to the ripcord assembly. The assembly should be shown to the Aircraft Commander concurrently with the landing gear down locks prior to taxi.

VIII. SPECIAL DEVELOPMENTS:

1. Recently other Bomb Wings have encountered rear landing gear malfunctions. Poor grounds between the common ground bus in the Right Aft Power Shield and the aircraft structure caused the rear landing gear to retract when the bomb bay boost pumps were energized. The Contractor issued Technical Order 1B-47-537 to isolate the ground wires for the landing gear relays by providing individual ground wires from the relays to airplane structure. Preflight inspection of the affected ground wires will preclude inadverent retraction of the landing gear or gears until the above T.O. has been accomplished.

IX. GENERAL REMARKS:

1. The Technical Representatives submitting this report arrived at this activity on the dates noted below:

R. D. Beckord	15 June 1954
E. J. Hill	24 May 1954
I. H. Kriebel	7 June 1954

Robert D. Beckord
Technical Representative

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July 2,1954

Contractor: Pratt & Whitney Aircraft
400 Main St.
East Hartford 8
Connecticut

Subject: Monthly Technical Repotr RCS:3 AMC-U19, for the month ending 30 June 1954.

To: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

I. Following is a Technical Report for the month ending 30 June 1954. Submitted in accordance with AFR 66-16 and SAC 66-4. Submitted by Don R. Bland, Pratt & Whitney field Service Representative.

II. Equipment: R-4360-20WA, -59B aircraft engines.

III. Training Activities:

Carburetion

Number of Airmen Trained	17
AFSC	2-43151 4-43132 6-43152 5-43171
Number of Instructor Hours	2 hours
Number of Student Hours	34 hours
Type of Training	
Fundamentals	X
Advanced	
Cross Training	X
OJT	
Informal Classroom Tng	X
Formal Classroom Tng	

IV. Utilization:

1. To assist Air Force Personnel in the maintenance and operation of the Pratt & Whitney engine.

V. Equipment Malfunction:

1. During the month of June 1954 this Wing failed a total of 17 engines.

The following is a list of failures and reasons for removal.

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R-4360-59B Engine Failures 14 Engines

A/C Number	Eng Position	Eng Number	TT	TSO
52-2632	#3	P-515274	171:35	New
B-1 Tappet Guide Loose				
51-366	#4	P-10826	449:00	New
A-1 Exhaust Valve Failed				
52-2623	#2	F-506067	89:50	New
Internal Failure				
52-2634	#2	P-514978	143:05	New
A-3 Tappet Guide Cracked (Local Repair)				
52-2629	#2	P-514956	158:30	New
A-6 Tappet Guide Cracked (Local Repair)				
52-2640	#4	P-515084	91:15	New
A-5 Tappet Guide Cracked (Local Repair)				
52-2629	#4	P-514965	158:50	New
A-1 Tappet Guide Cracked (Local Repair)				
52-2624	#3	P-514854	166:30	New
A-5 Tappet Guide Cracked (Local Repair)				
52-2626	#1	P-515142	171:15	New
A-5 Tappet Guide Cracked (Local Repair)				
52-2641	#4	P-515103	148:15	New
A-6, A-7 Tappet Guides Cracked (Local Repair)				
52-2627	#2	P-515108	70:20	New
A-1 Tappet Guide Cracked (Local Repair)				
52-2630	#3	P-515971	165:30	New
A-5 Tappet Guide Cracked (Local Repair)				
52-2627	#1	P-514972	42:20	New
Excessive Oil Consumption				
52-2637	#2	P-515147	127:45	New
Fuel Leak Diffuser to rear Case				

R-4360-20WA Engine Failures 3 engines

49-257	#4	P-8708	918:10	New
Propeller Shaft Bearing Failure				
49-246	#3	P-7972	857:50	New
Internal Failure				
49-246	#4	P-8010	863:00	New
Fluid Coupling Tablock Failure				

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VI. Maintenance Difficulties Encountered:

1. During the month of June the Wing removed 9 engines for cracked Tappet Guides. However the engines removed are in the published series of engines with doubtful tappet guides and will reduce the number of removals for this discrepancy as the tappet guides are repaired and returned to service.

VII. Operational Difficulties Encountered:

1. None

VIII. Supply Problems Effecting Maintenance, Engineering:

1. None

IX. Special Developments:

1. None

X. General Remarks:

1. None

Don R. Bland
Field Service Representative
Pratt & Whitney Aircraft

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5 July 1954

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 30 June 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base, California

1. Following is Technical Report for month ending 30 June 1954, submitted in accordance with AFR 66-18 and SAC Reg 66-4.

I. SUBMITTED BY: Walter J. Hansen
William H. Dammer

II. EQUIPMENT: KC-97 type Airplanes assigned to the 90th and 93rd Air Refueling Squadrons.

III. TRAINING ACTIVITIES:

1. The following resume of training conducted during the month is submitted in accordance with 15th Air Force Message DX6BC39012, Dated 17 May 1954.

	A/R Boom Structure	A/R Fuel System	A/R Hydraulic System	ADI System
No. Airmen Trained	5	13	10	2
AFSC	(2) 43159 (3) 42550	(3) 42550 (7) 43159 (2) 4344 (1) 4316	(2) 4344 (6) 43159 (2) 42550	(2) 43171
No. Instructor Hrs.	8	16	6	4
No. Student Hours	20	64	20	4
Type of Training				
Fundamentals	X	X	X	
Advanced	X	X	X	X
Cross Training				
Informal Classrm.		X	X	
Formal Classroom				
On Job Training	X	X	X	X

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 30 June 1954

	Turbo Control System	Main Landing Gear	Nose Gear System	Propeller System
No. Airmen Trained	22	15	6	9
AFSC	(6) 42670	(2) 42670	(1) 4344	(1) 42370
	(8) 43154	(2) 43154	(2) 43154	(4) 42350
	(8) 43171	(11) 43171	(3) 43171	(4) 43171
No. Instructor Hrs.	20	24	4	12
No. Student Hours	60	35	10	18
Type of Training:				
Fundamentals	X		X	
Advanced	X	X	X	X
Cross Training				
Informal Classrm.		X	X	
Formal Classroom				
On Job Training	X	X	X	X

	Fuel System	Hyd. System	Aircraft Structure	Ground Handling
No. Airmen Trained	7	13	6	8
AFSC	(1) 43170	(2) 43170	(1) 53470	(4) 43170
	(3) 43171	(4) 43171	(1) 53450	(4) 43171
	(3) 43151	(3) 43151	(3) 43171	
		(4) 42550	(1) 43151	
No. Instructor Hrs.	3	8	12	4
No. Student Hours	10	26	24	12
Type of Training:				
Fundamentals			X	
Advanced	X	X	X	X
Cross Training				
Informal Classrm.				X
Formal Classroom				
On Job Training	X	X	X	

	Surface Controls	Engine Operation	Aircraft Operation	General Technical Information
No. Airmen Trained	11	12	25	45
AFSC	(2) 43170	(1) 4324	(1) 4324	(2) 4344
	(4) 43171	(11) 43271	(24) 43271	(6) 43271
	(2) 43151			(5) 43179
	(3) 43131			(32) 43171
No. Instructor Hrs.	8	12	14	24
No. Student Hours	22	24	19	65
Type of Training:				
Fundamentals	X			X
Advanced	X	X	X	X
Cross Training				
Informal Classrm.		X	X	X
Formal Classroom				
On Job Training	X			

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2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 Aircraft.

IV. UTILIZATION:

1. The undersigned are occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (M) sections which support the KC-97 airplane. In addition, the undersigned provide a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance-engineering, design, and operational problems thereby promoting increased utilization of the concerned aircraft.

2. It is estimated that the services of a Boeing Field Service Engineer with the 90th Air Refueling Squadron can be terminated on or about 31 August 1954.

3. It is estimated that the services of a Boeing Field Service Engineer with the 93rd Air Refueling Squadron can be terminated on or about 30 June 1955.

V. EQUIPMENT MALFUNCTIONS:

1. One additional malfunction of the thermal relief valve, located in the fuel system to relieve thermal expansion from the fuel system external tank manifold into the aerial refueling fuel system, has occurred this month. When 115/145 fuel is carried in the external tanks to be used for tanker engine operation and JP-4 fuel is carried in the aerial refueling tanks, the relief valve sticking open can allow some contamination of the 115/145 fuel. The above noted discrepancy was found when pre-flight inspection revealed JP-4 at the manifold drain. Failed valves have been bench checked and replaced with serviceable parts. The airframe manufacturer has been informed of this condition and an AF UR submitted.

2. A failure of the flexible coupling in the fuel line between the boom and pod occurred this month on a KC-97G airplane. The failure occurred during a boom pressure check with an appreciable load of JP-4 in the aerial refueling tanks. Engines were stopped when the malfunction was discovered. With the by-pass return line check valve removed and no hydraulic pressure available to close the by-pass valve, several hundred gallons of JP-4 fuel flowed onto the ramp. An expedited incorporation of the improved by-pass return line check valve as it becomes available will preclude further occurrences of this type.

3. Approximately thirty-six failures of the fluorescent lamp ballsts, P/N 70G54, have been experienced on the

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KC-97G airplanes assigned to this station. These failures have all occurred on ballasts installed at fuselage stations 342 and 438, and were caused primarily by airplane vibrations. At present the ballast cases are supported from each end by brackets attached to the overhead portion of the body circumferentials in such a way that the entire mass of the ballast is slung below the supporting flanges of the brackets. A change is being incorporated in production to afford a more secure mounting of the ballasts. The change consists of lowering the ballast mounting brackets 1.38 inches and inverting the ballast case. In this way the entire mass of ballast is moved from below to above the bracket mounting flanges, thereby shortening the effective moment arm and decreasing the effects of vibration. The contractor advises that recommendations have been submitted to OCAMA to prepare instructions to locally modify all airplanes prior to 52-2665 in a manner similar to that described above.

4. One additional case of severe main landing gear drag strut universal shaft galling was encountered on a KC-97F airplane. The condition was found after the main landing gear actuator was positively established as being down and locked. However, a binding was evidenced by spring back of the drag strut which prevented insertion of the ground safety down lock pin. The Time Compliance Technical Order 1C-97-252 was initiated to alleviate this unsatisfactory condition.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. In one or two instances during the month, high wind conditions have caused properly locked rudders to work loose in the interval of an evening. As the restrictor in the hydraulic line between opposite ends of the rudder boost actuating piston protects the rudder, when unlocked, from structural damage for gusts up to 40 MPH, no damage was locally incurred. The contractor is aware of the difficulty encountered in properly lubricating the rudder lock plunger and in maintaining a positive lock engagement. Consequently the rudder lock was redesigned for later model KC-97G aircraft. Available information indicates that retrofit was not accepted. Should further problems with rudders working loose overnight occur at this station, the condition can be improved by exercising careful lubrication procedures of the locking plunger.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Boom operators have reported that elevation limit switch settings were not at the prescribed values of upper limit 26 degrees and lower limit 45 degrees on the local airplanes. The contractor advises that a tolerance of 26 to 28 degrees upper, and 43 to 45 degrees lower, is acceptable with the present switch actuating cam design. It is also noted that TO 1C-97(K)G(T)-1 revised 15 January 1954 allows a plus or minus 3 degree tolerance. The elevation limit switch setting are now being accomplished within the tolerances given above. Any increase in range of the boom elevation limit switch settings would require lengthening of

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the valley of the switch actuating cam, and this is not currently warranted.

2. Two accidents occurred during the month on KC-97F airplanes wherein the boom was flown into the tailcone of the tanker airplane causing structural damage to the tailcone and to the boom. Circumstances surrounding both accidents were such that system design or equipment malfunction were not initially responsible.

3. During several hot days during the month, outside air temperatures on the runway have exceeded the maximum allowable carburetor air temperature of 38 degrees centigrade. Since there is no manner in which to cool outside air prior to admittance as carburetor air, operation of the engine on hot days would appear prohibitive. A similar situation occurs at altitudes where turbo is brought in on hot days. The intercooler capacity is not capable of providing the cooling effect required with turbo operation on a hot day. The airframe contractor is aware of this problem. After co-ordination of the problem with the engine manufacturer, it has been recommended to the AMC that a second red line be added to the carburetor air temperature indicator at 50 degrees centigrade. Operation in the range of 38 to 50 degrees centigrade would be allowable for take-off and climb on hot days using ADI and also, during aerial refueling when mandatory for mission accomplishment.

4. On the KC-97G tanker airplane, the main fuel system is connected to the aerial refueling fuel system by means of two manual shut-off valves and two electrically driven transfer valves. When fuel is carried in the two external tanks it is necessary to open both manual shut-off valves in order to make the fuel available to the engines. In addition, it is necessary to keep the two transfer valves closed in order to prevent fuel transfer to the aerial refueling tanks. A recent case of inadvertent fuel transfer has illustrated the necessity of keeping the transfer valves closed whenever engine fuel is to be carried in the external tanks. Also, the number two manual shut-off valve should be actuated to the closed position as soon as the external tank fuel has been consumed. This is in accordance with the fuel management procedures in TO 1C-97(K)G(T)-1 revised 20 March 1954.

VIII: SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX. SPECIAL DEVELOPMENTS:

1. Two cases of over-inflation of surge boots in the aerial refueling boom occurred during the month. In each instance the boom was extensively damaged requiring special technique for disassembly to remove the collapsed inner and outer fuel

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tubes. Low air pressure equipment and accurately calibrated pressure gages are being rigidly employed in surge boot inflation procedures to preclude further occurrences.

2. Assistance was given to operations personnel in initiating a Pilot Quick Decision Exercise program at this activity for KC-97 type aircraft. Information relative to subject matter presented in similar programs at other activities and information concerning types of C-97 accidents was supplied.

X. GENERAL REMARKS:

None

Walter J. Hansen

Walter J. Hansen
Field Service Engineer
Boeing Airplane Company

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CONTRACTOR: American Machine & Foundry Co
Electronics Division
1085 Commonwealth Avenue
Boston 15, Massachusetts

SUBJECT: Monthly Technical Report, RDS: 3-AMC-U19, for the month ending 30 June 1954. Submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

TO: Commander
9th Air Base Group
Castle Air Force Base
Merced, California

I. SUBMITTED BY: Mr. L. M. Davis
Mr. M. G. Davis, As of 21 June 1954

II. EQUIPMENT: AN/APQ-T2A, Ultrasonic Trainer, USAF S/N15

A. Purpose: Radar Training Set AN/APQ-T2A is designed to train Radar Operators, Navigators and Bombsters in radar navigation and tactical bombing procedures. The entire bombing mission is conducted, monitored and recorded; thereby the proficiency of the trainee to be evaluated very accurately.

B. Utilization:

1. The AN/APQ-T2A is designed to operate with the following Radar Sets:

Radar Set (Short Form Name) (System Designation)	Government Type Desig (Radar) plus (Computer)	
AN/APQ-25A	AN/APQ-13A	MX-344
AN/APQ-24	AN/APQ-23	AN/APA-44
AN/APQ-31	AN/APS-23	A1A(K-1)

2. AN/APQ-T2A, USAF S/N 15 will utilize the AN/APQ-31 Radar Set.

3. Provisions have been made in the AN/APQ-T2A for utilization of an Instrument Flight Trainer(IFT) to control the simulated aircraft flight if so desired.

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III. TRAINING ACTIVITIES: (For format change bel[illegible] [illegible]r to 15AF msg DM6BC 39812, 17 May [illegible])

SUBJECT TAUGHT.....		AN/AP[illegible]-T2A
No. of Ann. Trained		[illegible]
AFSC	(2)	34570
	(1)	[illegible]OF
[illegible] of Instr. Hrs.		[illegible]
[illegible] Student Hrs.		[illegible]
[illegible] Training:		
Fundamentals		
[illegible]		
Cross Training		
[illegible]		
[illegible]		
[illegible]		

IV. [illegible]:

A. Purpose: The [illegible] Engineers listed above [illegible] instruct, assist [illegible] advise AF personnel in the installation, operation and maintenance of the AN/AP[illegible]-T2A

Duration: Mr. L. [illegible] Jeffs.....Indefinite
Mr. [illegible] G. Davis.....Indefinite

V. EQUIPMENT MALFUNCTIONS: None. (Original installation is not complete to date).

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED: None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED: None.

VIII. SUPPLY PROBLEMS: None (This is [illegible] with 15 AF msg DM6BC 3[illegible] [illegible] 17 May [illegible])

IX. SPECIAL DEVELOPMENTS: None.

X. GENERAL REMARKS:

A. Personnel Activities:

1. Field Engineers assigned to trainer installation...(2)

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B. Damage to the T2A while enroute from the [illegible]r's plant, Boston, Mass. to Castle AF[illegible] [illegible]

1. One each Beacon/Jammer #2 Control Knob.

2. One each Cable Support Clamp.

Should further damage be revealed during subsequent installation inspection and/or initial operational check-out it will be noted in later reports.

C. Initiation of a new Basic Electronics Course by AMFFE:

1. A Basic Electronics [illegible] from the USAFI course #3021, 'Airman Electronics Fundamentals', has been set up by Mr. F. R. [illegible] Jeffs, AMF Field Engineers assigned to this facility.

2. Total time for the course is 276 hours, all of which is informal classroom theory (the informal refers to the new format under 'Training Activities', Part III, this report). The initial starting date for the first class of AF personnel was 1 June 1954.

3. The objective of this course is to qualify the personnel concerned for more specialized training, in both classroom and OJT phases, of the following AF equipment:

Designation of Trainer	Short Form Name
Jet Instrument Trainer	C-11
Dowel Instrument Trainer	P-3
Radar (Gun-laying) Training Set	AN/APG-T1A
Ultrasonic Trainer (Radar Observer)	AN/APQ-T2A
Ultrasonic Trainer (Radar Observer)	AN-APQ-T3
In Flight Maintenance Mock-Up	(None)

Also associated with the above trainers are the following Radar Sets:

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AN/APQ-51, Bomb-Navigational System

AN/APQ-24, Bomb-Navigational System (To be replaced)

AN/APG-32A, Radar (Gun-laying)

Note: A copy of the above Basic Electronics Course Outline will be sent forward under separate cover to the Ground Training Officer, SAC Headquarters, Offut Air Force Base, Omaha, Nebraska.

Signed: _____
L. W. Jeffs, Field Engineer

_____
[illegible] Jeffs, Field Engineer

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KEARFOTT COMPANY, INC.
WESTERN AREA
253 NORTH VINEDO AVENUE
PASADENA, CALIFORNIA

MAILING ADDRESS
POST OFFICE BOX 125 E
PASADENA 8, CALIFORNIA

TELEPHONE
RYAN 1-6365
SYCAMORE 6-9139
TELETYPE PASA CAL 75

July 1, 1954

Commanding General
Air Materiel Command
Wright-Patterson Air Force Base

Attention: Maintenance Division
Technical Services Subdivision
Operation Office
Field Service Branch
Technical Representative Unit, MCEMTC

Contractor: Kearfott Company, Inc.
1150 McBride Avenue, Little Falls, New Jersey

Subject: Monthly Technical Report RCS: AMC-MR-EM30 for the month ending June 30, 1954.

To: Colonel Eubanks
Commanding Officer
93rd Bombardment Wing
Castle Air Force Base
Merced, California

1. Following is Technical Report for month ending June 30, 1954 submitted in accordance with AFR 66-18 and SAC Reg. 66-4.

I. SUBMITTED BY:

Charles S. Young and Russell L. Bryan, Service Representatives, Western Area. Arrived June 1 and departed June 8, 1954.

II. EQUIPMENT:

The equipment is USAF Type N-1 Magnetic Slaved Directional Gyro, Stabilized Compass System. The N-1 Compass System is the B-47's long range, high latitude navigation system, furnishing azimuth signals to the A-12D Autopilot and omni-range indicators. The N-1 Compass System is also the long range high latitude navigation system used on the KC-97 aircraft, which furnishes azimuth signals to the F-1 Autopilot and

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omni-range indicators. The system consists of the following components:

One Directional Gyro, Kearfott Part No. 15810
One Amplifier, Kearfott Part No. 16000
One Master Indicator, Kearfott Part No. 15900
One Slaving Control, Kearfott Part No. 15150-1
One V-7A Repeater Indicator, Kearfott Part No. 15700
One C2 Remote Compass Transmitter, Sperry Company Part
One C1 Repeater Amplifier, Bendix Company Part.

III. TRAINING ACTIVITIES:

The mission of Charles Young and Russell Bryan was for the purpose of instructing Air Force personnel in the proper utilization and maintenance of subject equipment on B-47 and KC-97 aircraft.

Eight Air Force autopilot and compass technicians received approximately six hours of OJT on the N-1 System in connection with KC-97 aircraft. Instruction included location of units within the airplane, general theory of operation and trouble shooting. Each technician performed maintenance checks of the gyro and amplifier in the airplane to familiarize themselves with the actual procedures to be followed during service maintenance work.

Approximately six hours instruction on the N-1 System were given to the same technicians on maintenance, trouble shooting, location of units and detailed wiring information of the B-47. Basic trouble shooting instructions would apply to the B-47 as well as the KC-97. The main problems confronting the service technicians are the aircraft wiring connections and location of components, which were thoroughly discussed and checked by Air Force mechanics.

Each technician received an N-1 service manual and detailed wiring prints to assist and facilitate his work on the N-1 Compass System and its connections to the A-12D Autopilot and omni-range indicators.

During this visit, contact was made with each Squadron Operations Officer regarding proper operation and utilization of the N-1 Compass System by the pilots and co-pilots during the training period of the pilots. Service operational manuals and wall charts were given to each Squadron Operations Officer for their use in explaining the system to unacquainted flying personnel.

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IV. UTILIZATION:

Brief description of assigned duties:

The assigned duties of the listed technical representatives are to instruct and offer technical assistance and advice to the maintenance personnel; and operational instructions, whenever necessary, to the flight crews of all operating squadrons under the command of the 93rd Bombardment Wing.

V. EQUIPMENT MALFUNCTIONS:

1. Detail:

No major equipment malfunctions were encountered during this contact that would require performance engineering study.

2. Action of Established Fixes:

No action necessary.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

No maintenance-engineering difficulties were encountered.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

Recent equipment malfunctions experienced by the 93rd A&E Squadron consist of tube failures in the N-1 Amplifier. The exact cause of failure is not known at this time, however future recurrences of tube failures during operation should be minimized by the compliance of T.O. 05-15A-1 covering maintenance of the N-1 amplifier during periodic checks. N-1 Compass operation with the 93rd Air Refueling Squadron has been satisfactory with no major operational or maintenance problems occurring.

VIII. SPECIAL DEVELOPMENTS:

No special developments are in progress.

IX. GENERAL REMARKS:

With the instrument technicians receiving additional service and maintenance manuals, along with detailed

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KEARFOTT COMPANY, INC.

trouble-shooting wiring prints of the compass system and connected components, they should experience little difficulty in analyzing and trouble shooting the N-1 Compass System and the circuits leading to the ILS and the A-12D Autopilot in the B-47 airplane and the F-1 Autopilot in the KC-97 airplane.

The contact time of Charles Young and Russell Bryan covered a six day period during the month of June.

Very truly yours,

KEARFOTT COMPANY, INC.

Chas Young

Chas. Young
Service Engineer
Western Area

CY:as

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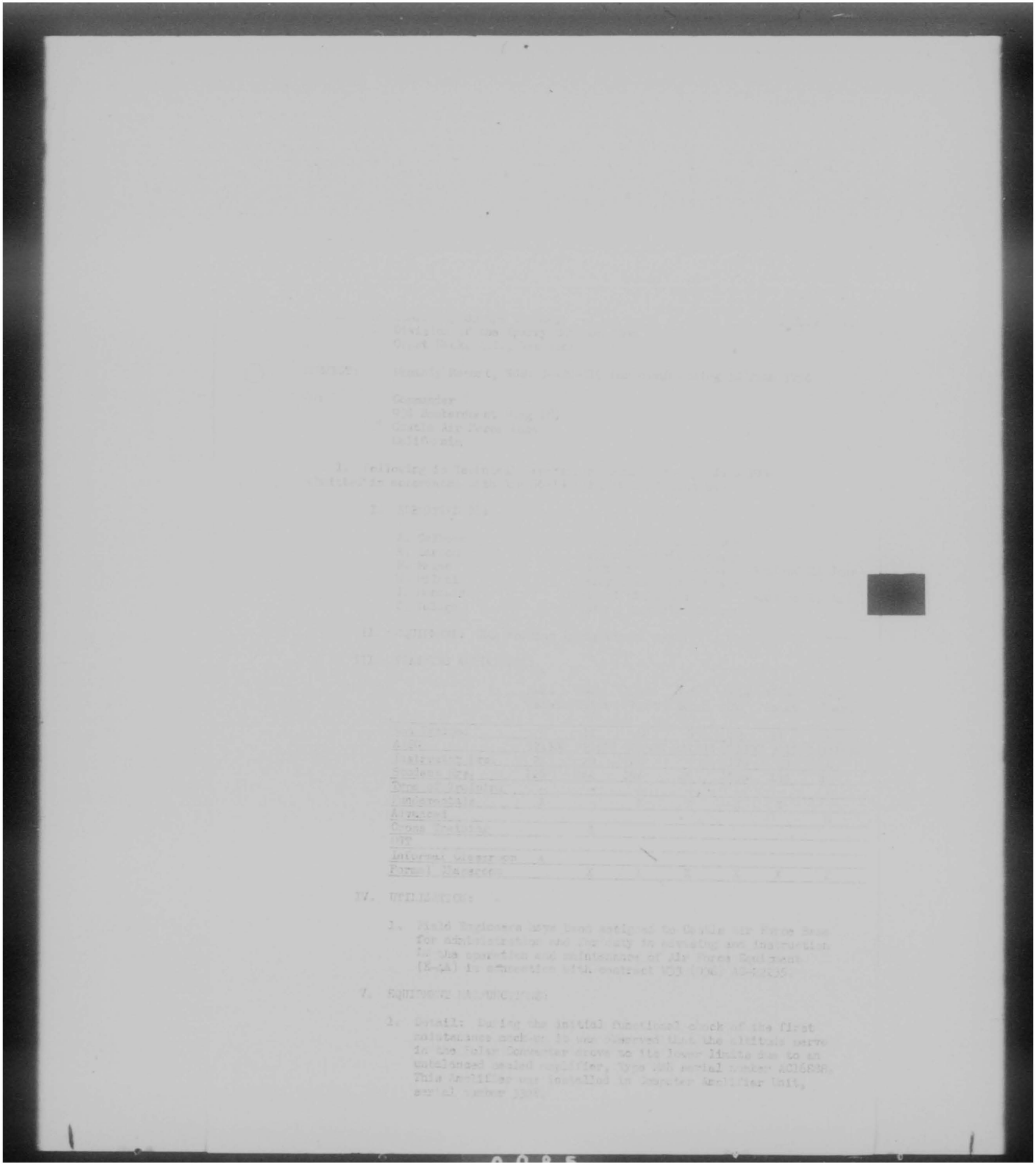

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V. EQUIPMENT MALFUNCTIONS: (Cont'd)

2. Action to establish Fix: The defective amplifier was replaced thus restoring servo to normal operation.

3. Detail: In the course of a spare part acceptance check it was determined that the Range Mark Generator serial number AC2483 was malfunctioning due to a defective V-5905 tube type 6096/ct.

4. Action to establish Fix: The defective tube was replaced.

5. Detail: Indicator IP-135, serial number A067, lost sweep indications also R-2218 and R-2219 were overheating.

6. Action to establish Fix: Trouble was caused by a shorted C-2204. Replace of condenser cleared trouble.

7. Detail: During K-System Preflight it was observed that F-101 was blown in the Amplifier Rack and Power Supply serial number 51-870.

8. Action to establish Fix: Subsequent investigation revealed that the darotation and azimuth amplifiers were over heating. Replacement of these amplifiers restored proper operation.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. Reports from other bases using K-Sy[illegible] equipped B-47 aircraft indicate that, due to the use of "S[illegible]-on) type cable connectors in the Flux Valve wiring, a large e[illegible]t of heading difficulties were being experienced. Consequent[illegible] program was initiated locally to solder all "Stake-on" ty[illegible] connectors in the Flux Valve circuits thereby eliminating this po[illegible]tial source of trouble.

2. In compliance with 15 AF Letter DM[illegible] dated 18 June 1954, subject Radar Performance, action has been [illegible]tiated to conduct certain performance checks on the APS-23 Re[illegible] sets. The required data is being compiled by the A&E Squadron [illegible] the assistance of the Western Electric Field Engineers.

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SUBJECT: Monthly Technical Report

CONTRACTOR: General Electric Company
Aircraft Gas Turbine Division
Evendale, Ohio

TO: COMMANDER
93rd Bomb Wing Jet (M)
Castle AFB, California

REFERENCE: Air Force Regulation 66-18
RCS 3AMC-U19 (SAC-1)

The following is the Technical Report for the Month Ending 30 June 54 submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. Submitted: Frank P. Simmons
Clifford I. Larvia

II. Equipment: J47-GE-25, J47-ST-25, J47-PM-25 Engines.
BH4-B1 Turbosuperchargers.

III. Training Activities:

	Engine Operation	Eng. Cond.	Trouble Shooting	Minor Repair	Engine Build-up
No. of airmen trained	18	108	30	12	8
AFSC	11-43170	14-43170	2-43170	2-43152	1-43152
	5-43152	75-43152	7-43152	10-43132	7-43132
	2-43132	19-43132	21-43132		
No. of instructor hours	45	23	49	6	17
No. of student hrs.	810	2484	1470	72	136
Type of Training:					
Fundamental's		X	X		
Advanced	X	X	X	X	X
Cross training	X	X	X		
O.J.T.	X	X	X	X	X
Informal classroom training	X	X	X	X	

IV. Utilization:

1. Brief description of assigned duties: It is the intention of the undersigned to provide any assistance to aid in the proper maintenance and operation of the J47 engine and the General Electric Turbosupercharger, and to provide a direct contact between the contractor and the using activity.

2. The services of two General Electric Representatives will be required for one year. The services of one General Electric Representative will be required for an indefinite period.

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COMMANDER
93rd Bomb Wing (M)
Castle AFB, Merced

30 June 195<

V. Equipment Malfunctions:

1. The following engines listed in this paragraph arrived on aircraft delivered to this base from the contractors plant. The defects listed below were incurred either at the contractors plant or during the delivery flight to this base. Before turning these aircraft over to the squadrons the damaged engines were removed and minor repaired.

Engine 702-017, J47-ST-25, Time 45:00, Position #4, A/C 52-438, Engine 700-201, J47-ST-25, Time 45:00, Position #5, A/C 52-447 Due to pinging noises in compressor during coast down and below 4% RPM, these engines were removed from the aircraft. The compressor case was removed and two rotor blades in each engine, were found to be rubbing against the 11th stage stator blades. The engines were minor repaired and returned to serviceable status.

Engine 25-1128, J47-PM-25, Time 8:00, Position #3, A/C 52-436. During flight the EGT indicator dropped to zero. Upon landing the system was checked with a Jet Cal Tester and EGT probes were found to be open. Further check visually revealed that the connection was broken at the tee fitting. Thermocouple ring was replaced and engine returned to flight status.

Engine 25-0187, J47-PM-25, Time 8:00, Position #6, A/C 52-436 When checking the EGT system before tabbing, with a Jet Cal Tester, the system was found to be open. Visual inspection of system resulted in finding a broken weld forward of the "B" nut. This broken weld caused the leads to open. The thermocouple ring was replaced and engine returned to flight status.

Engine 702-038, J47-ST-25, Time 12:00, Position #3, A/C 52-447. During routine inspection of EGT system the inboard thermocouple assembly on #3 engine could not be calibrated to pilots EGT indicator, as the leads in the thermocouple ring were shorted. Ring was replaced and the engine returned to flight status.

2. Engine 25-0185, J47-PM-25, Time 74:00, Position #4, A/C 52-436. On a complaint of RPM dropoff at altitude and an increase in EGT, the Fuel Control Valve was checked and the diaphram was found to be ruptured completely around the button. This could be attributed to choo-choo as it was severe in this aircraft. The Fuel Control Valve was replaced and engine returned to flight status.

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COMMANDER
93rd Bomb Wing (M)
Castle AFB, Merced

30 June 1954

3. Engine 25-1138, J47-PM-25, Time 46:00, Position #6, A/C 52-438
While attempting to remove magnetic drain plug the head sheared flush with the bottom of the tap. In the process of drilling the plug out, the magnetic tip came off and fell back into the accessory gear case. Engine was removed and sent to minor repair where the accessory case was removed. Magnet and chips from drilling were removed. The forward frame was blown free of foreign material and washed. Engine was assembled and reinstalled in same aircraft.

4. Engine 701-958, J47-ST-25, Time 58:00, Position #4, A/C 52-452
On a complaint of extreme slow acceleration time the flow divider was disassembled and inspected. The piston was found to have been galled near the extreme forward tip for ½ of its circumference. Replacing the flow divider remieded the complaint and engine was returned to flight status.

VI. Maintenance Engineering Difficulties Encountered:

It is recommended that each squadron be supplied with at least 3 sets of rotor guards, so that they may be used when working on the front end of the engine. At present there is a temporary shortage among the squadrons of these rotor guards.

VII. Operational Difficulties:

It is suggested that with an outside Air Temperature of 85°F or above, that initial throttle movement on starting be delayed until the tachometer has reached 9% RPM. The increase in mass will allow a better air to fuel ratio, for starting, and will decrease the possibility of a hot start.

There has been several complaints of choo-choo during taxiing for take-off and in some cases during flight when throttling back to cruise RPM. It is suggested that every effort be made to get and install anti-surge accumulators, 02Q class code 0259 P/N 3037126. These accumulators will eliminate choo-choo in 95% of the cases. The installation of this accumulator will save many man hours of work, which are used to uncowl and remove the choo-choo lines for draining. plus removing the danger of damage that can and does occur through severe choo-choo.

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COMMANDER
93rd Bomb Wing (M)
Castle AFB, Merced

30, June 1954

VIII. Special Developments:

No Comment

IX. General Reports:

The first full month of operation of the 93rd Bomb Wing at Castle AFB, has shown that a wing going through a transition period of transferring from reciprocating powered aircraft to jet powered aircraft can, by a sustained training program, make this transition period a smooth blending of past experience to one of new techniques. This wing has operated for 30 days, from the arrival of the first B-47. They have had approximately 9700 engine hours of operating time without the loss of a single engine. This achievement could only have been accomplished by the full cooperation of the entire wing from the officers in charge to the men who keep the aircraft areas clean. The engines have been performing with very little trouble and many of the flight squawks that plague a new wing have been alliminated by conditioning the engines of all new aircraft before they were assigned to the squadrons.

F. F. Simmons

General Electric Representative

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CONTRACTOR: Crosley Division of AVCO
Evendale Plant #8 - Box 116
Cincinnati 15, Ohio

1 July 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19
for month ending 30 June 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 June 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

E. Hayes	Senior Engineer
A. Rarden	Field Service Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. 40 hours of formal training was presented to eleven (11) students. The training was designed to give the student A-5 Fire Control System maintenance procedures and safety precautions. This training is to be used in pre and post flight inspections of the system.

2. It is felt that maintenance personnel need more informal OJT rather than formal class room training. A program has been planned where by OJT is emphasized, thus giving personnel the practical experience which is always needed.

SUBJECT TAUGHT	A-5 Fire Control
No. of Men	11
AFSC	32330C
No of Instructor hours	40
No. of Student hours	440
Fundamentals	
Advanced	X
OJT	

IV. UTILIZATION:

1. Under contract, the Crosley Field Service Engineers have been supplied to the Air Force for administration and instruction in the operation and maintenance of the A-5 Fire Control System.

V. EQUIPMENT MALFUNCTIONS:

1. Operation of A-5 Equipment for this period has been slight therefore no malfunctions have been reported.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. Pre and Post Flight inspection sheets have been fabricated and are to be put in use shortly. These inspections are to be performed on each aircraft so that the equipment will be maintained in good working order.

IX. GENERAL REMARKS:

1. The writer wishes to express his appreciation for the cooperation extended him by base personnel during his first month at Castle Air Force Base.

Crosley Division of AVCO

E. Hayes

E. HAYES
Senior Field Service Engineer

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

1 July 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for month ending 30 June 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 June 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: JOHN HOPKINS and WILMER CUMMINS

II. EQUIPMENT: A-12D Autopilot

III. TRAINING ACTIVITIES:

1. Subject Taught

	A-12D Maint & Trouble Shooting				Mock-U
No. of Airmen Trained	20	2	14	8	
AFSC's	32130 (11)	32170 (1)	32130(5)	40471 (1)	321
	32150 (4)	40433 (1)	32150(4)	32150 (1)	404
	32170 (1)		32170(1)	32130 (6)	
	30151 (1)		30151(1)		
	30171 (2)		30171(2)		
	40471 (1)		40471(1)		
No. of Instructor Hours	85	16	28	50	1
No. of Student Hours	388	32	74	100	1
Type of Training:					
Fundamentals	X			X	
Advanced		X	X		
Cross Training	X	X	X	X	
OJT				X	
Informal Classroom					
Formal Classroom	X	X	X		

2. Comments:

a. A 35 hour maintenance course in the A-12D autopilot is being given by the Sperry Field Engineers. The course material has been selected so that the students, upon completing the course, will be able to cope with common A-12D malfunctions. An indoctrination in the power control system and an individual checkout in the aircraft is included in the course.

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III. TRAINING ACTIVITIES: (Cont'd)

b. These classes will be continued until all airmen who will be directly concerned with A-12D maintenance have received training. As the men become more proficient in their work additional training will be given and will be of a more advanced nature.

c. The job description for the general K-System mechanic calls for a working knowledge of the A-12D autopilot. For this reason the Armament and Electronics Maintenance Squadron has scheduled more K-System mechanics to attend the classes than will be assigned to work on the A-12D autopilot. Fourteen (14) K-System men have completed this course and seven (7) of these are assigned to the A-12D autopilot. The rest will return to K-System work.

d. All students complete a 40 hour General Theory course on the A-12D autopilot before attending the maintenance course. The General Theory course is given by the local Mobile Training Unit.

IV. UTILIZATION:

1. The writers are assigned to this station to assist and instruct in the operation and maintenance of the A-12D autopilot.

2. Technical assistance will be necessary at this station for approximately 34 months.

V. EQUIPMENT MALFUNCTIONS:

1. One aircraft reported no rudder control when flying on autopilot. The rudder servo was changed. The malfunctioning servo is being held on the base until the A-12D autopilot mock-up is completed.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None. All aircraft have not yet been delivered and the autopilot is not being used extensively. However, when all the aircraft are here and normal operations are underway, the autopilot will be used a great deal and a mock-up will be necessary to maintain the autopilot. This mock-up is presently under construction but it is progressing very slowly.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. None.

IX. GENERAL REMARKS:

1. None

John Hopkins

JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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1 July 1954

TRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

JECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 30 June 1954

Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is Technical Report for month ending 30 June 1954, submitted ccordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: P. Beaton
R. Hanna
H. McPartland

II. EQUIPMENT: Sperry Engine Analyzer (Ignition and Vibration Analysis).

III. TRAINING ACTIVITIES:

1. Subject Taught — Engine Analyzer General Theory

No. of Airmen Trained	5
AFSC	43132A 43132B 43131C
No. of Instructor Hours	2
No. of Student Hours	10
Type of Training:	
Fundamentals	X
Advanced	
Cross Training	
OJT	
Informal Classroom Tng.	X
Formal Classroom Tng.	

IV. UTILIZATION:

1. The Field Engineers included in this report are assigned to Castle Air Force Base for duty of advising and instructing in the operati and maintenance of Air Force equipment manufactured by Sperry Gyro scope Company.

V. EQUIPMENT MALFUNCTIONS:

1. Indicator Tube, AF 3370-250000-8515, service time unknown. Low Intensity. Tube was replaced.

2. Power Supply-Amplifier, P/N 6140-664687, Serial No. 97, service time 1000 hours plus. V-113 (122) tube replaced and unit returned to service.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES: None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED: None

VIII. SPECIAL DEVELOPMENTS:

1. Fabrication of the protable vibration harness to be used in conjunction with the testing of R436059B Engines on the Mobile Test Stand is progressing satisfactorily. Approximately ninety (90) percent of the fabriction work has been completed and the remaining work is in process under a work order initiated by the 93d Field Maintenance Engine Build-up Section.

2. Upon completion of the harness assembly Engine Analyzer instruction in both ignition and vibration analysis will be given to Engine Build-Up personnel. This planned training will also include techniqus procedures on the installation and removal of the harness from the engine.

IX. GENERAL REMARKS:

1. Mr. P. Beaton will depart from Castle AFB on 12 July 1954 for permanent assignment to Biggs AFB.

H. McPartland

H. McPartland
Field Engineer
Sperry Gyroscope Company

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1 July 1954

CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for month ending 30 June 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 June 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: Robert J. Hanna

II. EQUIPMENT: E-4 Autopilot and Flight Instruments (C-5 Directional Gyro and A-1 Vertical Gyro Indicators).

III. TRAINING ACTIVITIES:

1. Subject Taught:	E-4 Autopilot	E-4 Bench Mock-Up
No. of Airmen Trained	8	2
AFSC	1534A 43156 43170 43171	43156
No. of Instructor Hours	30	34
No. of Student Hours	68	56
Type of Training:		
Fundamentals		
Advanced	X	
Cross Training		
OJT	X	X
Informal Classroom Tng		
Formal Classroom Tng		

2. Three instrument men are now assigned to the 2nd SS Squadron and approximately 25% of their time is applied to E-4 Autopilot maintenance. One of these men has been trained at the E-4 Autopilot training school at Chanute AFB.

3. Two instrument men are assigned to the A & E Squadron and are responsible for the E-4 Autopilot Bench Mock-Up.

IV. UTILIZATION:

1. The writer has been assigned to Castle AFB, California, for duty of advising and instructing in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

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2. Technical assistance will be necessary at this station for approximately eleven (11) months.

V. EQUIPMENT MALFUNCTIONS:

1. E-4 Autopilot in C-124A Type Aircraft:

(a) Elevator "jitter" on two aircraft was caused by faulty K-2 Vertical Gyro Controls. Operating time was unknown. (UR 93BW-54-421, P/N 2240-656518, S/N 41C and AF 48-1208C).

(b) One C-2 Transmitter (Flux Valve) was removed because of erratic compass indications. Operating time was estimated to be 1677 hours. (16 June 1954)

2. Flight Instruments:

(a) No UR's were written on A-1 Vertical Gyro Indicators or on C-5 Directional Gyro Indicators this month

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED: None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED: None.

VIII. SPECIAL DEVELOPMENTS: None

IX. GENERAL REMARKS:

1. The writer has been working with Mr. P. Beaton and Mr. H. McPartlan in developing a vibration harness to be used with the Mobile Engine Test Stand in analyzing 4360-59B engines.

Robert J. Hanna

ROBERT J. HANNA
Field Engineer
Sperry Gyroscope Company

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6 July 1954

CONTRACTOR: Scintilla Division
Bendix Aviation Corporation
Sidney, New York

SUBJECT: Monthly Technical Report, RCS 3-AMC-U19
for month ending 30 June 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base, California

1. Following is technical report for month ending 30 June 1954. Submitted in accordance with AFR 66-18 and SAC Reg. 66-4.

I. Submitted By:
This report is submitted by E. Ray Tice, Analyzer Technician.

II. Equipment:
Bendix Ignition Analyzer and Associated Equipment.

III. Training Activities:
The training activities for the undersigned for the month of June are as follows:

SUBJECT TAUGHT	Analyzer Operation	Analyzer Operation	Analyzer Operation	Analyzer Operation		
No of Amn Trained	7	6	12	59		
AFSC	43271B	43271B	*(A)	*(B)		
No Instructor Hrs	12	1	4	52		
No of Student Hrs	84	6	48	94:30		
(Type of Training)	-	-	-	-	-	
Fundamentals	X	X	X	X		
Cross Training						
OJT				X		
Informal Classroom	X	X	X			
Formal Classroom						
Advanced	X	X	X	X		

*(A) 43132A, 43151B, 43152B
*(B) 43131B, 43151B, 43152A, 43152B, 53171B, 43170 & 43271B

IV. Utilization:
1. The undersigned advises and instructs the 90th ARS and the 93d ARS in the operation and maintenance of the Bendix Ignition Analyzer and associated equipment. Instruction and advice are also given any other activity at CAFB which install, operate, maintain, or repair the subject equipment.

2. It is estimated that the services of a Bendix-Scintilla Analyzer technician will be required for an indefinite

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V. Equipment Malfunction:
No major equipment malfunction occured during the month, however 3 minor repairs (2 tube and 1 condenser replacements) were encountered.

VI. Maintenance Engineering Difficulties:
None.

VII. Operational Difficulties Encountered:
No major operational difficulties were encountered.

VIII. Supply Problems Precluding Effective Maintenance Engineering Performance:

IX. Special Developments:
None

X. General Remarks:
Due to the 1951 vacation season this report does not cover the activities of the undersigned from 28 June thru 30 June.

E. Ray Tice

E. Ray Tice
Analyzer Technician
Scintilla Division
Bendix Aviation Corp.

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CONTRACTOR: Philco Corporation
22nd & Lehigh
Philadelphia, Pennsylvania

1 July 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 30 June 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 June 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: RICHARD E. HUNT, Philco Technical Representative.

II. EQUIPMENT: ECM, Communications and Navigational.

III. TRAINING ACTIVITIES:

1. No formal training for period covered by this report, however, formal training is being prepared in the form of OJT and classroom upon return of most personnel from TDY.

2. Informal OJT has been performed for the period covered by this report, on communication and navigational equipment. This type of training will continue with addition of more formal classes on new equipment being received.

SUBJECT TAUGHT	ARC-27	ARC-3	ARN-6	ARN-14	ARN-18
Number of men	2	0	3	1	1
AFSC	30150	30150	30150	30150	30150
No. Instruct hrs	8	0	8	1	1
No. Stud. hrs	16	0	18	1	1
Type Tr.					
OJT	X		X	X	X
Cross Tr.	X		X	X	X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Communications and Navigational Equipment.

2. No estimate can be made of the time when contractor technician services will no longer be required by this activity.

V. EQUIPMENT MALFUNCTIONS:

1. No new equipment malfunctions have occurred for the period covered by this report but an old condition still exists and that is the large amount of carbon dust from the dynamotor brushes being blown into several sections of the transmitter. This collection of carbon dust collecting on condensors plates in the final Power Amplifier stages is causing a loss of power and arcing between condenser plates. Since the dynamotor is used also as a blower for cooling it is impossible to sheild these areas from the carbon dust.

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V. EQUIPMENT MALFUNCTIONS (Cont'd)

2. It is felt necessary at this station to inspect this area every time the equipment comes into the shop and a periodic inspection will be completed not less frequently than every 90 days.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES:

1. No new maintenance engineering difficulties encountered for period covered by this report.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. A complaint, made by a pilot of a B-47E aircraft assigned this station, about strong in-flight conditions instigated a search of the past complaints on communication and navigation equipment. There existed obvious trend of complaints on noisy conditions. Burther checking via personal interview with pilots experiencing these same troubles indicated the following type of complaints:

   a. The noise was of a static type, not motor noise.

   b. Noise mostly noticeable on the ARN-6 with correspondingly less complaints on the OMNI and UHF as you go up in frequency.

   c. At times the interference would build up to such high intensities that all equipment was affected to the degree that no signals were distinguishable, and the noise was highly distracting to the crew members.

   d. These strong static noise conditions were noticed on several occasions to disappear when the wheels touched the ground upon landing.

   e. The noise appearing on the ARN-6 reached such intensitie that it was impossible to use the long wire antenna for tuning. The Compass Loop had to be used, thereby reducing the noise content but at the same time effectively reducing the operation range of the equipment.

2. The cuase from all indications appears to be definitely static precipitation and the strongest source appears to be the canopy. Using a wool cloth, several sections of the aircraft were vigorously rubbed and only the canopy would produce straong static noise in the aircraft. This is logical, considering the body of the aircraft is metal and grounded. The noise produced was strong enough to eliminate a strong signal received between 300 to 400 kc on the ARN-6. Two pilots were asked to listen to this type of interference and their verdict indicated that this static type of noise was the source of almost all noise or interference type of complaints. The higher the frequency checked on the ARN-6 the less intense the interference noted, with the broadcast band offering much less interference than the low frequency band of the ARN-6.

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VII. OPERATIONAL DIFFICULTIES ENCOUNTERED: (Cont'd)

3. The canopy has been painted with graphite along the plexiglass to metal seal, over the top of the sense antenna and across the bonding strip on the rear section of the canopy. No sections have been painted that would interfere in anyway with crew vision. A record of all reports on interference or lack of, will be kept. This is merely an attempt to find a method of reducing this noise level to a more acceptable value. Other methods such as silicones whcih take opposite charges, are being considered, but not effected as yet. All operations officers have been personally interviewed and acquainted with the above conditions and requested to furnish as complete a report as is feasable on noise conditions in the aircraft during flight conditions.

VIII. SPECIAL DEVELOPMENTS:

1. See paragraph VII above, otherwise no new developments for period covered by this report.

IX. SPECIAL REMARKS:

1. None.

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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DOUGLAS AIRCRAFT CO. INC.
Long Beach Division, California

8 Jul 54

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month of June 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for Month ending 30 June 1954, submitted in accordance with AFR 66-18 and SAC Reg 66-4.

I. SUBMITTED BY: John D. North, Tech Rep
Douglas Aircraft Company, Inc
Long Beach Division, Calif.

II. EQUIPMENT: C-124A Aircraft

III. TRAINING ACTIVITIES:

	Aircraft General C-124	Engine Analyzer	Engine Installation	Engine Accessory	Hydraulic System	Aircraft Inspection	Internal Fuel Tank Sealing	Carburetion and MJC
No of Airman Trained	110	18	25	23	7	12	78	5
AFSC							43170	
AFSC	43171					43171	43171	
AFSC	43151		43151		43151	43151	43151	
AFSC	43152	43152	43152	43152			43152	
AFSC	43131	43131	43131		43131	43131		
AFSC	43132	43132	43132	43132	43132	43132	43132	43132
No Instructor Hrs	48	4	12	14	11	8	14	4
No of student Hrs	425	62	160	110	38	30	192	20
Type of Training								
Fundamentals	X			X			X	X
Advanced	X	X	X	X	X	X	X	X
Cross Training	X	X	X	X	X	X	X	
OJT	X	X	X	X	X	X	X	
Informal Classroom Tng	X	X	X	X	X	X	X	X
Formal Classroom Tng								

IV. UTILIZATION:

1. To render technical assistance and instruction in the maintenance and operation of C-124A aircraft stationed at Castle Air Force Base,

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V. EQUIPMENT MALFUNCTIONS:

1. Bearing Assembly - Ball P/N's 3400-412388 and 3400-412389 Bearing Rough and Binding.

UR 93BW-54-232 covers this subject.

2. Drum Assy - Brake - Brake Drum - Brake loose from mounting flange.

UR 93BW-54-428 covers this subject.

3. Hose Assy - P/N 1ADJ-447691-501 Manifold drain hose Per T. O. 1C-124-101 New Hose seems defective.

UR 93BW-54-436 covers this subject.

VI. MAINTENANCE - ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE - ENGINEERING PERFORMANCE:

1. None

IX. SPECIAL DEVELOPMENTS:

1. None

X. GENERAL REMARKS:

1. Drum Assy - Brake - Reference paragraph VI, Item 2, Subject drum assy shows a gradual fatigue around the machining marks at the radius to the attaching flange.

2. Other than normal maintenance and inspection periods, this concludes my activities for the past month.

John D North

JOHN D. NORTH, Tech Rep
Douglas Aircraft Company, Inc.
Long Beach Division, California

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SUBJECT: Monthly Technical Report

CONTRACTOR: Avien-Knickerbocker, Inc.,
58-15 Northern Boulevard,
Woodside, 77, N. Y.

TO: COMMANDER,
93rd Bomb Wing,
Castle Air Force Base,
Merced, Calif.

REFERENCE: Air Force Regulation 66-18
SAC Regulation 66-4

The following Technical Report for the month ending 30 June 1954 is submitted in accordance with above reference.

I. Submitted by: Wilson H. Heydt.

II. Equipment: Avien Fuel Quantity Systems for KC-97 and B-47E.

III. Training Activities:

Avien Fuel Quantity System

No. of Airmen trained ---------- 3
AFSC - - - - - - - - - - - - - - - 1 - 43156
2 - 43136
No. of instructor-hours - - - - 20
No. of student hours - - - - - - 60

Type of Training:

Fundementals - - - - - - - - - X
Advanced - - - - - - - - - - -
Cross training - - - - - - - -
O. J. T. - - - - - - - - - - - X
Informal classroom training -
Formal classroom training - - -

IV. Utilization:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avien Fuel Quantity System, and to provide a direct contact between the contractor and using activity.

V. Equipment malfunction:

1. One transmitter (tank unit) failed in service. This unit replaced with serviceable unit.

VI. Maintenance Engineering difficulties:

None.

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VII. Operational difficulties encountered:

None.

VIII. Special developments:

None.

IX. General comments:

None.

Wilson H. Heydt

Wilson H. Heydt, Tech. Rep.
Avion-Knickerbocker, Inc.

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MONTHLY TECHNICAL REPORT

CONTRACTOR: American Machine and Foundry Company
Electronics Division
1[illegible] Commonwealth Avenue
Boston 1[illegible], Mass.

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19
for Month ending 30 June 1954

TO: Commander
93rd Air Base Group
Castle Air Force Base
California

1. Following is the technical report for month ending 30 June 54, submitted in accordance with AFR 66-18 and SAC Reg 66-6.

I. SUBMITTED BY: Fredrick R. Peck

II. EQUIPMENT: Radar Training Set AN/APG-T1A

III. TRAINING ACTIVITIES:

SUBJECT TAUGHT.....	Basic Electronics	AN/APG-T1A Maintenance
No. of Men. Trained	11	2
AFSC	1-34370 2-34170 3-34150 5-32372F	2-34[illegible]50A
No. of Instructor Hrs.	32	48
No. of Student Hrs.	352	96
Type of Training:		
Fundamentals	X	X
Advanced		
Cross Training		
OJT		X
Informal Classroom	X	
Formal Classroom		

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For the Ending 30 June 1954

IV. [illegible]:

1. Brief description of assigned duties:

To advise and instruct in the operation and maintenance of Radar Training Set AN/APG-71A.

2. It is anticipated that services of Frederick S. Peck can be terminated on or about 31 October 19[illegible].

V. EQUIPMENT ALLOWANCES:

1. Details: None.
2. Action to [illegible]: None
a. Known [illegible]: None.

VI. [illegible]:

1. Detail: None.
2. Recommendations: None.
3. Action Taken To Correct: None.

VII. [illegible]:

1. Details: None.
2. Recommendations: None.
3. Action Taken to Correct: None.

IX. [illegible]: None.

X. [illegible]:

1. Air Instructors Office (AIO) [illegible] for the Radar Simulator completed on 25 June 1954. Trainer declared operational 30 June 1954.

Signed: [illegible]
Frederick R. Peck

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M) CASTLE AFB, CALIF.

NUMBER 1-54 — EXCERPTS B-47 CES PROGRAM — 11 JUNE 1954

BATTERY BOIL-OVER

There have been many reported cases of batteries boiling over in the B-47 aircraft. The corrosive effect of battery boil-over is apparent, in some cases, on the external surface of the aircraft and even on the drag chute and [illegible] compartment.

It is felt that a review of battery servicing procedures and precautions is in order.

Paragraph 4-[illegible], Section IV, page [illegible] of the 1B-47B-2 T.O., revised as of 30 November [illegible] per T.O. [illegible] states:

"MAINTENANCE OF BATTERIES. Gravity readings of batteries should be taken AT LEAST [illegible]. Be sure hydrometer float is free and the hydrometer is held vertically. Batteries should have a specific gravity reading between 1.275 and 1.300. Batteries are to be replaced if gravity readings are below 1.240 or above 1.310. ALL GRAVITY READINGS MUST BE CORRECTED FOR TEMPERATURE. No correction is necessary if the temperature is in the range of 70° to 90°F (21° to 32.3° C). For 100°F, add .008 to the reading. Example for 100°F. If the specific gravity reading is 1.250, the corrected reading would be 1.250 + .008 = 1.258. For every 10° above 100°F, add .004. At 60°F, the correction is -.008. For every 10° below 60°F, subtract .004. When necessary to add water, use distilled water. Clean drinking water may be used if distilled water is not available.

NOTE

"Do not take more electrolyte into the hydrometer than is necessary to raise the float. IF A HYDROMETER READING CAN BE TAKEN, DO NOT ADD WATER.

CAUTION

"IF BATTERY IS EXPOSED TO TEMPERATURES [illegible] FREEZING, DO NOT ADD WATER UNLESS BATTERY IS CHARGED IMMEDIATELY. This is important because the water will remain in top of cells and freeze. IF BATTERY IS EXPOSED TO ZERO TEMPERATURES FOR SEVERAL DAYS, IT SHOULD BE REMOVED. AT TEMPERATURES OF -20°C (-20°F) OR BELOW, THE BATTERY SHOULD BE REMOVED AFTER [illegible] HOURS. (See paragraphs 4-1039 and 4-1040.) WHEN ADDING WATER TO TYPE [illegible] BATTERIES, USE CARE TO PREVENT OVERFILLING. STOP ADDING WATER WHEN A [illegible] SOUND IS HEARD. Inspect battery leads and terminals for condition of insulation. Remove corrosion by brushing with a stiff (not wire) brush, then wash connections with a solution of sodium bicarbonate (bicarbonate Stock No. 25-7980000, Class 24, 1 pound per gallon). After drying, apply a light coat of terminal grease or vaseline, Specification AN-F-51, to the connections. Check mountings to see that battery is secure. INSPECT FOR LEAKAGE OF ACID. IF EVIDENCE OF LEAKAGE IS FOUND, REPLACE THE BATTERY. CHECK VENT AND DRAIN TUBES TO BE SURE THEY ARE CLEAR OF OBSTRUCTIONS. INSPECT FELT PAD IN BATTERY SUMP JARS (2 JARS) FOR PROPER CONDITION. IF PAD IS DRY, SATURATE WITH A 10% TO 15% SOLUTION OF SODIUM BICARBONATE.

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CAUTION

"USE ONLY A SUFFICIENT AMOUNT OF SOLUTION TO SATURATE THE PAD. REMOVE ANY EXCESS LIQUID WITHIN JARS."

There are three particular precautions to be observed to aid in the lessening of battery boil-over incidents:

1. DO NOT ADD AN EXCESSIVE AMOUNT OF WATER. Excessive use of water in servicing batteries will cause battery boil-over. Batteries should be filled with water only to the point where the water just covers the battery plates. This can be readily observed in the plastic-case batteries, but must be more closely watched in the old style battery.

2. DO NOT USE A BATTERY WITH A BELOW MINIMUM ALLOWABLE SPECIFIC GRAVITY READING. The excessive charge rate utilized by a battery with a low specific gravity will cause battery boil-over.

3. DO NOT USE EXCESSIVE GENERATOR VOLTAGE SETTINGS. High generator voltage settings will cause an excessive charge rate of the battery which will cause battery boil-over.

If, in spite of these precautions, a battery should occasionally boil over, paragraphs 4-1040A and 4-1040B, pages 794-5, Section IV, 1B-47B-2 T.O., revised as of 30 April 1953, give detailed instructions on the battery compartment sealant procedures and repairs.

If the battery acid should spill out the compartment vent and contaminate the external surface of the aircraft aft of the vent, the acid may be neutralized by applying a solution of 5% to 10% ammonium hydroxide (commercial grade) and water. Allow the solution to remain on the area for five minutes then wash the area thoroughly with water to remove all salts and solutions.

AIR REFUELING SYSTEM HYDRAULIC FUSE

The Air Refueling Hydraulic System in the B-47 requires two (2) Fuses-Hydraulic quantity measuring (United Aircraft Products Inc.)(RAC Spec. No. 10-853-1)(P/N U4480PE4-40). These fuses are installed to shut off fluid flow when a line break occurs.

It has been noted that there have been considerable "malfunctions" in this type of fuse as installed. If the fuse shuts off when there is no "break" in the line, it is very probably caused by air in the lines. The solution to this problem is to BLEED THE SYSTEM OF AIR.

It is understood that some maintenance personnel have been turning the fuse end for end and replacing it in the line. Reversing the fuse will allow fluid flow but it will also eliminate the necessary fluid check in the system if a "break" does occur. DON'T TURN THE FUSE END FOR END.

COLLINS 18S-4 RADIO ANTENNA MAST EROSION

REMEMBER - when the radio equipment, antenna, and general installation is checked during post-flight inspection, check the condition of the AN/AB-164A antenna mast for erosion and apply a Neoprene coating in accordance with T.O. 07-1-25 as necessary.

DUAL FLOAT SWITCHES
(T.O. 1B-47B-2, Par 4-814 & 4-870)

There have been several instances of B-47 aircraft returning from flights with fuel dripping from the aft compartments. One cause for this condition is the failure of a dual float switch to shut off during Air Refueling and in-flight fuel transfer operations, allowing the fuel to overflow the cell.

If your aircraft returns with fuel in the aft compartments, check first the dual float switches for a malfunction as indicated in the -2 T.O. handbook.

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The dual float switch mechanism is reasonably delicate. It takes very little jarring to misalign the floats and float guides inside the float housing. It is of particular importance that great care be taken when entering fuel cells for inspection or repair of the cells to insure that the dual float switches are not kicked, hit or bumped.

If a little extra care is observed when working around the dual float switches for any reason, there will be fewer maintenance man-hours required to replace float switches and considerably less danger to ground refueling personnel, flight crews and aircraft caused by fuel overflow or fuel getting in the camera and battery compartments.

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MAINTENANCE
INFORMATION
BULLETIN

93RD BOMB W- (/)
CASTLE AFB, CALIF.

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and rotate approximately 45 degrees clockwise — release.

(4) Without pushing down on the slotted shaft, rotate it counter clockwise until a stop is felt. Attempt to remove the cap.

(5) If the cap turns out, repeat all previous steps.

(6) If the cap cannot be removed, turn the slotted shaft with the coin as far as it will go clockwise (until the cap is drawn down flush).

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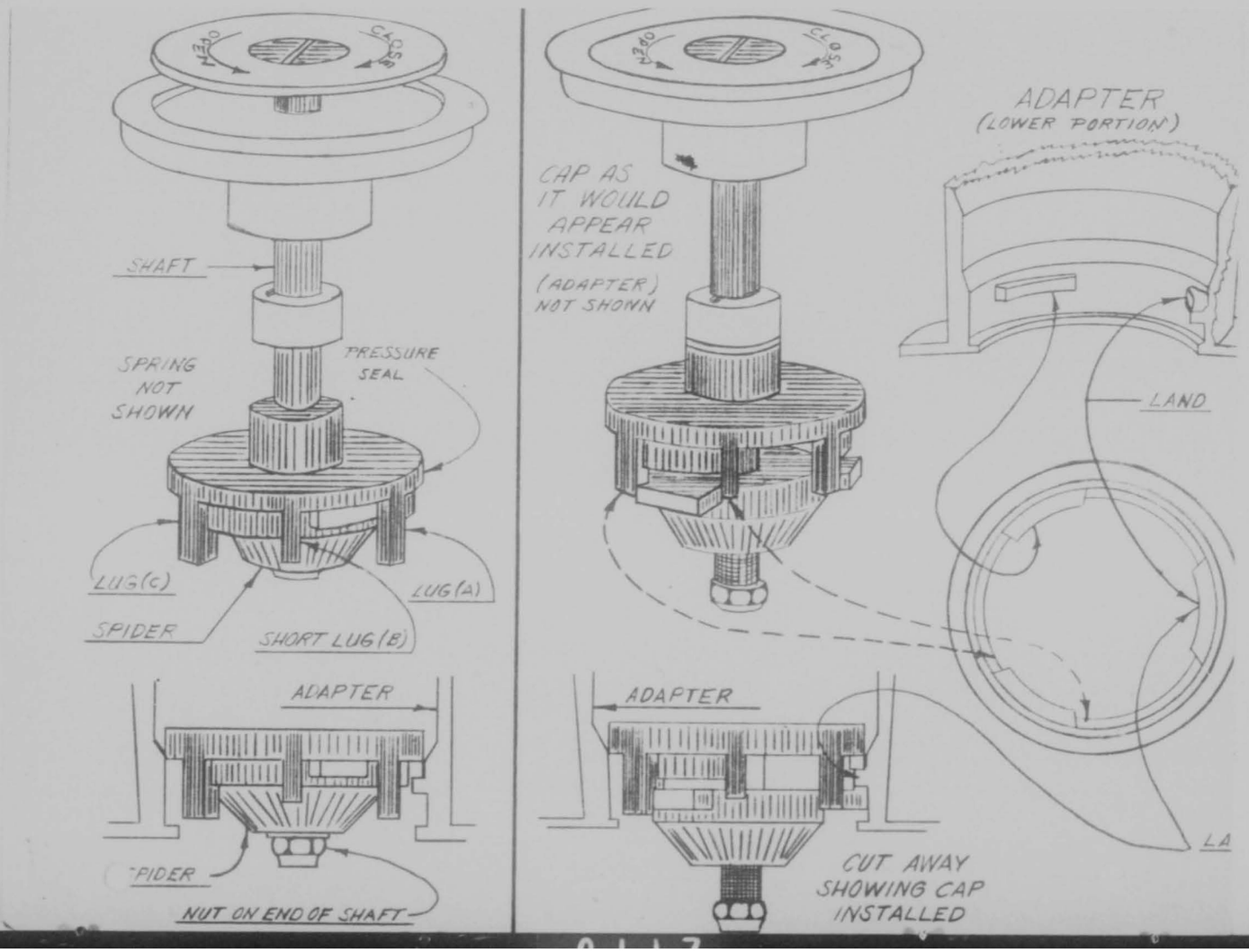

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 01)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
19 July 1954

(THIS MIL SUPERSEDES MIL 01, DATED 15 JAN 1954)

MAINTENANCE INSTRUCTION LETTER

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MIL	3	INSPECTION OF RADAR RADOME STRUCTURAL CONDITION	14 Jan 54
MIL	4	B-47 LANDING GEAR DOOR ACTUATOR BALL SOCKET JOINTS	2 Jul 54
MIL	5	REMOVAL OF DAMPENING PINS FROM D-5 TORQUEMETER ASSEMBLIES KC-97F AIRCRAFT	11 Jan 54
MIL	6	OPERATION OF ELECTRONICS EQUIPMENT IN AIRCRAFT	14 Apr 52
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MIL NO. 01, 19 Jul 54, 93D BW (M)

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MIL	100	ASSIGNMENT, UTILIZATION AND MAINTENANCE OF AIRCRAFT TOWING VEHICLES	14 Dec 53
MIL	101	SAFETY PRECAUTIONS	18 Dec 53
MIL	102	BENCH CHECK	23 Feb 54

BY ORDER OF THE COMMANDER:

Alvin A. Williams

ALVIN A. WILLIAMS
Major, USAF
Actg, Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 1)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
28 July 1954

MAINTENANCE PUBLICATIONS

(This MIL supersedes MIL #1, dated 27 March 1952)

1. PURPOSE: To establish a standard file of publications issued by the Chief of Maintenance in accordance with SAC Manual 66-12 dated November 1952.

2. RESPONSIBILITY: The Wing Maintenance Control Officer will be responsible for initiating all maintenance directives and bulletins. The Wing Quality Control Officer will be responsible for periodic inspection of all files and recommending revision or rescission of publications.

3. GENERAL: Maintenance publications will consist of the following:

a. Maintenance Instruction Letters: The publications will be numbered directives setting forth policy and procedures, published for the commander, and signed by the Chief of Maintenance.

b. Maintenance Information Bulletins: These publications will be published periodically, and will contain timely information and maintenance tips. These bulletins will not be directive in nature.

4. PROCEDURE: Publication procedures will be as follows:

a. Index: The index will be revised and republished as of the 15th day of February, May, August, and November, at which time all outdated MIL's will be rescinded. The index will list all MIL's and MIB's by number, date of publication, and date of expiration if applicable.

b. Maintenance Instruction Letters (MIL): A rough draft of all MIL's will be initiated by the Maintenance Control Officer. This draft will then be submitted to advisory units of Maintenance Control for concurrence and recommendations, after which, it will be submitted to the administrative unit for correcting grammar, punctuation, form; and for publication and distribution. MIL's will be numbered consecutively, starting with number one.

c. Maintenance Information Bulletins (MIB): Items to be included in the MIB will be collected by the Wing Maintenance Control Officer, and after his approval for inclusion, will be given to the administrative unit for publication. Numbering will be serially by year, i.e., 1-54, 2-54, etc. The Chief of Maintenance will sign each MIB.

d. Numbering and revision: All MIL's and MIB's will be numbered by the Maintenance Control Administrative Unit. In addition, this unit will maintain and publish an index. The Quality Inspection Unit will inspect the MIB file before the fifth day of each month that an index is published. This unit will then recommend to the Maintenance Control Officer the MIL's that require revision, and the MIL's that should be rescinded.

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e. Location of Files: A complete file of MIL's and MIB's will be maintained in each of the following activities:

(1) Wing Maintenance Control Unit, Quality Control Unit and Maintenance Standardization Team.

(2) Each flight line maintenance section.

(3) Periodic Maintenance engineering section.

(4) Field Maintenance Materiel, Fabrication, Aero Repair and Power Plant Branches.

(5) Armament and Electronics Radio, Radar, ECM, Armament and Camera Sections.

BY ORDER OF THE COMMANDER:

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Alvin A. Williams
ALVIN A. WILLIAMS
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 4)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
2 July 1954

B-47 LANDING GEAR DOOR ACTUATOR BALL SOCKET JOINTS

1. PURPOSE: It is the intent of this directive to prescribe a procedure for the proper installation of the forward landing gear door actuator ball socket joints in order to prevent damage to the actuators and the doors.

2. RESPONSIBILITIES: It is the responsibility of the 93d Periodic Maintenance Squadron Commander and the Bombardment Squadron Commanders to insure compliance with the provisions of this directive.

3. PROCEDURE:

a. The left and right forward landing gear door actuator ball socket joints are similar in appearance, however, they are not interchangeable and they have different part numbers. The left hand part number is 159170 and the right hand part number is 159171. No other markings further identify the parts as right and left hand installations.

b. Because of the method of attachment to the strut, these parts can be installed in the wrong position. If doors are retracted when the sockets are installed in the wrong location, damage to the actuators and/or ball sockets will result due to the failure of the actuators to fair into the slots in the ball sockets.

c. In order to insure proper alignment of the slots, it is necessary that the sockets be properly adjusted after installation. The CAUTION note in paragraph 4-390, Page 346 in T.O. 1B-47B-2 describes the correct position of the socket to obtain proper slot alignment. However, since the adjustment is critical within .04 inches, detail 08, Sheet 1, Drawing 5-32449 is reproduced on the attached sheet and shows the adjustment details. Due to the possibility of manufacturing variations, it is recommended that the set-screw be used as a positioning index instead of the zerk fitting. As shown in the drawing, the correct position of the set-screw is .93 plus or minus .02 inches below the centerline of the attachment fitting.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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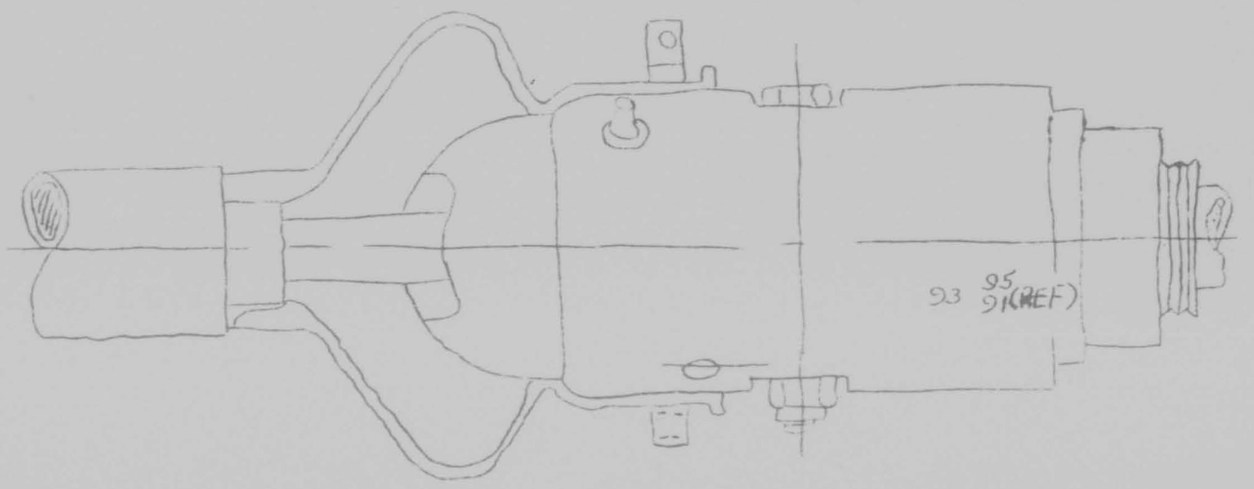

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MIL NO 4

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 7)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
22 June 1954

ENGINE OIL SYSTEM FLUSHING & CLEANING
(This MIL supersedes MIL #7 dated 14 Jan 54)

1. PURPOSE: To improve the cooling characteristics and prolong the operating life of the R-4360 engines.

2. RESPONSIBILITY: It will be the responsibility of the Flight Line Maintenance Officers and the OIC, Power Plant Branch of Field Maintenance to assure compliance with the contents of this directive.

3. PROCEDURES:

a. Oil Change.

(1) The old oil will be drained as soon as possible after completion of the last flight prior to the expiration of 100 hours operating time since last oil change on KC-97 aircraft and 125 hours on C-124 aircraft.

(2) After the oil has been drained, the top of tank will be removed and the interior cleaned of all sludge and carbon by spraying with solvent (PS-661) or kerosene. Both the main tank drain valve and the sump drain valve will be open while the tank is being cleaned.

b. Engine Change.

(1) In all cases of internal failure whether metal particles are apparent or not, in the oil or the screens, the oil coolers will be changed in accordance with T.O. 7R-1-2 and the oil system, tank and thermostat valves cleaned and flushed in accordance with T.O. 7R-1-2.

(2) On all premature changes for any cause other than internal failure (low compression, excessive maintenance etc). The oil system, tank cooler, and thermostat valve will be cleaned and flushed in accordance with T.O. 7R-1-2.

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MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 9)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
1 July 1954

INSTALLATION OF SAFETY PINS IN EJECTION SEATS - B-47 AIRCRAFT
(This supersedes MIL #9, 22 May 1954)

1. PURPOSE: To establish responsibilities and procedures for the use of ejection seat safety pins and B-47 ejection seat maintenance.

2. REFERENCE: Section IV, Paragraph 4-130B, T.O. 1B-47B-2.

3. RESPONSIBILITY: It will be the responsibility of each maintenance man, crew chief, and maintenance officer to comply with the contents of this directive.

4. PROCEDURES:

a. Immediately after chocking the aircraft, the crew chief will install safety pins in the three crew members ejection seats to prevent the initiators from firing when the airplane is on the ground.

b. Safety pins will remain installed as long as the airplane is on the ground. WARNING: Under no circumstances are inexperienced personnel to attempt disassembly, unloading, reloading or unstaking of the initiator. The initiator and catapults are to be handled by qualified maintenance personnel only.

c. Each Engineering Officer will check the proficiency of all personnel assigned (including maintenance personnel and A&E personnel) in the proper operation of the ejection equipment and each airman will be required to sign a certificate to the effect that he understands and has a thorough knowledge of the operation and maintenance of the ejection seat. This will be accomplished prior to assignment of the airman to the Armament, Field Maintenance, Periodic or aircraft ground crew. In no case will a man be assigned to accomplish maintenance in the cockpit of a B-47 prior to accomplishment of this task. These certificates will be placed on file in the Engineering Office.

d. All Specialist Job Work Orders when they contain work to be accomplished on unserviceable or unsafe items on the seat or ejection equipment will be preceded in Maintenance Control by a call to the Armament Section to remove all explosive parts or to call for further assistance from trained munitions personnel.

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e. The Armament Specialist after removal will coordinate an entry with the crew chief in the Form 1 Part II to the effect that removal has been accomplished and the seat is safe for further maintenance.

f. Repair, modification, testing, etc. of the mechanical elements of the components mentioned above (after removal from the aircraft) that may be authorized or specifically directed in the future will be accomplished by Armament personnel (46270-50) that have been adequately trained on the item involved by formal training or by base training under competent supervision.

g. No maintenance of any type will be accomplished on the seat until all of the above procedures have been met.

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Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 10)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
21 July 1954

FLYING STATUS FOR MAINTENANCE PERSONNEL

(This MIL Rescindes MIL 10, 22 May 54, 10A 26 May 54 and 10B, 28 May 54)

1. PURPOSE: To establish an equitable ratio when placing maintenance personnel on flying status.

2. RESPONSIBILITY: Each squadron will be responsible for placing their personnel on flying status and publishing the orders. One copy of each set of orders will be forwarded to the Chief of Maintenance.

3. GENERAL: AF Regulation 39-47 and SAC Regulation 39-9 will be followed. The number of maintenance personnel per squadron per month to be placed on flying status is as follows:

a.	328th, 329th, and 330th engineering sections	15 each
b.	90th ARS engineering section	21
c.	93d ARS engineering section	22
d.	A&E maintenance	8
e.	Field Maintenance	6
f.	Periodic Maintenance	6
g.	Maintenance Control	2

4. PROCEDURE: Flight status will be rotated in the tactical squadrons and air refueling squadrons among the line chief, flight chiefs, post flight chief, and crew chiefs. Periodic Maintenance will rotate their quota among the line chief, dock chiefs, predock chief and post dock chief. Field Maintenance will rotate their quota among personnel from the following shops and sections: Engine Conditioning, Minor Repair, Propeller Shop and Airframe Repair. Armament and Electronics will rotate their quota among Armament, Radar and Radio specialists. Maintenance Control will rotate their quota among Inspection and Maintenance Standardization Team personnel.

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ALVIN A. WILLIAMS
Major, USAF
Actg Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 12)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
7 June 1954

PREFLIGHT INSPECTION ON A&E EQUIPMENT
(This MIL supersedes MIL No. 12, dated 27 Jan 54)

1. PURPOSE: To prescribe responsibilities for the accomplishment of preflight inspection of A&E equipment.

2. SCOPE: The provisions of this policy are applicable to all flight line electronics maintenance personnel and to all crew members assigned the 93d Bomb Wing.

3. RESPONSIBILITY: It will be the responsibility of A&E Flight Line Maintenance Officer and tactical Flight Line Maintenance Officers to insure compliance with this directive.

4. PROCEDURES:

a. All A&E systems will be preflighted at least six (6) hours prior to any flight requiring use of the system or systems. Reference: 15th AF Msg DM6EA420. Preflight will be accomplished on B-47 aircraft by A&E specialists, on KC-97 aircraft by a team composed of A&E specialists and air crew members concerned. Neither the air crew member nor the A&E specialist will perform his inspection on KC-97 aircraft without the other being present. The specialist will in all cases perform and sign off the preflight inspection as prescribed in work sheets 1B-47A-6FR and 1C-97(K) E (C)-6FR and other current directives.

b. A&E specialists will be made available for dispatch from A&E Maintenance Organization. Their dispatch will be controlled by A&E Maintenance Officer, but they will be available at all times, within time limits specified below, to any crew chief or air crew member desiring their presence for a preflight power check. When a preflight power check is required, the crew chief or air crew member concerned will submit, through Maintenance Control, his request for a specialist a minimum of two (2) hours prior to time of actual preflight; Maintenance Control will call A&E supervisory section a minimum of one and one-half hours prior to time of actual preflight.

c. Crew chief will be responsible for a serviceable power unit available for each preflight. The power units will be furnished by types in the following manner:

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For Radio, Auxiliary Radar, ECM, Photo and/or bomb-bay release checks.....C-21, C-26 or Gremco
For A-5 Fire Control System checks.....C-26 or Gremco
For "K" Systems checks.....Gremco only, with K carts.

d. In the event A&E specialists or air crew members arrive at the properly appointed time and proper power units and crew chief or his assistant are not present to supervise requested maintenance, a scheduling discrepancy will be submitted and work order suspended in accordance with existing directives.

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MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 18)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
27 July 1954

LOCAL MANUFACTURE ITEMS

1. PURPOSE: To insure that proper procedures are followed in initiating work order requests (SAC Form 96) prior to submission to Field Maintenance Shops and to preclude local manufacture of items available through normal supply channels.

2. SCOPE: This directive is applicable to all units of the 93d Bombardment Wing (M).

3. PROCEDURE: Upon receipt of this publication, the following procedures will be adhered to:

a. Maintenance activities desiring any item, except oil, fuel or hydraulic lines used in repair of aircraft or related equipment, will in all cases submit a requisition prepared on an AF Form 446 through supply channels or call the request in to Service Unit.

b. Every effort will be extended by requesting activities to research these items in stock lists and other available publications. In cases where items are not stock listed, all available information such as part numbers, drawing numbers, and/or any other identifying data will be listed on the issue slip. When appropriate drawings, sketches blueprints, photographs, etc. will be attached.

c. Items not listed in USAF stock catalogs will be identified by the class codes number for the item, followed by the letters NISL. EXAMPLE: 6500-NISL. The nomenclature block of issue slips will be utilized to describe items in complete detail.

d. Replacement fuel, oil or hydraulic lines or hoses required for the maintenance of aircraft or related equipment will not be requisitioned on the Base Supply Officer. As such items become reparable, they will be processed to appropriate Field Maintenance Shop through the Work Order Section for repair action. The appropriate shop will repair the assembly reusing all serviceable fittings and connections. It will be responsibility of the appropriate shop to maintain sufficient stock of hose, tubing and fittings on bench stock to support line requirements. Each shop is encouraged to maintain minimum quantities of regularly used pre-assembled hose assemblies; for direct exchange with the organizations.

BY ORDER OF THE COMMANDER:

Alvin A. Williams

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ALVIN A. WILLIAMS
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 20 34)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
28 May 1954

PRE-FLIGHT AND POST-FLIGHT INSPECTION PROCEDURES OF BOMBING-NAVIGATION SYSTEMS.

1. PURPOSE: To establish Pre-Flight and Post-Flight Inspection Procedures of Bombing-Navigation Systems.

2. AUTHORITY: SAC Letter, DM6D, dated 22 April 1954, subject: Pre-Flight and Post-Flight Inspections of Bombing-Navigation System and 1st Indorsement 15th AF DM6EA dated 6 May 1954.

3. RESPONSIBILITIES: Responsibilities will be as outlined below:

a. Armament-Electronics Maintenance Squadron:

(1) Provide sufficient representatives to meet all aircraft upon landing to insure that radar observers mission reports are complete and contain all malfunctions encountered inflight, with corrective inflight maintenance attempted.

(2) Perform maintenance on Bomb-Nav Systems only when malfunctions are written on the mission report form. Preflight and postflight inspections of the Bomb-Nav System will not be performed.

(3) Provide Bomb-Nav System mechanics to assist radar observers in performing operational checks after malfunctions and discrepancies have been cleared. If an aircraft lands with no malfunctions, no ground operational check will be made prior to the next flight.

(4) Use of SAC Form 252 and 250 as directed by SAC Reg 137-15 will apply.

(5) Maintain one flight-line ledger book per aircraft by serial number to show the following:

(a) Date of mission.

(b) Observer flying.

(c) Malfunctions encountered.

(d) Mechanic correcting malfunction reported.

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(e) Date maintenance performed.

(f) Corrective action taken by mechanic.

(g) Radar observer who accepted set, or performed operational check after maintenance was completed.
NOTE: Items a, b and c can be obtained from the mission report. Items d, e and f can be obtained from the Specialist Job Record. Item g can be obtained from Part II of AF Form 1.

b. Radar Observers:

(1) Carefully maintain the Bomb-Nav inflight mission report provided by the Armament-Electronics Maintenance Squadron. All Bomb-Nav System malfunctions and discrepancies encountered during flight and any in-flight maintenance attempted or performed will be entered on the report.

(2) Discuss the malfunctions and mission results with Armament-Electronics maintenance Personnel that meet the aircraft.

(3) Perform ground operational checks of Bomb-Nav Systems only when maintenance has been accomplished.

(4) Accomplish the Bomb-Nav System test flight report when performing a test flight.

(5) Perform visual power off inspection on preflight as outlined in Technical Order 1N-01-20FM-6.

(6) The operator will accomplish a system check prior to landing.

(7) Those portions of operational SOP's, manuals, or Technical Orders that are in conflict with this directive are waived indefinitely.

4. PROCEDURES: Maintenance will be conducted using the following criteria:

a. Only essential maintenance will be performed. Essential maintenance is defined as that required by virtue of malfunctions encountered during operation of the Bomb-Nav System in the air and reported by the radar observer.

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b. Flight crew members will determine the operational condition of the Bomb-Nav system prior to landing and unless maintenance is definitely required, none will be performed. Equipment will be considered as operational and will not be given a ground operational check prior to the next flight.

c. Establish inspection procedure to insure that Bomb-Nav system components are inspected, overhauled and lubricated at periodic intervals, based on -6 inspection procedures.

d. External ground power may not be applied to the Bomb-Nav system except under the following conditions:

(1) When required to aid in the confirmation, isolation, and correction of malfunctions of maladjustments reported by the radar observer.

(2) After the replacement of a component, when required to perform system functional or accuracy checks.

(3) When it is required that the Bomb-Nav system be cycled and ready for the navigation function at take-off as a flight safety precaution in cases of take-offs under instrument conditions. The Bomb-Nav System may then be turned on for a period not to exceed 20 minutes before take-off. This paragraph is not to be construed as permission to perform preflight functional checks as a routine procedure, since that would deviate from the intent of this policy.

e. Components of the Bomb-Nav System will not be removed from the aircraft except:

(1) To aid in correction of malfunctions reported by the radar observer.

(2) When required during accomplishment of periodic inspection.

f. Bomb-Nav Systems will be operated on all test flights and on training missions when scheduled.

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MIL 1A

5. GENERAL: The AN/APS-42 and K4A system are considered Bombing Navigation systems and are affected by the provisions of this directive.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 23)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
14 July 1954

OPERATION OF A CENTRAL MOTORIZED EQUIPMENT MAINTENANCE SECTION

1. PURPOSE: To establish operating procedures and responsibilities on the central motorized equipment section of the 93d Field Maintenance Squadron.

2. REFERENCES: AFM 32-3, AFR 65-1, 15thAFR 66-6, SAC Letter 66-41, T.O. 00-20C-1, T.O. 00-20B-3, T.O. 00-25-45, T.O. 00-25-48, T.O. 00-25-65, T.O. 01-1-309.

3. SCOPE: This MIL is applicable to all units using this equipment.

4. RESPONSIBILITY: The officer in charge of the Aero Repair Branch, Field Maintenance Squadron, will be responsible to the Field Maintenance Officer for the organization and operation of the motorized equipment section.

5. PROCEDURES: The motorized equipment shop will be organized into three subsection: Inspection, Repair, and Dispatch.

a. Inspection. This unit will perform systematic and special inspections. Maintenance of a minor nature will be completed daily and after each inspection. This unit will also service fuel and lubricants and related products. Operational checks will be performed on all motorized units to insure proper functioning prior to reuse. "Gremco" and "Marathon" units will normally remain in a fixed location for utilization by a maximum number of aircraft. These units will not be moved except as required to perform maintenance other than at the designated location. One or more representatives of this section will be dispatched daily to inspect and check all these units and advise the section as to the status and condition of the equipment.

b. Repair. This unit will accomplish necessary maintenance and repairs, removal and replacement of component parts and assemblies, perform engine tune up and conditioning, repair and refinish body and chassis within the scope of technical directives and publications.

c. Dispatch.

(1) This section will dispatch to the using organization, motorized units and related equipment from the Central Motorized Equipment Maintenance Section, located adjacent to building T-2099. The using organization will assume the responsibility of transporting equipment from the Central Pool to the location in which work is to be performed and return of equipment to the Central Pool at completion of job; this excepts Gremco and Marathon units from dispatch operation.

(2) No unit will be parked in the dispatch area until it has been inspected and cleared on the status record. The dispatch section will deliver serviceable equipment to the operator of the using organization at the Central Pool.

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Building T-2099, and insure that all personnel receiving equipment possess a valid motorized equipment operators qualification certificate or are authorized by special orders or personnel action memorandum to operate units.

(3) Units dispatched will be on a trip ticket, DD Form 110 TEST, and appropriate entry will be made on the dispatch status record or board.

(4) When malfunctions occur which affect serviceability of a unit, the operator will return the unit to the Central Pool, Building T-2099, giving full details of the discrepancies or malfunctions. If the unit cannot be repaired within one hour, a serviceable unit will be delivered to the Central Motorized Repair Section and scheduled for the required repairs.

(5) Serviceable units returned will be parked in the "inspection" area for checking prior to reissue.

(6) Periodic inspections will be conducted in accordance with existing directives. Equipment will not be permitted to be used beyond the inspection dead line.

(7) Field maintenance assistance, when required from another shop, will be requested through AF Form 344, Instruction Slip, in accordance with established work order procedures.

6. RECORDS:

a. A dispatch status record or chart will be maintained at all times. This chart will be constructed so as to reflect all units assigned and designed to display the following information:

MOTORIZED EQUITMENT DISPATCH AND STATUS RECORD
TYPE UNIT, SERIAL NO., STATUS, REMARKS, OPERATOR, TIME, LOCATION

b. A Motorized Equipment Maintenance and Inspection Record, AF Form 503 (reference T.O. 00-20C-1), will be established for each unit, inclosed in a suitable frame and securely attached to the motorized unit. Entries will be made by inspection and repair sections, as applicable. Using activities will enter operating time and dispatch section personnel will insure that such entries are made prior to returning a unit to the shop after use.

7. TRAINING:

a. Personnel whose duties require the operation of motorized equipment from the motorized equipment section, will be certified operators before allowed to operate any of the units assigned.

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b. The motorized equipment section will maintain a reference file of operators qualification certificates, special orders, or personnel action memorandum (SAC Ltr 66-41) which will be available for inspection at all times.

8. PUBLICATIONS FILE: The non-commissioned officer in charge of the motorized equipment shop will maintain a reference file of technical publications within the shop. Publications indicated in paragraph 2 herein, will be included and shop personnel will be familiar with the contents therein.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 23)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
1 June 1954

PERSONNEL TRAINING

1. PURPOSE: To establish a training program for all incoming maintenance personnel.

2. RESPONSIBILITY: It will be the responsibility of Commanders, assigned maintenance personnel, to insure compliance with this directive.

3. REFERENCE: SAC Manual 66-12.

4. PROCEDURE:

a. A Squadron Training Program will be effected to familiarize all newly assigned personnel in the use of Stock Lists and a review will be made of all Regulations, Letters and Manuals, applicable to Maintenance in the 93d Bombardment Wing (M).

b. Particular emphasis should be placed on personnel becoming familiar with SAC Manual 66-12.

c. This will become part of the T.O. Familiarization Chart, General Directive category.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt. Col., USAF
Chief of Maintenance

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MAINT INSTRUCTION LETTER)
NUMBER 25 ~~17~~

HEADQUARTERS 93D BOMBARDMENT WING (H
Office of Chief of Maintenance
Castle Air Force Base, California
1 June 1954

SERVI-CYCLES ASSIGNED CAFB

1. PURPOSE: To prescribe the procedures, forms, and records for preventive and field maintenance on Servi-cycles.

2. REFERENCE: T.O. 00-20B-2, 00-20B-3, AF Manual 77-1, SAC Manual [illegible], and 15th AF Regulation 66-6.

3. RESPONSIBILITY:

a. Ground Power Section, 93d Field Maintenance Squadron, is responsible for:

(1) Checking each Servi-cycle each working day before 1000 hours, issuing new DD 110 (Test) Form.

(2) Maintaining status board as required by 15th AF Regulation 66-6.

(3) Performing maintenance as prescribed in T.O. 00-20B-2 and 00-20B-3.

b. Squadrons assigned Servi-cycles for operation are responsible for:

(1) Delivery of Servi-cycle to the 93d Field Maintenance Squadron Ground Power Section daily before 1000 hours for daily check and obtaining new Form DD 110 (Test).

(2) That every operator of Servi-cycles has, in his possession, U.S. Government operator's permit, DD Form 313.

4. PROCEDURES:

AS prescribed in above referenced directives.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
for Lt. Col., USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 27)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
24 June 1954

CARE OF BATTERIES AND BATTERY COMPARTMENTS

1. PURPOSE: To establish standard procedures for the care and maintenance of batteries and battery compartments, and to reduce the number of pre-mature battery changes.

2. SCOPE: The provisions of this directive are applicable to all maintenance personnel assigned this station.

3. GENERAL: The presence of corrosion in the battery compartments has been noted by Quality Inspectors. Compliance with T. O. 1-1-2 whenever corrosion is noted is a maintenance must.

4. PROCEDURES:

a. After aircraft is positioned on the wash rack and prior to washing operations, the crew chief will insure that the batteries are removed from the aircraft, properly tagged, and turned in to the battery shop for inspection and maintenance checks.

b. Prior to moving aircraft from the wash rack the crew chief will insure that the battery compartment is thoroughly cleaned and neutralized in accordance with T.O. 1-1-2. (Comrartments will not be painted at this time).

c. The flight chief concerned will be responsible for inspecting the battery compartment and insuring that it has been thoroughly cleaned, neutralized and ready for painting before the aircraft leaves the wash rack.

d. In the case of a periodic inspection following the washing of the aircraft, the dock chief will insure that the battery compartment is painted in accordance with T. O. 1-1-2, in all other cases it will be the flight chief's responsibility.

e. The dock chief and/or flight chief will ascertain that the batteries are properly installed, vent system is free of obstructions and properly connected and the sump jars properly serviced and connected prior to aircraft leaving the dock in the case of a dock inspection, and prior to signing off the Form I in any other case.

f. Maintenance Supervisors will take immediate action to indoctrinate maintenance personnel in requirements of T. O. 1B-47B-2, paragraph 4-1308 and T. O. 03-5B-1, Section VI.

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g. Aircraft batteries will be checked at each ground crew pre-flight according to instructions in paragraph 4-1308 T.O. 1B-47B-2. Figure 6-4, Section VI, T.O. 03-5B-1 will be used as a guide in servicing water for K-1 batteries. Aircraft batteries will be checked every post-flight inspection and every seven (7) days in accordance with instructions in above T.O.

h. Aircraft batteries will be removed from aircraft when aircraft is idle for more than one (1) week or when aircraft is undergoing maintenance or repair for a period longer than one (1) week.

5. The K-1 battery installed in B-47 aircraft is a very critical item. At no time will the battery be used to preflight the aircraft, and only in case of dire emergency will it be used to start engines.

BY ORDER OF THE COMMANDER:

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Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 27A)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
26 July 1954

CARE OF BATTERIES AND BATTERY COMPARTMENTS
(This MIL amends MIL No. 27, 24 June 54)

* * * * *

4.

f. Maintenance supervisors will take immediate action to indoctrinate maintenance personnel in requirements of T.O. 1B-47B-2, paragraph 4-1038 and T.O. 8D2-1-31, Section VI.

g. Aircraft batteries will be checked at each ground crew preflight according to instructions in paragraph 4-1038, T.O. 1B-47B-2. Figure 6-4, Section VI 8D2-1-31 will be used as a guide in servicing water for K-1 batteries. Aircraft batteries will be checked every postflight inspection and every seven days in accordance with instructions in above T.O..

BY ORDER OF THE COMMANDER:

* * * * *

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Alvin A Williams
ALVIN A. WILLIAMS
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 30)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
11 June 1954

ENGINE CONDITIONING OF J-47-23, -25
ENGINES INSTALLED IN B-47 TYPE AIRCRAFT

1. PURPOSE: To establish responsibilities and procedures on engine conditioning.

2. REFERENCE: 15th AF TWX DM4BRJ 42549, 5 June 1954 and SAC Manual 66-1.

3. SCOPE: This directive is applicable to all maintenance officers and maintenance personnel performing maintenance on J-47 engines.

4. RESPONSIBILITY: It will be the responsibility of Flight Line, Periodic and Field Maintenance Officers to insure compliance with this directive.

5. PROCEDURES:

a. Engine conditioning will be accomplished under the following conditions:

(1) Field Maintenance will accomplish the following:

(a) Upon receipt of new or modified aircraft prior to utilization of aircraft for training or operational purposes.

(b) On all newly installed engines prior to test flight or first flight.

(c) On minor overhauled engines.

(d) Field Maintenance will be responsible for the overall accomplishment of the Engine Conditioning Program and will furnish assistance to the Periodic and Flight Line when necessary.

(2) Periodic Maintenance will accomplish the following:

(a) Following each periodic inspection and prior to test flight.

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MIL #30, Hq 93d BW (M), Cont'd

(3) Flight Line Engine Conditioning Team will accomplish the following:

(a) Subsequent to clearing of flight discrepancies involving any fuel system component, compressor stall, acceleration rates, EGT (Exhaust Gas Temperature) malfunctions, and overtemperature conditions the following must be accomplished:

1. Complete EGT and instrument system calibration.

2. Each engine tabbed to EGT limits of 675° ± 5°c.

3. Throttles must be aligned.

4. High speed and idle detent properly set.

5. Engine acceleration rates within limitations established in the -2 handbook.

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Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 31)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
15 June 1954

HANDLING OF DECELERATION AND APPROACH PARACHUTES - B-47

1. PURPOSE: To establish a method for handling deceleration and approach parachutes.

2. SCOPE: The provisions of this directive are applicable to personnel of the 93d Bomb Wing engaged in the handling of deceleration and approach parachutes.

3. RESPONSIBILITY: It is the responsibility of the Maintenance Control Officer, Flight Line Maintenance Officer, Field Maintenance Officer and Base Flight Maintenance Officer to insure compliance with this directive.

4. GENERAL: To prevent deceleration and approach parachutes from becoming wet during the rainy season and during washing of aircraft, it has become necessary to establish this directive to insure a serviceable parachutes for each mission.

5. PROCEDURE:

a. The Alert Crew of Base Flight will pick up all drag and approach parachutes immediately after being dropped from the aircraft and deliver subject parachutes to the drag and approach parachute packing room of Field Maintenance, located in the west lean-to of building T-54.

b. The parachute personnel will repair, pack and store an adequate number of drag and approach parachutes to support the required mission of the tactical organizations. This will be accomplished by drawing from each tactical squadron on a hand receipt all parachutes on the aircraft 263 and placing enough extra parachutes on pre-issue to meet daily requirements.

c. The Specialist Dispatcher in Job Control will dispatch to the Field Maintenance Dispatcher by 1200 hours daily the serial numbers of the aircraft scheduled to fly the following day.

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d. Upon receipt of scheduled aircraft from Job Control Dispatcher, the Field Maintenance Dispatcher will, as soon as possible and not later than 3 hours prior to take-off time of the aircraft, dispatch the drag and approach parachutes to the aircraft scheduled to fly, utilizing the specialist dispatch vehicles in Field Maintenance for transporting subject parachutes.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 32)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
17 June 1954

OPERATION, MOVEMENT AND CONTROL OF ACFT ON THE GROUND

1. PURPOSE: Prescribe procedures for operation, movement and control of aircraft on the ground.

2. REFERENCE: Air Force Regulation 62-10.

3. PROCEDURES:

a. Qualified mechanics who have familiarized themselves with the handbook of Operations and Flight Instructions for the aircraft and engine involved, and have received practical instructions in starting and ground operation of engines on aircraft involved, and have demonstrated their proficiency to instructor personnel designated by the Engineering Officer may be placed on orders as qualified to start, operate, warm-up and test engines installed in aircraft.

(1) Minimum proficiency in starting jet engines will be six (6) complete satisfactory starts.

4. Authorization to perform such duties will be by order of the Engineering Officer. Copies of the orders will be distributed to :

a. Maintenance Control Officer.

b. Base Operations Officer.

c. Unit or organizational commander.

d. Appropriate administrative officer.

e. Mechanic concerned. This copy may be reduced (i.e., photostatically) to wallet size, or suitably extracted, at the discretion of the unit or organizational commander, for convenience in carrying. It will be carried on all flights when the mechanic concerned is away from his home base.

f. Maintenance Quality Control Unit.

5. The mechanics run-up authority will be valid for one (1) year, unless earlier revoked by order of the Engineering Officer or higher authority. Prior to renewal the mechanic will demonstrate to qualified instructor personnel proficiency in the functions which he is being authorized to perform.

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6. Arrangements have been made with the Base Photo Shop to reduce photostatically the orders issued by the responsible maintenance officer authorizing certain personnel to start, operate, warm-up and test engines installed in aircraft and those orders which have been stamped "Cleared To Taxi" and signed by the pilot administering the check-out. However, the following restrictions are imposed to prevent unnecessary photostatic reproductions.

a. The original orders published by the responsible maintenance officer will be changed only once annually unless a change has been made in the responsible maintenance officer or a change has occurred affecting over 50% of the personnel listed in the original order. Separate orders will be published by responsible maintenance officers when additional personnel are authorized to start, operate, warm-up and test engines installed in aircraft or when such personnel are cleared to taxi.

b. The number of photostatic copies requested will not exceed the number of personnel listed in the order.

c. Orders will be prepared in accordance with the format attached as inclosure 1.

7. Upon receipt of photostatic copies of the orders they may be taken to the Base Security Section for plastic encasement as protection against deterioration from handling.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

1 Incl
Format

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_____ SQUADRON
93d Bombardment Wing (M)
Castle Air Force Base, California

Date_____

SUBJECT: Authority to Operate and Move
_____type Aircraft on Ground

TO: Whom It May Concern

In accordance with AFR 62-10, the following named airmen, _____ squadron are authorized to start, operate, warm-up and test engines installed in _____type aircraft:

RANK	AFSC	NAME	AFSN

Block Signature of Maint Officer

Incl 1

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 33)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
24 June 1954

POWER CONTROL UNIT CHANGES

1. PURPOSE: To eliminate premature power control unit changes.

2. SCOPE: The provisions of this directive are applicable to personnel of this command performing maintenance on power control units.

3. RESPONSIBILITY: Aircraft Maintenance Officers of this command are responsible for compliance with the provisions of this directive.

4. GENERAL: When power control units are subjected to periods of idleness the seals within have a tendency to harden, which in some cases is the cause for leakage at the unit. Leakage of this nature can be eliminated by operating the unit, lubricating the seals to form a satisfactory seal.

5. PROCEDURE:

a. Power control units will be operated daily (when possible) to insure that the seals will be kept sufficiently lubricated.

b. Before power control units are removed for slight leakage or seepage at the unit, the following check will be performed.

(1) Wipe seepage or leakage area dry. Operate power control unit through 25 cycles, if no evidence of seepage or leakage is apparent the unit is satisfactory for service.

(2) If seepage appears after 25 cycles of operation, dry the seepage area and operate the unit another 25 cycles. If more than one drop of fluid is evident the unit will be replaced with a like serviceable unit.

BY ORDER OF THE COMMANDER:

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Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 34)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
23 June 1954

PERIODIC TESTING OF TIRE INFLATION GAUGES

1. PURPOSE: To establish a standard operating procedure for the testing of tire inflation gauges.

2. SCOPE: The provisions of this policy are applicable to all flight line maintenance personnel, field maintenance activities, and Boom Operators assigned to the 93d Bombardment Wing.

3. RESPONSIBILITY:

a. It will be the responsibility of each Maintenance Officer, Crew Chief and Boom Operator to comply with the contents of this directive.

b. It will be the responsibility of the Base Instrument Shop to accomplish a calibration test, and to color code each tire inflation gauge monthly.

4. PROCEDURES:

a. The Flight Line Maintenance Officer, NCOIC of Field Maintenance activities affected, and the Officer in Charge of the Boom Operators Section will submit a Work Order, AF Form 48 (2 copies) to the Work Order Section listing the number of tire inflation gauges to be checked. The items to be checked must accompany the Work Order to the Work Order Section.

b. The Materiel Control Section of Field Maintenance will deliver the Work Order with items to be checked to the Instrument Shop for necessary testing and coding.

(1) After a satisfactory test on the tire inflation gauge has been made and the gauge found serviceable, it will be color coded with a band 1/2 inch wide designating the month the item was tested.

(2) The following monthly color coding will be in effect:

White - January - July
Blue - February - August
Black - March - September
Red - April - October
Green - May - November
Yellow - June - December

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c. After accomplishing the required test of the units on Work Order, the Instrument Shop will deliver the completed Work Order to the Materiel Control Section.

d. Materiel Control will notify the personnel initiating the Work Order when the items are ready for pick up.

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Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 37)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
13 July 1954

WEATHER PRECAUTIONS FOR CANOPY ASSEMBLY

1. In order to prevent distortion of the canopy and possible damamge to the instruments during hot weather the canopy will be opened slightly and the entrance door opened to permit free circulation of air throughout the cabin when aircraft is exposed to the direct rays of the sun.

2. This will help prevent softening and consequent deformation of the plastic and protect the instruments against excessive temperatures.

3. Canopy shade (Special tool F30075) may be installed on fuselage when shade protection of canopy & cockpit is desired.

4. The cover (Special tool F30043) should only be used to prevent snow, sleet, and ice from forming on the canopy and should not be drawn tight as pressure may distort the plastic. When cover (Special tool F30043) is used it is preferable to allow room for circulation of air between the cover and the canopy.

5. References: T.O. 01B-47B-2, Sec IV, Para 4-275.

BY ORDER OF THE COMMANDER:

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 39)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
29 June 1954

J-47 ENGINE GROUND RUN-UP

1. PURPOSE: To prevent damage to the wing flaps on B-47 aircraft during engine run-up by insuring a minimum of ground operation with the wing flaps extended.

2. SCOPE: The provisions of this directive are applicable to maintenance personnel engaged in the operation of J-47 engines.

3. RESPONSIBILITY: Flight Line Maintenance Officers and Dock Maintenance Officer are responsible for compliance with the instructions in this directive.

4. GENERAL: The practice of operating J-47 engines with the wing flaps extended results in severe vibration of the wing flaps causing pulled rivets and cracks in the wing flaps necessitating repair or replacement.

5. PROCEDURE: Maintenance personnel will not operate J-47 engines on B-47 aircraft with the wing flaps extended.

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Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 40) Castle Air Force Base, California
29 June 1954

PRESERVATION OF J-47 ENGINES

1. PURPOSE: To establish procedures for preservation of J-47 Engines installed on Aircraft.

2. SCOPE: This directive is applicable to all Crew Chief, Asst. Crew Chiefs and/or personnel concerned with maintenance on J-47 Engines.

3. RESPONSIBILITY: Flight Line, Periodic and Field Maintenance Officers are responsible for compliance with the provisions of this directive.

4. PROCEDURE:

a. Maintenance Supervisors will take immediate action to indoctrinate all Maintenance Personnel in the requirements of T.O. 2J-1-18.

b. When it is known that engines are to be inactive for a period of 3 to 10 days, requirements in T.O. 2J-1-18, Section II, Par 2 will be complied with.

c. When it is known that engines are to be inactive for a period of 10 to 60 days, requirements in T.O. 2J-1-18, Section II, Par 3 will be complied with.

d. When it is known that engines are to be inactive for a period greater that 60 days, requirements in T.O. 2J-1-18, Section II, Par 4 will be complied with.

e. When the aircraft is scheduled for the docks, requirements in T.O. 2J-1-18, Section II, Par 2 will be complied with by the Crew Chief and Ground Crew.

f. When any of the above compliances are due, the Squadrons may call on Field Maintenance for aid. Field Maintenance will procure necessary equipment to perform such.

g. Under no circumstances will power be applied to "Motor-Over" Engines on Aircraft with open fuel cells, Ref T.O. 01-20ENB-2A, Section 1, Par C, 3, e(6), Page 10.

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 41) Castle Air Force Base, California
29 June 1954

MAINTENANCE INSPECTION OF FORWARD ENGINE MOUNTING PINS B-47 AIRCRAFT

1. PURPOSE: To reduce the possibility of failure of the Forward Engine Mounting Pins due to shearing of the Cotter Pin installed on the Forward Mount Bolt.

2. SCOPE: This directive is applicable to all personnel performing maintenance on B-47 aircraft.

3. RESPONSIBILITY: Commanders are responsible for compliance with the provisions of this directive.

4. GENERAL: Many broken Cotter Pins P/N AN-381-5-24 have been detected on the Saddle Drag Strut Mount Bolts P/N 3-4868-1 on J-47 Engines. It is believed that the Cotter Key failure is caused by spreading inboard engines.

5. PROCEDURE:

a. The forward engine Saddle Drag Strut Mount Bolts (P/N 3-48686-1 & -2) and Cotter Pins (P/N AN-381-5-24) will be inspected for damage or shearing at the following times:

(1) At each Periodic Inspection

(2) At each Post-Flight Inspection

(3) At other times when the cowling is removed and after the inboard engines have been spread and lowered to the normal position.

(4) After completion of the inspection, an entry will be required in Part II of AF Form 1 "MIL 41 Complied With".

b. Should a broken Cotter Key be detected the following procedure will be followed to replace it:

(1) Remove broken Cotter Key and castelated nut.

(2) Re-install the castelated nut, torque to 450 in. lbs. and re-install new cotter key.

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Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 43)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
2 July 1954

OPERATING PROCEDURE FOR ARC-27

1. PURPOSE: To augment existing operating instructions contained in T.O. 16-30ARC-27-2. AN/ARC-27 units are being received by the A&E Field Maintenance Branch for repair due to excessive arcing and burning of contacts on Relay K-901. This is primarily caused by keying of the unit before warm-up and leaving power on after use.

2. RESPONSIBILITY: It will be the responsibility of all organizations using the AN/ARC-27 to comply with the procedures outlined herein as a measure of preventive maintenance.

3. PROCEDURE:

a. Make certain that the ON-OFF Switch is in OFF position before applying power to the set.

b. Allow sixty (60) seconds or more for warm-up period before keying. This allows all transmitting tubes to heat properly.

c. DO NOT hold in keying position except during actual transmission. This will prevent arcing in the power amplifier tubes.

d. Turn off equipment (AN/ARC-27) before cutting auxiliary power plant or any source of power being used.

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Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 44)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
2 July 1954

MOVEMENT OF AIRCRAFT FOR SPECIAL WEAPONS LOADING

1. PURPOSE: To establish responsibility and procedures for moving aircraft prior to special weapons loading.

2. REFERENCE: SAC Manual 136-1.

3. RESPONSIBILITY: The Bomb Squadron Maintenance Officers will be responsible for compliance with procedures outlined herein.

4. PROCEDURES: After it is decided which aircraft will be used for Special Weapons loading, the Maintenance Officer will:

a. Schedule the aircraft with Maintenance Control, so that the aircraft is moved prior to the scheduled loading time, but not more than sixteen (16) hours prior to the scheduled loading time.

b. Notify the crew chief of the scheduled moving time, so that a ground crew member will be present when the aircraft is moved.

c. Aircraft to be loaded with special weapons will be separated a minimum distance of 200 feet from wing tip to wing tip (15th AF Message DM6CA 1744, dated 1 May 54) aircraft will be parked as far away as possible from tabbing and run-up areas.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 45)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
2 July 1954

RECORDING ENGINE OIL CONSUMPTION - ALL JET ENGINES

1. PURPOSE: To establish a program to assure that a comprehensive record is kept for the purpose of recording oil consumption on each installed jet engine.

2. RESPONSIBILITY: It will be the responsibility of all squadron maintenance officers and the TOC Section of Maintenance Control to assure compliance with the contents of this directive.

3. PROCEDURES:

a. Maintenance Officers:

(1) Will establish a card file for each installed jet engine and record all oil servicing data from the Part II of the AF Form I after each flight.

(2) Will, at engine removal, forward oil consumption records of the engine to TOC Section of Maintenance Control.

b. TOC Section: Will forward oil consumption records with engine AF Form 60B.

c. Using organizations will immediately submit the engine serial number, operating time and all other pertinent data to the Chief of Maintenance on all engines removed.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 47)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
1 July 1954

AIRCRAFT MAINTENANCE TIMELY SUBJECTS

1. PURPOSE: To establish a medium for bringing to the attention of wing maintenance supervisory personnel certain timely subjects for their information, guidance, observation, study and/or special attention.

2. SCOPE: The provisions of this directive apply to all maintenance activities within the 93d Bombardment Wing (M).

3. GENERAL: Strategic Air Command has established a series of letters to be known as "Aircraft Maintenance Timely Subjects". These letters to subordinate commands will contain information on improper maintenance procedures, techniques, etc., that have caused aircraft accidents, near accidents or equipment malfunctions. As such letters are received, the procedures outlined below will be followed:

5. PROCEDURES:

a. The Chief of Maintenance, through his Reports & Analysis Unit, will reproduce and distribute "Aircraft Maintenance Timely Subject" letters when received from higher headquarters.

b. Upon receipt of such letters, maintenance supervisors will read the contents therein to maintenance personnel under their control. Maintenance supervisory personnel will investigate and/or correct the deficiencies outlined in the "Timely Subject" letter.

c. Personnel of Quality Control Unit and the Aircraft Maintenance Standardization Team will pay particular attention to these Timely Subjects during the course of their duties. In addition, these personnel will frequently interview maintenance supervisors and crew chiefs on their knowledge of "Timely Subjects" and action taken thereto. Periodic reports on observations and findings will be submitted to the Chief of Maintenance.

d. "Timely Subject" letters will be placed on the required reading lists for all maintenance personnel.

e. "Timely Subject" letters will be listed in the MIF index and filed numerically as an individual section of the MIF.

6. REFERENCES: SAC Reg 66-9, Hq 15AF 1st Indorsement, DM4PK 452, 19 Dec 53.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 48)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
20 July 1954

SCHEDULING AND FLIGHT TESTING OF AIRCRAFT

(This MIL supersedes MIL number 48, dated 2 December 1953)

1. PURPOSE: To establish a procedure to be followed when preparing an aircraft for test and during the test flight.

2. RESPONSIBILITY: It will be the responsibility of the organizations performing maintenance on any aircraft to ascertain whether a test flight is required. Reference T.O. 1-1-300 and procedures outlined below.

3. PROCEDURES:

a. The activity responsible for preparing an aircraft for test flight will notify the Control Unit, Maintenance Control, at least four hours in advance of the estimated time it will be ready for test flight and again if any change in the original estimate occurs. Responsible activities are defined as the tactical bombardment squadrons, air refueling squadron, strategic support and 93d Operations Squadron. Tactical bombardment and air refueling squadron aircraft undergoing periodic maintenance will be reported by Periodic Maintenance Squadron.

b. The Control Unit will notify the Quality Control Unit, Maintenance Control, the estimated time the aircraft requiring a test flight will be ready, its serial number, its location, and the reason for the test flight. The Control Unit will again notify the Quality Control Unit when any change to the original estimate occurs.

c. The Quality Control Unit will immediately notify the appropriate squadron operations that a test flight is required and request a crew be alerted to accomplish the test flight at the time and date indicated by the Control Unit. Any changes to the original estimate received from the Control Unit will be immediately relayed to the appropriate squadron operations. The Quality Control Unit will also request the appropriate squadron operations to instruct the Aircraft Commander and the Flight Engineer to report to the Quality Control Unit for pre-test and after-test flight briefings.

4. REQUIREMENTS:

a. Test flights of aircraft will be accomplished in accordance with the provisions of Technical Order 1-1-300, Technical Order 00-20A-1, Section V, Paragraph 27.b.2., SAC Manual 66-12, Section VI, Paragraph 29.e., and applicable -6 Technical Order. Aircraft will be test flown whenever thorough ground checks fail to locate defects reported by flight crews; and at any time in the opinion of the Director of Materiel, Chief of Maintenance, the Squadron Commander or Maintenance Officer, a test flight is necessary.

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(1) Paragraph 2.b. (2) of T.O. 1-1-300, dated 15 September 1953, will not be complied with on B-47 type aircraft assigned to this wing when only one (1) engine change has been accomplished. Reference: 15AFR 66-4.

(2) When only one (1) engine has been changed on B-47 type aircraft assigned to this wing, paragraph 4 of T.O. 1-1-300, dated 15 September 1953, will be complied with subsequent to the first flight following engine change. Reference: 15AFR 66-4.

(3) Whenever two (2) or more engines are changed on B-47 type aircraft assigned to this wing, all applicable portions of T.O. 1-1-300, dated 15 September 1953 will be complied with.

(4) T.O. 1-1-300, dated 15 September, will be complied with on all other type aircraft assigned to this wing whenever one (1) or more engine changes are accomplished.

(5) T.O. 1-1-300, dated 15 September 1953 will be complied with on KC-97 type aircraft assigned to this wing whenever two or more prop or integral oil controls are replaced.

b. Minimum duration of flight test will be governed by the provisions of T.O. 1-1-300 and maximum duration will be based on the time required to ascertain the air worthiness and combat readiness of the aircraft and will be established by the Chief of Maintenance.

c. Weather: Flight test will not be performed during the hours of darkness or under IFR weather conditions, except by direction of the Wing Commander.

d. Personnel Requirements:

(1) Each squadron commander will assign flight test crews on wing special orders in accordance with 15th AF Msg DM4P 34502 dated 14 April 1954. Four (4) crews per bomb squadron and 2d SSS and five (5) crews for each Air Refueling Squadron. This assignment will be additional duty as test flight crews with the Flight Test Section of Quality Control.

(2) Crews will be composed of the most highly qualified personnel available.

(3) A copy of each wing order designating Test Flight Crews to additional duty with the Quality Control Unit will be forwarded by the squadron concerned to the OIC of the Quality Control Unit.

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(4) Crews designated by wing special orders are the only personnel authorized to flight test aircraft. If necessary to expedite test flights, crews from one organization may be used to perform test flights on aircraft assigned to another unit.

e. The responsible maintenance officer will sign the exceptional release on the Form 1, Part II for all aircraft scheduled for test flight in accordance with Section V, Paragraph 2 b (Page 20) T.O. 00-20A-1.

(1) In the event the maintenance officer is not available, the commander of the squadron responsible will sign the exceptional release in accordance with Section V, paragraph 2 b (Page 20) T.O. 00-20A-1.

(2) In the event that both the maintenance officer and the commander are not available, the flight test pilot is authorized to sign the exceptional release in accordance with Section V, Paragraph 2 b (Page 20) T.O. 00-20A-1.

5. Procedure during test flight of B-47 type aircraft:

a. Test flight for periodic inspection will be accomplished at optimum altitude. The complete flight test report will be accomplished.

b. Test flight for engine changes will be accomplished at optimum altitude, and complete check through all power settings made on the engines changed. Only that portion of the flight test report that pertains to the check list, preflight, and the engines being tested will be accomplished.

c. Test flights for control surface changes will be flown at the altitudes specified on page 281 of T.O. 1B-47B-1 for the purpose of trim coordination.

d. Fuel load for test flights will be in accordance with Wing Operations Memo 5-3, dated 24 May 54.

6. Procedures during test flight of KC-97F type aircraft:

a. Test flights for a periodic inspection will be accomplished at 20,000 feet. A complete Flight Test Report will be accomplished. Minimum duration of flight, 1 hour.

b. Test flights for engine change will be accomplished at 15,000 feet and a complete check through all power settings made on the engine changed. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

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c. Test flights for all other reasons, (i.e., prop changes, control changes, etc.) will be as required to check the specific item for which they are being tested. No Flight Test Report is required. No minimum time of flight.

7. Procedures during test flight of C-124A type aircraft:

a. Test flight for a periodic inspection will be accomplished at 10,000 feet.

b. Test flight for engine change will be accomplished at 10,000 feet and complete check through all power settings made on the engine changes. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

c. Test flights for all other reasons (prop changes, control surface change, etc.) will be as required to check the specific item for which they are being tested. No Flight Test Report is required. No minimum time of flight.

8. Procedures during test flight of Base Aircraft:

a. Test flight for a periodic inspection will be accomplished at the altitude briefed by Quality Control Unit.

b. Test flight for engine change will be accomplished at the altitude briefed by Quality Control Unit and complete check through all power settings made on the engine changed. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

NOTE: In all cases where an aircraft is being test flown for an engine change or changes and a periodic inspection at the same time, the requirements for the periodic inspection test flight will prevail.

9. Procedure for releasing aircraft for flight:

a. The aircraft will be released for flying by the test pilot in accordance with T.O. 00-20A-1, which states: "Upon completion of test flight if discrepancies do not require an additional test flight after corrective action of discrepancies is completed". The following entry will be made in the Form 1, Part II, Block 27: T.O. 1-1-300 complied with - test flown and released for flying. Enter the time of day and date. Block 25 - Pilot will enter his last name initial over the red dash. Block 28 - Pilot will enter his signature and rank.

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b. Discrepancies noted during the test flight, that are not cleared, will be transcribed from the Flight Test Report, if accomplished, to Part II of the Form 1. In cases where the completion of a Flight Test Report was not required, the discrepancies noted will be immediately entered in Part II of the Form 1. Corrective action on flight test discrepancies will be indicated in the Flight Test Report by the responsible maintenance section. The completed Flight Test Report will be forwarded through the squadron commander of the responsible maintenance section to the Chief of Maintenance for necessary action. (See paragraph 29e(4), SAC Manual 66-12.

BY ORDER OF THE COMMANDER:

Alvin A. Williams

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ALVIN A. WILLIAMS
Major, USAF
Actg Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 51)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
2 July 1954

A VISUAL PRECAUTIONARY AID FOR TOWING B-47 AIRCRAFT

1. PURPOSE: A visual aid to eliminate possible damage to B-47 Aircraft Tow Bars and Forward Main Gear Strut Shear Pins, by turning more than the allowable 60 degrees maximum while towing.

2. SCOPE: The contents of this directive is applicable to the 328th, 329th, 330th Bomb Squadrons, Field Maintenance and Periodic Maintenance Squadrons.

3. RESPONSIBILITY: It will be the responsibility of the Field Maintenance Squadron to comply with this directive, with the aid of the Bomb Squadrons and Periodic Maintenance Squadron. This work will be accomplished as soon as possible.

4. PROCEDURE: A RED STRIPE, one and one half (1½") inches, will be painted diagonally on the outside of the forward main gear well doors as follows: The distance from the trailing edge of the stripe to the trailing edge of the wheel well door, at the top of the wheel well door, will be sixteen (16") inches. The distance from the trailing edte of the stripe the the trailing edte of the wheel well door, at the bottom of the wheel well door, will be thirty-five (35") inches. REPEAT; THE RED STRIPE, will be one and one half (1½") inches wide.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 54)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
2 August 1954

MAINTENANCE OF PUBLICATICATION FAMILIARIZATION FOLDERS
(This MIL supersedes MIL 54, dated 8 Apr 54)

1. PURPOSE: To establish a standard procedure for maintenance of publication familiarization folders in accordance with T.O. 00-5-1 and SAC Letter DM4E, 8 Jan 54.

2. SCOPE: The provisions of this MIL are applicable to all Maintenance Organizations of the 93d Bombardment Wing (M).

3. REFERENCE: T.O. 00-5-1, Section VII, paragraph 2a and b and Figure 7 SAC Letter DM4E, Subject: Familiarization with Technical Directives, dated 8 Jan 54.

4. RESPONSIBILITY: It is the responsibility of squadron commanders having assigned maintenance personnel to insure compliance with this directive.

5. PROCEDURES:

a. Upon receipt, any new TO, publications, letters, manuals, etc., and/or TWX's or MIL's will be reviewed and screened by Quality Control Unit. The Quality Control Unit, upon completion of this screening, will list and categorize publications on DD Form 96 and forward to squadron maintenance officers. Squadron maintenance officers will forward this information to the appropriate supervisors concerned for entries on Familiarization Charts.

b. The supervisor of each flight, section, unit or shop of all squadrons assigned to 93d Bombardment Wing will establish and maintain a publications familiarization folder. The folder established and maintained by the Maintenance Quality Control Unit may be used as a guide and referenc

c. Familiarization folders will be prepared as follows:

(1) 93BW Form 167 used to record publications read by assigned personnel.

(2) Each individual will have four Form 167 in folder, one for each of the following categories:

(a) Safety of Flight Discrepancies.

(b) Procedural Directives.

(c) One-time compliance Technical Orders.

(d) General Directives.

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(3) Category of publications will be printed in lower margin of sheet, name, rank, etc. in spaces provided.

(4) 93BW Form 167A used as a cover sheet for publication familiarization folder. Supervisor will print name, section, flight in spaces provided.

(5) 93BW Form 167B used as a master list of publications. Each publication folder will contain four Form 167B, one for each category of publication. Category of publication will be printed in lower margin of sheet.

4. (6) When an individual is transferred into a section the supervisor will insure 93BW Form 167 is initiated, one for each category of publication. Forms will be placed in publication familiarization folder.

(7) When an individual is transferred from the section, his 93BW Form 167 will be turned over to him for future reference and use.

(8) Publication familiarization folders will be posted within each section in such manner that all assigned personnel have access to the folder.

(9) When a wing or unit movement is planned the publication familiarization folder will be stored and shipped with the publications maintained by the squadron or unit.

(10) After receipt of the initial issue of Forms 167, a and b, each squadron will requisition additional forms in accordance with CAFB Reg 5-5, 12 Oct 51.

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MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 56)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
13 July 1954

ALL FUEL FILLER CAPS - B-47 TYPE AIRCRAFT

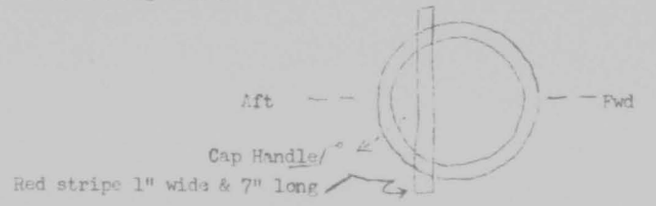
1. PURPOSE: To implement a standard marking of all Fuel Filler Caps so that maintenance and flight crew personnel may determine that filler caps are properly installed in the full closed position by visually checking each filler cap.

2. SCOPE: This directive is applicable to the 328, 329th, and 330th Bomb Squadrons, 93d Periodic Maintenance Squadron and the 93d Field Maintenance Squadron.

3. RESPONSIBILITY: It will be the responsibility of the 93d Field Maintenance Squadron to comply with this directive with the aid of the 328th, 329th and 330th Bomb Squadrons and the 93d Periodic Maintenance Squadron. This work will be accomplished as soon as possible.

4. PROCEDURE:

a. A red stripe, 1" wide and 7" long will be painted across each filler cap, extending beyond outer edge of cap onto the skin of the fuselage, as shown in drawing below.



NOTE: Handle of cap must be in the Aft and Down position so that Air stream cannot tend to raise the handle. Also cap must be in a Full Closed and Locked position prior to painting the red stripe across the cap.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 60)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
8 July 1954

HYDRAULIC SHOP STANDBY
(This MIL supersedes MIL No. 60, 22 Jun 54)

1. PURPOSE: To preclude an emergency which will hinder take off and landing operations during a special mission and to establish a policy that will insure a competent stand-by crew and equipment required of the hydraulic shop by such an emergency.

2. RESPONSIBILITY:

a. The non-commissioned officer in charge of the hydraulic shop is responsible for compliance with procedures as outlined in this directive.

b. It will be the responsibility of all personnel concerned to become thoroughly acquainted with T. O. 1C-97(K)E(T)-2 and 1B-47B-2.

3. PROCEDURE:

a. Personnel - The personnel assigned to a standby crew will consist of the following:

(1) One (1), 42570, Aircraft Hydraulic Supervisor or one (1) 42550, Senior Aircraft Hydraulic Mechanic.

(2) Two (2), 42530, Apprentice Aircraft Hydraulic Mechanics.

b. Equipment - The hydraulic shop personnel will, when alerted by maintenance control, assemble the following equipment in a convenient and accessible area:

(1)	Outrigger landing gear wheel (built-up) B-47	2 ea
(2)	Forward main landing gear wheel (built-up) B-47	2 ea
(3)	Aft main landing gear wheel (built-up) B-47	2 ea
(4)	Main landing gear wheel (built-up) KC-97	2 ea
(5)	Nose landing gear wheel (built-up) KC-97	2 ea
(6)	70 ton strut jack	1 ea
(7)	5 ton axle jack (type A-2)	1 ea
(8)	Tug and trailer and or dolly	1 ea
(9)	Wheel chocks (KC-97) and (B-47)	4 ea

c. Tire change - The following procedures will be used when accomplishing a tire change on the runway or taxi strip.

(1) Install chocks.
(2) Remove and install wheel in accordance with T.O. 1B-47B-2 and 1C-97(K)E(T)-2.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 63)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
30 June 1954

ENGINE CONDITIONING
(This rescinds MIL 30, 11 Jun 54 and MIL 67, 16 Dec 52)

1. PURPOSE: To establish responsibilities and procedures on engine conditioning.

2. REFERENCE:

a. Reciprocating Engines: T.O. 2R-1-15, 15 Jan 54 and SAC Manual 66-1, April 1953.

b. Jet Engines: 15th AF message DM4BBJ 42549, 5 Jun 54 and SAC Manual 66-1, April 1953.

3. SCOPE: This directive is applicable to all maintenance officers and maintenance personnel performing maintenance on jet or reciprocating aircraft engines.

4. RESPONSIBILITY: It will be the responsibility of flight line, periodic and field maintenance officers to insure compliance with this directive.

5. PROCEDURES: Engine conditioning will be accomplished under the following conditions:

a. Field Maintenance engine conditioning teams will accomplish engine conditioning as follows:

(1) Upon receipt of new or modified jet aircraft prior to the utilization of aircraft for training or operational purposes.

(2) Prior to removal of engine from aircraft.

(3) On all newly-installed engines prior to test flight.

(4) On all minor overhaul engines not run on jet test stand.

b. Periodic maintenance engine conditioning teams will accomplish the following:

(1) Assist dock crews to accomplish routine engine maintenance in accordance with existing engine conditioning Technical Orders, Regulations and Directives.

(2) Perform engine conditioning subsequent to periodic inspection and prior to test flight following periodic inspections.

c. Flight line engine conditioning teams will accomplish the following:

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(1) Assist aircraft crews and post flight crews to accomplish minor engine conditioning in accordance with existing engine conditioning Technical Orders, Regulations and Directives.

(2) Request assistance from field maintenance engine conditioning before requesting engine change.

d. Subsequent to clearing of flight discrepancies involving any fuel system component, compressor stall, accelleration rates, exhaust gas temperature malfunctions and overtemperature conditions, all jet engine conditioning teams will accomplish engine conditioning in respective squadron as follows:

(1) Complete EGT and instrument system calibration.

(2) Each engine tabbed to EGT limits of 675 degrees plus or minus 5 degrees.

(3) Throttles must be aligned.

(4) Engine acceleration rates within limitations established in the -2 handbook.

e. All reciprocating engine conditioning teams will accomplish engine conditioning in respective squadrons as follows:

(1) Prior to any carburetor, cylinder and magneto change.

(2) Subsequent to clearing of flight discrepancies involving any rough running engines, hot running engines or low torque engines to insure that engine conditioning is in accordance with T.O. 2R-1-15.

f. Field Maintenance will be responsible for the overall accomplishment of the engine conditioning program and will furnish assistance to the periodic and flight line engine conditioning teams when necessary.

6. PERSONNEL: Engine conditioning teams will be composed of engine specialist of AFSC (5) level for respective engines with supervision by (7) level personnel.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 66)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
14 July 1954

FUEL STAINS AND FUEL LEAKS
(This MIL supersedes MIL No. 66, 10 Dec 53)

1. PURPOSE: To provide a standard procedure to be followed upon discovery of fuel stains on, or adjacent to, an aircraft fuel line or component part of the fuel system.

2. RESPONSIBILITY: The maintenance organization accomplishing maintenance on the aircraft at the time a fuel stain is observed will comply with this directive.

3. PROCEDURE:

a. Upon discovery of a fuel stain, the fuel system will be pressurized and all components of the system in the vicinity of the stain observed for obvious leaks. In cases of obvious leaks the normal procedure of tightening or replacing of units concerned will be followed and the stains cleaned off.

b. In cases where the leak does not appear when the system is pressurized, the stains will be removed as much as is possible, and all components in the area checked for security of lines and mating surfaces. The stain area will be marked and a "Red Dash" entry made in the Form 1 Part II with the notation, "To be inspected immediately following the next flight". If at the time of this inspection no further stains appear, it may be assumed that the tightening of lines and components as afore mentioned corrected the discrepancy and the "Red Dash" symbol may be signed off in accordance with T.O. 00-20A-1. This paragraph will pertain to stains observed on any part of the system that cannot be ground pressurized.

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Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 83)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
8 July 1954

COOLING OF INVERTER DURING GROUND OPERATIONS ON B-47 TYPE AIRCRAFT

1. PURPOSE: To establish a standard operating procedure for cooling of Inverters, (Main, Secondary and A-5) during ground operations.

2. SCOPE: The provisions of this directive are applicable to all Maintenance Personnel assigned to the 93d Bombardment Wing (M).

3. RESPONSIBILITY: It is the responsibility of all maintenance personnel using the Main, Secondary and A-5 Inverters on the B-47 type aircraft, to insure compliance with the provisions of this directive.

4. PROCEDURE:

a. During all ground operation of the Main Inverter, located in the Lower Radar Compartment, the door of the Radar Compartment will be OPEN to allow a greater circulation of air for cooling the Main Inverter.

b. During all ground operation of the Secondary and A-5 Inverters, located in a shield on the left side of the front bulkhead in the forward wheel well, the aluminum cover will be removed to allow a greater circulation of air for the cooling of the Secondary and A-5 Inverters.

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Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 84)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
18 June 1954

SAFETY OF FLIGHT DESCREPANCIES
(This MIL supersedes MIL #84 dated 12 Aug 1953)

1. PURPOSE: To establish procedure for reporting safety of flight discrepancies.

2. SCOPE: Maintenance personnel of the 93d Bombardment Wing will be responsible for complying with the provisions of this directive as it may pertain to them.

3. GENERAL: Several recent aircraft accidents have been attributed to improper corrective action being initiated on safety of flight discrepancies recorded on Part II of AF Form I. Close supervision to insure that positive corrective action has been taken to correct all safety of flight discrepancies is a most important phase of aircraft maintenance and can not be over-emphasized.

4. RESPONSIBILITY: Each individual or activity will be responsible to insure compliance with this directive as outlined below:

a. COMMANDERS OF ORGANIZATIONS POSSESSING AIRCRAFT: Responsible for insuring that supervisory maintenance personnel (Maintenance Officers, Line Chief, Flight Chiefs, as pertains to their respective scope of responsibility) daily examine and review the Part II of the AF Form I to insure that positive corrective action has been or is being taken on all safety of flight discrepancies prior to release for further flight of aircraft.

b. AIRCRAFT MAINTENANCE OFFICERS (FLIGHT LINE): Responsible for completing and reviewing the Safety of Flight Discrepancies Analysis Form (Atchmt #1), and forwarding same to the Maintenance Control Office (hand carry). Maintenance Officers will insure that Analysis Form is typed, if practicable. If not practicable to type, form will be prepared in neat, legible written form. (These forms are prepared for the personal attention of the Wing Commander).

c. MAINTENANCE CONTROL OFFICER: Responsible for reviewing the Safety of Flight Discrepancies Analysis Forms and insuring that necessary corrective action has been or is being taken by flight line maintenance officers to properly correct all safety of flight discrepancies and/or recurring discrepancies before further flight of aircraft.

d. CHIEF OF MAINTENANCE: Responsible for reviewing the Safety of Flight Discrepancies Analysis Forms, and briefing the Wing Commander daily in accordance with 15AF message DMAP3 3154 dated 23 June 1953.

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5. PROCEDURES:

a. The Flight Line Maintenance Officer will insure that a Safety of Flight Discrepancies Analysis Form is completed for each aircraft that is scheduled for the following day. This report will be submitted, regardless of whether or not a safety of flight malfunction has occurred. The analysis form and form I part II will be completed and hand-carried to the Maintenance Control Officer not later than 1200 hours the day previous to the scheduled flight. these forms will contain all safety of flight discrepancies that have been noted on the Part II, AF Form I, for the last five flights. Special attention will be given to recurring discrepancies. The Flight Line Maintenance Officer will insure that proper corrective action is promptly initiated and a complete description of corrective action is entered on the Form I, Part II, and discrepancy sheet.

b. The Maintenance Control Officer will review the Safety of Flight Discrepancies Analysis Forms and insure that corrective action has been or is being taken to correct all safety of flight discrepancies or recurring discrepancies.

c. The Chief of Maintenance will brief the Wing Commander, in accordance with 15th AF message DM4P3 3154 dated 23 June 1953. In the absence of the Chief of Maintenance, the Maintenance Control Officer will brief the Wing Commander.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Col., USAF
Chief of Maintenance

1 Incl.
Safety of Flt Discrepancies Analy Form.
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Attachment #1 to MIL #84 MIL #84

SAFETY OF FLIGHT DISCREPANCIES ANALYSIS

ORGANIZATION_____

A/C SERIAL NUMBER_____

FLIGHT	*SYMBOL	DISCREPANCIES	CORRECTIVE ACTION
1.			
2.			
3.			
4.			
5.			

Prepared by:

_____

NAME RANK JOB TITLE

*Symbols:
0 - No Discrepancies
x - Safety of Flight
- - Recurring

REVIEWED BY:
Flight Line Maint. Off_____
Maint. Control Officer_____
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 84A)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
22 July 1954

SAFETY OF FLIGHT DISCREPANCIES
(This MIL amends MIL #84, 18 Jun 54)

SMOP 4b which reads attachment #1, is amended to read "93BW Form 168". Attachment #1 will be removed from file and destroyed.

NOTE: 93BW Form 168 may be requisitioned through Base Publications.

BY ORDER OF THE COMMANDER:

Alvin A. Williams

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ALVIN A. WILLIAMS
Major, USAF
Actg Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING
Office of Chief of Maintenance
NUMBER 85) Castle Air Force Base, California
10 July 1954

FUEL VENT LINE INSPECTION MLG WHEEL WELL KC-97 AIRCRAFT

1. PURPOSE: To establish a procedure for regular inspection to preclude the development of a hazardous condition.

2. SCOPE: This directive is applicable to all maintenance officers and maintenance personnel performing maintenance on KC-97 aircraft.

3. RESPONSIBILITY: It will be the responsibility of flight line, periodic and field maintenance officers to insure compliance with this directive.

4. PROCEDURES: After each flight and during every scheduled inspection the asbestos shroud, covering the fuel vent line over the main landing gear wheel wells will be inspected for:

a. Evidence of contact with the main landing gear tires.

b. Evidence of fuel stains.

c. If contact with the tires is evidenced the shroud should be repositioned to prevent further contact.

d. If fuel stains are evidenced the shroud should be removed, the fuel leak corrected, security of the support clamps reaffirmed, general condition of the cross-over line established as satisfactory, and the shroud replaced.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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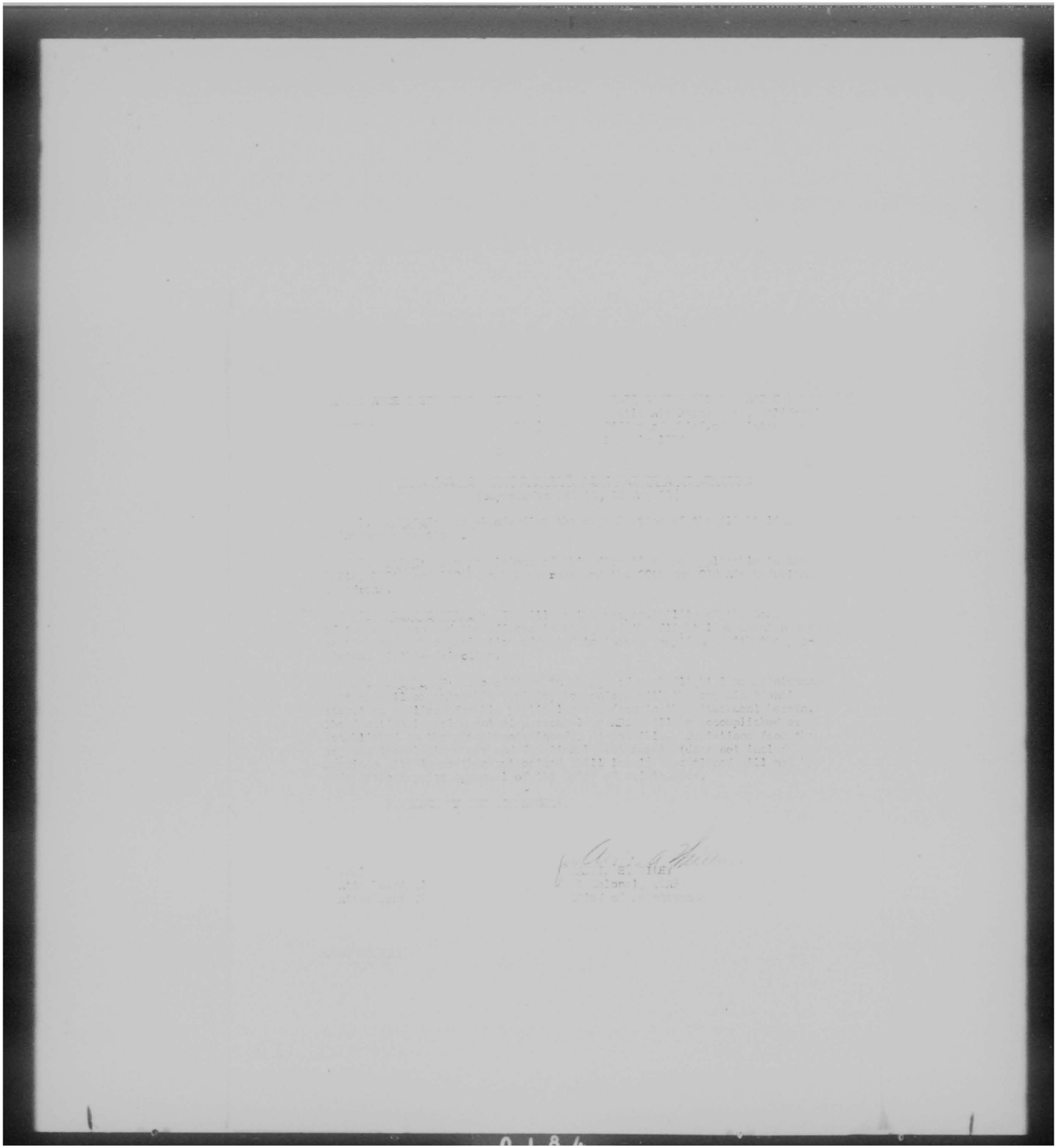

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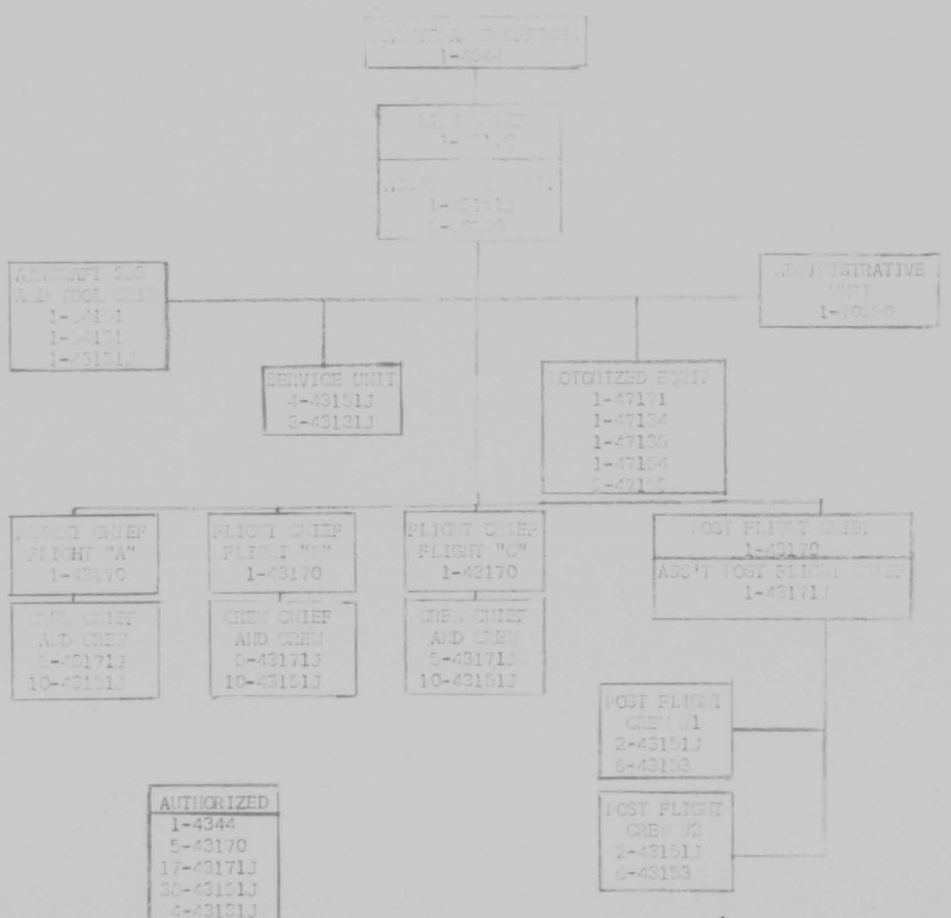

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1-4344
5-43170
17-43171J
30-43151J
4-43131J
12-43153
1-47171
1-47154
2-47156
1-47134
1-47135
2-50350
1-64151
1-64131
1-70250
88 - TOTAL

ATTCH #1

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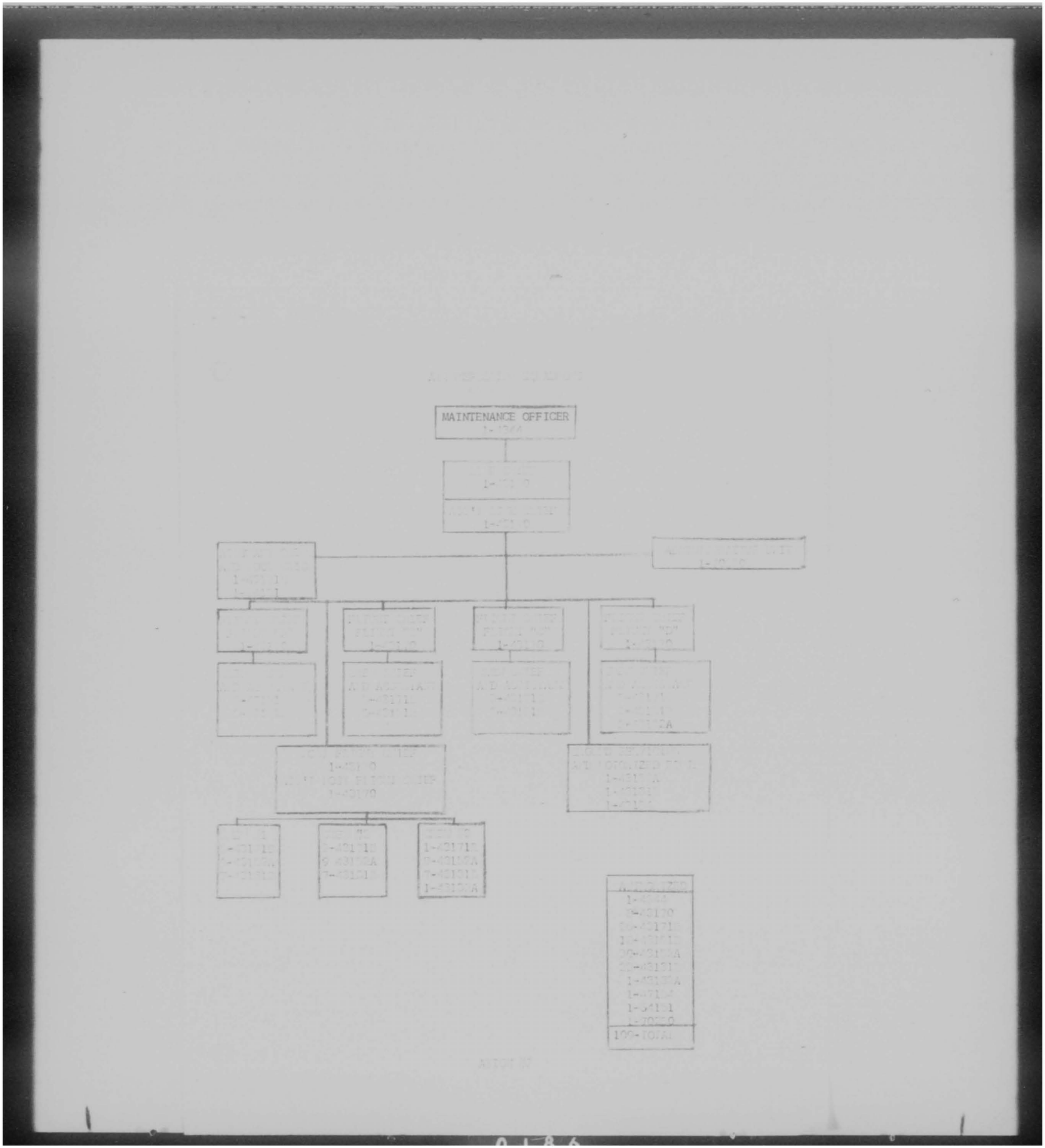

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING
Office of Chief of Maintenance
NUMBER 95) Castle Air Force Base, California
10 July 1954

RECORDING AND ANALYZING ENGINE OIL CONSUMPTION - ALL RECIPROCATING ENGINES
(This MIL supersedes MIL No. 95, 1 Oct 53)

1. PURPOSE: To establish a program to assure that a comprehensive record is kept on each installed engine, for the purpose of recording and analyzing oil consumption.

2. AUTHORITY: SAC TWX DM4CS31V 29515, dated 26 Sep 53.

3. GENERAL: When cause and/or corrective action, for excessive oil consumption, cannot be determined, the Chief of Maintenance will request area support assistance in accordance with T.O. 00-25-107 to determine disposition of affected engines. Any time area support assistance cannot be obtained or operational commitments preclude delaying engine removal, the affected engine will be removed and forwarded to overhaul.

4. RESPONSIBILITY: It will be the responsibility of all Squadron Operation and Maintenance Officers and the TOC Section of Maintenance Control to assure compliance with the contents of this directive.

5. PROCEDURES:

a. Maintenance Officers:

(1) Will immediately establish a card file for each installed engine and record all oil servicing data from the Part II of the AF Form 1 after each flight.

(2) Will take necessary action to determine cause of excessive oil consumption, i.e., exhaust valve guide wear, plugged tappet oil drain passages, rocker box cover warped, hole in interconnect line, etc..

b. Operations Officers:

(1) Will alert flight crews to check oil consumption periodically throughout each flight and will enter appropriate remarks on the Part II of AF Form 1 to indicate the portion of the flight and the amount of oil consumed.

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c. TOC Section:

(1) Engines removed for excessive oil consumption will have the following entry made on the AF Form 60B: "Engine removed for excessive oil consumption LAW provisions of T.O. 2R-1-15. Inspection failed to reveal cause - area support assistance requested. Operational commitments preclude delay awaiting arrival of a AMC team.

d. Using organizations will submit the engine serial number, operating time and all other pertinent data to the Chief of Maintenance on all engines removed in accordance with this directive.

BY ORDER OF THE COMMANDER:

DISTRIBUTION "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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HISTORY

93D BOMBARDMENT WING

·MEDIUM·

CASTLE AIR FORCE BASE

CALIFORNIA

Incl 8 ~~INCL 1~~

RSI Contl No
S 08549

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CAFB Control No. 54-6539-S

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23, Air Force Regulation 205-1.

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Classification: SECRET
Authority: Cmdr, 93d BW
Date: 6 Oct 54
Name: J Eubank

HISTORY

OF

93D BOMBARDMENT WING, MEDIUM

Castle Air Force Base, California

AUGUST 1954

Prepared
by
Staff Sergeant Thomas A. Pierce

Thomas A. Pierce
THOMAS A. PIERCE, AF15431856
S Sgt, Hq Sq Sec, 93d A B Gp

WILLIAM E. EUBANK, JR.
Colonel, USAF
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(FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND, UNITED STATES AIR FORCE)

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CHAPTER I

* ORGANIZATION AND ADMINISTRATION *

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CHAPTER I

* ORGANIZATION AND ADMINISTRATION *

COMPTROLLER:

Base Manpower: A T/DA change request, initiated by the 4160th United States Air Force Hospital, requesting three additional graded civilian nurses (9754), was forwarded to and returned by Headquarters Fifteenth Air Force. This request was disapproved, since Fifteenth Air Force indicated that two military nurses were programmed for assignment to this station during September.

Headquarters Fifteenth Air Force message DPLM 00220, dated 3 August 1954, was received, advising this Headquarters that the proposed reorganization date of the 93d Tactical Hospital had been changed from 18 August to 10 August 1954.

A request for five additional ungraded civilian heating specialists, for utilization in the new hangar, was still under consideration by Fifteenth Air Force.

A status of a Management School Instructor was indefinite. Civilian Personnel was contacting applicants for this job. Because of the indefinite date for obtaining an instructor, Lieutenant Ogden was preparing to instruct the course, which had a tentative starting date of 4 October 1954.[1/]

Management Analysis: The following were the August forecast scores for items being rated in the Strategic Air Command Air

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Base Group Management Control System as compared to the official scores received for July 1954: 2/

	Percent of Maximum Points	
	July (Official)	August (Forecast)
Manning In Required Specialties:		
Officer MIRS	40	40
Airmen MIRS	100	90
AWOL Rate	20	30
Ground Safety	30	40
Officer and NCO Messes:		
Officer Mess	50	100
NCO Mess	30	50
Reports of Survey	95	100
Supply Management	58	71.1
AIO Costs	60	50
Standard Base Support Costs	NR	NR
Flying Safety	100	100
Synthetic Trainer Utilization	10	10

NOTE: NR - Not Rated.

The August forecast predicted the attainment of 63.8 per cent of the maximum points (755) as compared with the 59 per cent of maximum points (755) received during July.

The major problem areas were: Supply Management - the low score in this category was directly attributable to the lack of points being scored in the following areas; number of vouchers

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out of file over five days and flyaway kits.

The inoperative status of the two T-3 Trainers, due to lack of radar components and "K" System cables, was the primary reason for the low score in trainer utilization. During the same period, one of the C-8 Trainers was inoperative for 40 hours, due to its overhaul and inspection by a team of maintenance men from the Sacramento Air Material Area Depot.

The 93d Motor Vehicle Squadron won the Unit Rating System Plaque for August 1954, with a Quarterly Improvement Score of plus 52 percentage points. 3/ A general improvement in most of the organizations on this station was indicated. 4/

Finance: During August, an audit was completed on the remaining 50 per cent of Military Pay Records, which were closed out 30 June, and were forwarded to the Air Force Finance Center at Denver, Colorado. Members of the 93d Air Refueling Squadron returned from TDY at Newfoundland, which caused an increase in the work load of the per diem section.

Total disbursements for the month of August 1954 amounted to $1,624,956.53. 5/

INFORMATION SERVICES:

This office prepared a total of 116 press releases during August. In addition, 27 news releases and spot announcements were made to radio media.

Castle Air Force Base personnel participated in a Western Mardi Gras Parade, held in Merced, California on the 28th of August.

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The Deputy Wing Commander, Colonel Patrick Fleming and the Base Commander, Colonel William Campbell were special guests of honor, riding in automobiles furnished by the Merced Chamber of Commerce. The 93d Air Police Squadron was represented by a color guard, M-20 armored car and a marching flight. The Information Services Office arranged for the participation of the Castle Air Force Base Judo team in this local event. 6/

FOOTNOTES:

1/ Base Manpower Historical Report for August.

2/ See, Forecast of SAC Management Control System Scores, dated August 1954, EXHIBIT "A".

3/ See, Unit Rating System Scores for August, dated 10 September 1954, EXHIBIT "B".

4/ Comptroller Historical Report for August.

5/ Ibid.

6/ Information Services Historical Report for August.

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CHAPTER II

* OPERATIONS *

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CHAPTER II

* OPERATIONS *

93D AIR REFUELING SQUADRON:

After a temporary duty period of 45 days at Ernest Harmon Air Force Base, Stephenville, Newfoundland, the 93d Air Refueling Squadron deployed to Castle Air Force Base on 13 and 14 August. X-Day was 14 August. On 9 August one aircraft departed Ernest Harmon Air Force Base with the advance party, 10 aircraft departed on the 13th and the final nine aircraft left on the 14th of August.[1]

During August, the 93d Air Refueling Squadron accumulated a total of 594:35 flying hours; 132:15 hours of this time was consumed in actual tactical air refueling missions as ordered by higher headquarters; 293:00 hours were spent in returning from Ernest Harmon Air Force Base to Castle Air Force Base. The remaining flying time was utilized in accomplishing Strategic Air Command Regulation 51-19, support, test hops and safety of flight checks in KC-97F type aircraft.

The tactical operation "Leap Frog"[2] during the TDY period used Ernest Harmon Air Force Base as the operating station. The purpose of this operation was to refuel B-47 type aircraft returning from overseas TDY stations. On this refueling operation a total of 894,480 pounds of JP-4 fuel was transferred, consuming a total of 132:15 flying hours.[3]

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WING OPERATIONS:

The 93d Bombardment Wing was committed to supply one B-47 aircraft, two hours per week, for missile tests being conducted at the Point Mugu Naval Air Missile Test Center, California. Fifteenth Air Force also directed the support of Operation "Flytrap" with two KC-97 aircraft participating three days per week. This operation was temporarily suspended until 21 September 1954. 4/

The 93d Air Refueling Squadron completed its return from Ernest Harmon Air Force Base and the exchange of "F" and "G" model KC-97's between the 90th and 93d Air Refueling Squadrons was accomplished. All available crews completed safety of flight checks in the new aircraft.

GROUND TRAINING:

In all categories of Ground Training, during August, the 93d Bombardment Wing accomplished 27,573 man hours of training; the 328th, 329th and 330th Bombardment Squadrons accomplished 7,943 hours of this total.

Off base quotas included 18 men to KC-97 MTD (Maintenance Training Detachment) at March Air Force Base, California; nine bomb squadron personnel attended Advanced Survival at Stead Air Force Base, and 54 men were sent to Altitude Indoctrination at Mather Air Force Base. No personnel were sent to March Air Force Base for Ejection Seat training as Castle Air Force Base was scheduled to receive this traininer, upon its being made into a

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Mobile Training Unit.

The B-47 Flight Simulator began operation on 23 August, under the supervision of Captain Catlin. The T-1A trainer, in operation for the second month, had a 77 per cent utilization.

Major Lang attended a Wing and Air Division level conference at March Air Force Base on 19 August. Purpose of this conference was to consolidate training requirements and to develop a permanent form for recording all individual training accomplishments. 5/

WING STANDARDIZATION BOARD:

The 93d Bombardment Wing B-47 Standardization Crew flew an increased number of flights during August in order to complete necessary requirements, before beginning standardization checks of combat crews. A standardization crew check was scheduled with Captain Hedlund and his crew, but was cancelled when it was learned that the Fifteenth Air Force Standardization Crew was arriving for an inspection on 16 August. The inspection was successful from a records and flying standpoint.

During the latter part of the month, Major Hill, President of the Wing Standardization Board, completed all requirements for instructor pilot checkout and a waiver was submitted for the total B-47 time requirement.

Major Goris, Wing Standardization Board Observer, completed standardization checks on the observers of the 328th, 329th and 330th Bombardment Squadron standardization crews.

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Non-flying days were spent in routine office work consisting mainly of writing and issuing information of a directive nature and checking operations memorandums, bulletins and other directives for compliance.

The 90th Air Refueling Squadron Standardization Crew received a standardization check during the week of 16 August. The 16th and 17th were spent on records inspection, written examinations and flight briefings. The crew was given their flight check on the 18th by the Fifteenth Air Force Standardization Crews. Overall rating was satisfactory.

Five ready crews of the 90th Air Refueling Squadron were checked during the month. Individual checkouts included three aircraft commanders, three co-pilots, one navigator and three assistant boom operators.

The 93d Air Refueling Squadron Standardization Crew flew with two crews, while TDY to Ernest Harmon Air Force Base. The crew returned from TDY, 13 August 1954.

The Fifteenth Air Force Standardization Crew made a check of all 93d Air Refueling Squadron activities and records during the week of 16 August. A successful flight check was completed on the 20th. 6/

MUNITIONS:

Fifteenth Air Force Regulation 50-4, divided Atomic, Biological and Chemical defense training into three phases. The training accomplished during August and the desired optimums were

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as follows: Phase I (Individual Indoctrination Training), 1,188 man hours of the desired 4,011 man hours were accomplished; This goal was not attained due to conflicting higher headquarters directed priority training and committments. No Phase II (Unit Officers and NCO Training) or Phase III (Combat Crew Countermeasure Training) was accomplished. 1/

SPECIAL WEAPONS:

All scheduled special weapons training was accomplished in accordance with Strategic Air Command Regulations 50-43, 82-2 and 136-6.

Thirteen aircraft commanders completed four days of refresher training, while 23 pilots and 21 observers completed two days of refresher training in special weapons courses. The following is a statistical breakdown of refresher training conducted during the month:

SQUADRON	A/C's COMPL	PILOTS COMPL	OBSERVERS COMPL
328th	4	7	4
329th	4	8	8
330th	5	8	9

Individual IFI Or IFE was practiced by 26 students.

The Supply Squadron Special Weapons Handling Team received continuation training in bomb handling. Six four-man handling-loading-teams received two and one half days of loading practice. A four-hour course was also given to the loading teams in an attempt to give them better understanding of loading prin-

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ciples and techniques. Each crew received at least five loadings.

Eight airmen from the 93d Armament & Electronics Maintenance Squadron received two and one half days of loading training under the supervision of an officer from their squadron. Fourteen airmen and one officer assigned to the 12-man team received 22 hours of post-loading training. In addition, each man received post-loading training at the aircraft.

The Wing gained 11 Bomb Commanders during the month. At the present time there are 136 pilots and 51 observers, who are Bomb Commanders, of these, 146 Bomb Commanders are assigned to combat crews. The following is a breakdown of Bomb Commanders assigned to combat crews:

SQUADRON	AIRCRAFT COMMANDERS	PILOTS	OBSERVERS
328th	16	16	14
329th	17	17	17
330th	17	17	15

Captain Pennington was officially assigned to the 330th Bombardment Squadron as Chief Instructor in the Special Weapons Training section. One assistant instructor finished seven weeks of special weapons schooling and was assigned to the 328th Bombardment Squadron. The remaining authorized instructor position was not filled, due to a shortage of qualified personnel. This personnel shortage was seriously hampering the special weapons activities of the 93d Bombardment Wing. Armament & Electronis personnel had to be utilized as instructors in the Special

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Weapons training section.[8]

GUNNERY:

The A-5 Gunnery System arrived on the station, but was inoperative, while awaiting housing. It was felt by the Gunnery Officer, that this system would improve gunnery training.

During August, 19 students attended 384 student hours of gunnery training.[9]

BASE OPERATIONS:

The Base Operations Officer met with CAA (Civil Aeronautics Administration) and Military Flight Service personnel for the purpose of discussing proposed jet IFR (Instrument Flight Rules) flight clearance procedures for this station. Proposed procedures were prepared and sent to the Director of Operations and the Oakland ARTC (Air Route and Traffic Control) for coordination and approval.[10]

CONVERSION PROGRAM:

The fifth and final progress report covering the conversion of the 93d Bombardment Wing to B-47 type aircraft was submitted on 6 August. A copy of this report is appended to this volume of the History for additional information.[11]

COMMUNICATIONS:

Crystals for the Wing Control Room UHF (Ultra High Frequency) set arrived and "GUNSLOT CONTROL" is now on the air. A 90 foot antenna was required for this set and was installed by Base Communications with assistance from the 93d Air Installations

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Squadron.

A permanent wallmap was installed on the wall of the control room, with three more sections being required to complete it. The expected date for printing of these sections was the first of the year.

Supply problems slowed the progress of the Navigational Aids program. The VOR (Visual, Oral Range) had an evaporating cooler installed and was awaiting three more supply items before formal commissioning. The ILAS (Instrument Landing Approach System) required two more supply items prior to its inspection and acceptance.[12]

ELECTRONICS COUNTER MEASSURES:

The ECM training program was started and was being conducted at squadron level, due to scheduling difficulties. The training program consisted on phases on communications, and anti-jamming of the bomb-nav systems. This training outline was designed to give all necessary ECM information with intensive follow-up to keep the crews notified of any changes in present equipment or techniques and any new equipment manufactured.[13]

FLYING SAFETY:

During August, 3,864 hours were utilized for accident prevention and flying safety meetings, and 5,292 accident free hours were flown. The Wing flying safety meeting for August was conducted by members of the 28th Air Division Briefing Team from Hamilton Air Force Base, California. They discussed ADIZ (Air

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Defense Identification Zone) procedures and aerial violations.

In keeping with the "Safe Aircraft Campaign" special newspaper emphasis was given to the "Maintenance Man of the Month" by a one page feature article in the Valley Bomber. Technical Sergeant James Harpole of the 93d Armament & Electronics Maintenance Squadron was selected as the "Maintenance Man of the Month."

The B-47 crew commanded by Captain James P. Collins of the 330th Bombardment Squadron was selected for the "Crew of the Month" award, for the month of August.[14]

OPERATIONAL PLANS SECTION:

Major R. M. Renneisen attended the Harmon Task Force Conference at 36th Air Division Headquarters, Davis-Monthan Air Force Base, Tucson, Arizona, from 2 through 13 August.

93d Bombardment Wing Operations Order 202-54 was prepared and published, covering Flyovers and Static Displays for the San Francisco International Airport Dedication ceremonies.

Work in reorganizing the Prediction Laboratory was continued throughout August. Crews of the 90th Air Refueling Squadron were briefed on current deployment and EWP (Emergency War Plan) commitments.[15]

STAFF OBSERVER:

The 1954 Strategic Air Command Bombing-Navigation Competition was successfully participated in by 93d Bombardment Wing crews, N01 from the 328th and N35 from the 329th Bombardment Squadrons. The crews rated well, among the other crews with

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approximately two years of B-47 experience. The Wing was fifth among the 30 B-47 crews participating. Radar trouble plagued Major Stefanski's crew, nevertheless they ended up in 13th place out of the 30 competing crews. Major Reagle's crew was second among the B-47 crews.[16]

A series of meetings for Staff Observers from all tactical squadrons, with the Wing Staff Observers, in the wing conference room was scheduled for each Friday afternoon. At that time all problems concerning the observers were to be discussed and squadrons were to be brought up to date on the thinking and planning, which affects them from wing and higher levels.

Target Intelligence personnel were in attendance at the last observers staff meeting and presented materials for the make-up of an RBS (Radar Bomb Scoring) site, briefing folder for Staff Observers to use in target study and an operating procedure for the periodic review of target folders was established. The selection of new material and exchange of old material for the folders was accomplished at this meeting.

Due to a shortage of practice bombs, a portion of the minmum requirements for crew upgrading to combat crew status had to be suspended. The required quantity of scored bombs was cut from eight to five.[17]

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FOOTNOTES:

1/ Fifteenth Air Force Operations Order 135-54, "GOLFBALL", dtd 21 Jul 54, (mission: return of the 93d Air Rflg Sq from Ernest Harmon AFB to Castle AFB with the 509th ARS replacing the 93d.

2/ 68th Bomb Wing Operations Order 29-54, "LEAP FROG", dtd 27 Jul 54.

3/ 93d Air Refueling Squadron Historical Report for Aug.

4/ Interview with Colonel Cresswell, Director of Operations, 17 Sep 54.

5/ See, Scheduled "Flying and Ground Training for August", EXHIBIT "C".

6/ Interview with Pres. WingStand Board, 17 Sep 54.

7/ Gunnery section Historical Report for August.

8/ Interview with Wing Gunnery Officer, 19 Sep 54.

9/ Interview with Special Weapons Officer, 19 Sep 54.

10/ Base Operations Historical Report for August.

11/ See, Progress Report #5 (FINAL REPORT) on 93d Bombardment Wing (M) Programming Plan 1-54, Conversion of 93d Bombardment Wing to B-47 Type Aircraft, EXHIBIT "D".

12/ Communications Historical Report for August.

13/ Ibid.

14/ Interview with Flying Safety Officer, 18 Sep 54.

15/ Interview with Wing Operations Plans Officer (Major Orr), 14 Sep 54.

16/ See, 93d Bombardment Wing Operations Order 203-54, SAC Annual Bombing and Navigation Competition, EXHIBIT "E".

17/ Wing Staff Observer Historical Report for August.

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CHAPTER III

* PERSONNEL *

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CHAPTER III

* PERSONNEL *

OFFICER:

Classification actions were accomplished on 91 officers during the month of August 1954. These actions consisted primarily of deletion and downgrading of AFSC's in which the officers were no longer proficient. In addition to the above actions, the suffix was deleted from all pilots AOB (AFSC's 1241 and 1245) as required by Strategic Air Command Regulation 35-2.

Action was being taken to delete all pilot (bombardment) AFSC's 1231 and 1234 with appropriate suffixs, from officers possessing fully qualified AFSC 1245. Action was expected to be completed prior to 10 September 1954.

Personnel Records audits continued to be conducted on reproduced DA AGO Forms 66, prior to being forwarded to Headquarters, United States Air Force.

During the month, 20 USAF Officer Effectiveness Reports, (AF Form 77); 126 Training Reports (AF Form 475); and 13 reaccomplished DA AGO Forms 66 were reviewed, processed and forwarded to higher headquarters.

Preparations were made for the timely submission of Annual Effectiveness Reports on Second Lieutenants and Warrant Officers. All organizations were required to submit rosters to the Director of Personnel prior to 25 August 1954, listing all

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Second Lieutenants and Warrant Officers assigned, as of 31 August 1954. These rosters indicated whether or not Effectiveness Reports would be required, and if not required, the reason for non-submission was stated. These rosters were verified against Classification and Audit Rosters and card files in the Director of Personnel's office to insure accuracy and completeness. All rosters were found to be complete and accurate.

Officer Effective Manning for August, was 81.2 per cent. The decrease in percentage of manning was due to the authorization of overages for the B-52 Testing Program, with insufficient personnel to fill these positions.

Annual classification interviews and records reviews were being conducted on all officers assigned to this station, in accordance with Fifteenth Air Force Regulation 36-2. Interviews and reviews were expected to be completed prior to 23 September. It was believed that implementation of Fifteenth Air Force Regulation 36-2 would vastly improve records maintenance, classification and reporting in this wing. 1/

COMBAT CREW RESOURCES:

As of 27 August 1954, all 93d Bombardment Wing personnel assigned to the B-47 program had returned to this station and were training or scheduled for training with their respective crews. On 31 August, 10 non-combat ready crews were upgraded to combat ready status, having completed their required training under Strategic Air Command Regulation 50-43. Three non-combat ready

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crews were regressed to "short crew" status, effective 15 August 1954, due to loss of Navigator/Bombardieres, who had been transferred PCS to McConnell Air Force Base. However, subject crews were only carried in "short crew" category for one week as higher headquarters directed that Navigatory/Bombardier vacancies be filled from existing resources within this command. This was accomplished by utilizing squadron staff personnel to fill the vacancies. Crew changes involving personnel assigned to B-47 crews numbered only four during August. Excellent progress was made in the accomplishment of field checks by B-47 crew personnel and several additional crews were projected for upgrading to combat ready status during September.

The 90th Air Refueling Squadron had a total of 29 crew changes inAugust. Several of these changes were necessitated by the loss of assigned crew members to discharge and PCS transfer. There were no new crews formed by the 90th Air Refueling Squadron during the month, and no crews were upgraded.

The 93d Air Refueling Squadron crew changes were at a minimum during the month. However, many crew changes were projected by this organization for the next three months, due to anticipated loss of crew members through discharge. Crew changes within this organization during the next month will be made to stabilize crew composition and expedite the check-out of spare crew personnel to prevent any crew regression as a result of

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projected attrition. There were no new crews formed or upgraded by this unit, during August. 2/

AIRMEN:

During August, 52 airmen were reassigned to overseas stations, 20 were reassigned to Zone of Interior stations and 22 departed for schools.

Three hundred and three airmen were assigned to this station during the month. Of this number, 179 were AFSC 43131J (Apprentice Jet Aircraft Mechanics, General). This created a large overage of Jet Maintenance Personnel at the three skill level, although a shortage existed at the five and seven skill levels.

During the month, a proposed change in T/O was received from Strategic Air Command Headquarters, adjusting the Jet Engine Mechanic requirements. The proposed changes would effect manning documents as follows:

Bombardment Squadrons: Delete 12 AFSC's 43153 (Jet Engine Mechanics) and add 12 AFSC's 43151J (Jet Engine Mechanics, General).

Periodic Maintenance Squadron: Delete 16 AFSC's 43133 (Jet Engine Mechanics) and 34 AFSC's 43153 and add 10 AFSC's 43131J and 20 AFSC's 43151J. This was a loss of 20 airmen.

During August, the Fifteenth Air Force Personnel Classification and Utilization Team conducted an audit of Personnel Records and Squadron Administration. The condition of the records varied from good to poor. This was generally contributed to the recent conversion at this base.

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The first, seven-level assignments directed by Headquarters USAF, were received. These assignments were received by name, which eliminated screening of all eligible airmen by this Headquarters. The first assignment was for Technical Sergeant Alexander M. Rojas, AF 18258809 from the 2d Strategic Support Squadron.

Sixty-one airmen were assigned to this station for support of the B-52 Phase VI Test Program. Information received to date indicated an additional 31 airmen are scheduled to be assigned to this program. One airman assigned to this program, who was TDY to East Hartford, Connecticut, became ill and was hospitalized. This Headquarters attempted to enter this airmen into another training class. 3/

RECRUITING:

Sixty-four airmen reenlisted to fill their own vacancies during August; 15 of these were from other stations. A total of 78 airmen were interviewed regarding reenlistment.

Authority was received whereby airmen may choose their base of assignment upon reenlistment. This was expected to increase the administrative workload of this section. 4/

OJT ADMINISTRATION:

DuringAugust, nine visits were made to Orderly Rooms and sections. This was considered adequate in view of the check made of all Orderly Room records by the Fifteenth Air Force Personnel Audit Team. Due to the scarcity of AF Form 623's, the file of Individual OJT Records was incomplete; however, Base Publications

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was expected to have an adequate supply by 10 September.

A total of 856 airmen were on OJT in 32 different career fields. The following is a record of skill upgrading accomplished on the base as a result of OJT:

MONTH	1 to 3	3 to 5	5 to 7	TOTAL
June	8	76	3	87
July	28	90	7	125
August	4	92	1	97
TOTALS:	40	258	11	

Second Lieutenant Richard L. Monroe was assigned to the OJT section from the 16th to the 30th of August, for active duty training in Reserve 752 Mobilization Assignment. He will return to duty two Saturdays per month for further training. 5/

CIVILIAN PERSONNEL:

Information receved from Headquarters USAF, on the implementation of Public Law 578, 83d Congress, (approved 17 August 1954), governing group life insurance for Federal Employees. Insurance coverage automatically became effective within the Air Force, 29 August 1954. The plan provided for low-cost life insurance without medical examinations, payment of double indemnity for accidental death and payment for accidental loss of eyesight or one or more limbs. The cost is 25 cents per $1,000 of insurance each bi-weekly pay period until an employee reaches 65, after which he will pay nothing, but coverage is reduced. Payment is

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by payroll deduction. Each employee who participates will be insured for an amount approximating his annual salary to the nearest upper thousand. The coverage may be waived by employees not desiring to participate. 6/

GROUND SAFETY:

During August, the Ground Safety office accomplished the following activities, with respect to the Ground Safety Campaign for the month of September 1954:

The following safety campaign signs were prepared by Air Installations and posted in the following locations: five signs for flight line gates; a large cloth banner for Main Gate #1, which will be posted during the second week in September; two signs for the Base Exchange Gas Station and a large billboard sign for Main Gate #3. Subject signs primarily stress driving safety.

A squadron letter was distributed to all base activities, stressing the need for safety consciousness on the part of all personnel, and announcing the safety campaign contest, wherein a trophy plaque will be awarded to the squadron, which experiences the lowest over-all accident rate for the campaign period. The plaque will be awarded on a perpetual monthly basis thereafter.

The Ground Safety office prepared a statis display, which consisted of a wrecked automobile placed on a flatbed trailer from the Base Motor Pool. The display was accompanied by appropriate safety slogan posters and banners. On payday, 31 August, the display was driven around the base, accompanied by

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a four-piece band; the most advantageous areas visited by the display were the pay lines. The display was then parked adjacent to the courtesy ride station, at Castle Air Force Base Main Gate #1.

Safety handouts were prepared by the Ground Safety office and will be distributed to all personnel at the Main Gates, Friday, 3 September 1954.

Arrangements were completed for the presentation of safety talks to all personnel by Squadron Commanders, at the monthly Squadron Safety Meetings.

Additional safety campaign publicity consisted of newspaper articles and banners in the Base Newspaper (Valley Bomber) and a safety banner on the Daily Bulletin.

The Ground Safety Accident Summary for the months of June and July was printed and disseminated to all sections. Copies were also sent to other bases within Fifteenth Air Force. The Summary primarily stressed safe driving as an accident objective. 1/

Ground Safety personnel performed periodic safety inspections of the following areas during the past month: the 93d Bombardment Wing squadron areas; the 93d Armament & Electronics Maintenance Squadron and line areas; the 93d Field Maintenance Squadron line shops; the 93d Air Base Group squadron areas; the 93d Air Police; Food Service, Air Installations and Motor Vehicle Squadron areas; the 93d Supply Squadron Warehouses and the 93d Tactical Hospital Squadron area. Alloutstanding safety discre-

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pancies were corrected as of 31 August 1954.

The Ground Safety office reported a minor aircraft damage incident to Headquarters, Fifteenth Air Force, in compliance with Fifteenth Air Force Regulation 32-9. A KC-97 aircraft sustained a small skin tear, 20 August 1954, when maintenance personnel were moving a maintenance stand near the aircraft. The stand collided with the aircraft due to insufficient clearance, which had not been checked by the personnel. Total accident cost was estimated at $16.00.

During the month of August, Castle Air Force Base experienced 11 lost time injuries, two USAF (government motor vehicle) accidents, and one case of minor reportable damage to aircraft. 8/

PERSONNEL SERVICES:

Library: Total library attendance was 3,819 with a book circulation of 3,082 books. The average daily attendance was 153 persons and 211 new books were added to the collection.

Circulation and attendance increased substantially over the previous month. Night attendance continued to increase since relaxation of the requirement for wearing of the uniform during evening hours. Circulation rose sharply during the last 10 days of the month. Borrowers crowded in to stock up on reading material to tide them over the first two weeks of September, when the library would be closed for annual inventory and painting of the ceilings.

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Education: Merced Evening High School classes in English and Typing ended, with 45 men completing the classes on the 5th of August. New classes started 16 August, with 55 men attending the series of English and Typing classes.

Civil Aeronautics Administration officials administered Aircraft & Engine Mechanic and Private Pilot License tests to 16 Castle Air Force Base airmen and officers.

Personal Affairs: During the month, 687 clearances were processed, 385 allotments, 80 insurance and seven casualty cases. Sixty-five applications for Air Force Aid Soceity loans were made, 41 of which were approved in the total amount of $5,688.00.[9]

FOOTNOTES:

1/ Director of Personnel Historical Report for August.

2/ Ibid.

3/ Ibid.

4/ Interview with Base Recruiting Officer, 14 Sep 54.

5/ Director of Personnel Historical Report for August.

6/ Interview with Civilian Personnel Officer, 14 Sep 54.

7/ See, Accident Summary, EXHIBIT "F".

8/ Ground Safety Historical Report for August.

9/ Personnel Services Historical Report for August.

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CHAPTER IV

* MATERIEL *

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CHAPTER IV

* MATERIEL *

SUPPLY:

A big project was undertaken this month calling for the implementation of the new USAF concept of supply, utilizing Air Force Form 1120. The forms were received on this station 26 August 1954 and a supply meeting was called by the Wing Supply Officer for all organizations on this station, at which time implementation procedures were set forth. The procedures were broken down into two categories: first, implementation procedures for making up Air Force Form 1120, and secondly, procedures for use in transferring items of equipment from the Plant Account custodian to the organizations' AF Form 1120.

An unsatisfactory supply condition was uncovered in the 93d Tactical Hospital unit supply. This condition was largely brought about by the organization's not adhering to regulations and policies as set forth by higher headquarters. A representative from this section was sent TDY to the 93d Tactical Hospital to help correct the numerous errors and give special supply instructions to the hospital personnel. This was expected to help rectify the situation now and to prevent the recurrence of it in the future.

Another important supply problem encountered during the month was the immediate need for S/N 8100-209750 compressors on

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this station. After numerous phone calls to Fifteenth Air Force and other installations within the command, a compressor was located at Travis Air Force Base. This was to be shipped to Castle Air Force Base as soon as it was put into serviceable condition by the Travis Base Maintenance Shops. Two other compressors were located at the Depot and disposition instructions was pending. These three compressors along with the two that were due direct from the contractor were expected to enable the 93d Bombardment Wing to accomplish its assigned mission more effectively. 1/

TOC (TECHNICAL ORDER COMPLIANCE) UNIT:

During August, the 93d Air Refueling Squadron returned from TDY and the records for the assigned aircraft were brought up-to-date. Ten KC-97F aircraft were transferred from the 90th Air Refueling Squadron to the 93d Air Refueling Squadron in exchange for 10 KC-97G aircraft.

A vigorous TOC program was continued in effect and a record number of Technical Orders were accomplished. There were 571 Technical Orders complied with on the B-47 type aircraft and a total of 183 Technical Orders accomplished on the KC-97 type aircraft. 2/

QUALITY CONTROL UNIT:

During the month, 17 B-47E aircraft were inspected on the flight line and eight B-47's were inspected in the periodic maintenance docks. There were 76 power plant, 270 airframe and 82

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armament and electronics discrepancies. There were seven KC-97F aircraft inspected with a total of 68 power plant, 132 airframe and 56 armament and electronics discrepancies.

Inspection reports were reviewed and routed to Maintenance Officers for corrective action, thru Commanders, Quality Control Unit, Maintenance Standardization Team and Maintenance Control Unit for review of corrective action. When all corrective action was found satisfactory, aircraft inspection reports were filed in the Aircraft Records Section. 3/

REPORTS AND ANALYSIS BRANCH:

Reports and Analysis Section was still operating the Remington-Rand Tabulating Equipment; however, it was directed that IBM equipment would be introduced and would become a Statistical Control function. Major Crumpler from Headquarters, Fifteenth Air Force and Mr. Wolfe the IBM Representative from Fresno, California, each made visits to confer on this matter. 4/

TECHNICAL REPRESENTATIVES:

K-4A Bombing-Navigation System: There were seven representatives assigned to Castle Air Force Base to work on this equipment. Four were from the Sperry Gyroscope Company, two from the Western Electric Company and one from General Mill, Incorporated. A total of 149 students were given 2,711 student hours of instruction on this system.

Complete performance and operational checks were made on

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the K-System of the aircraft selected for the SAC Bombing Competition. Wherever possible, all equipment and alignment errors were removed. This work was accomplished on an OJT basis by crews selected for specialist training from the 93d Armament & Electronics Maintenance Squadron.[5]

ECM, Communications and Navigation Equipment: Mr. Richard E. Hunt from the Philco Corporation was assigned to Castle Air Force Base during the period covered by this history. Mr. Hunt spent 27 hours in advising and instructing in the operation and maintenance of communications equipment.[6]

E-4 Autopilot: The Sperry Gyroscope Company of Great Neck, New York had Mr. Robert J. Hanna assigned as their technical representative. Mr. Hanna spent a large portion of the month working with Mr. Beaton and Mr. McPartland in developing and testing a portable vibration harness to be used with the Sperry Engine Analyzer on the Mobile Engine Test stand to analyze 4360-59B engines.[7]

Sperry Engine Analyzer: Mr. Beaton and Mr. McPartland from the Sperry Gyroscope Company were developing a portable vibration harness, which was tested on a running R-4360-59B engine. Inspection of the harness assembly after the test revealed an insulation breakdown of Bank Cables, due to high engine temperature. New cables were being fabricated with more durable coverings.[8]

APS-42 and Rendezvous: A total of 58 student hours of instruction was given by Mr. Bernard Pinsky from the RCA Service

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Company. Fourteen students received this training during August. The training was all informal and no classroom instruction was presented during the month.[9]

A-5 Fire Control System: Mr. Hayes and Mr. Raden, technical representatives from the Crosley Division of AVCO, indicated that it was their opinion that A-5 base personnel had a strong will to learn the system thoroughly and were doing a good job. It was expected that this group would develop into a fine working team.[10]

A-12D Autopilot: Sperry Gyroscope Company had two men (John Hopkins & Wilmer Cummins) assigned to Castle Air Force Base for the purpose of assisting and instructing in the operation and maintenance of the A-12D autopilot. Fifty-seven students received 603 student hours of instruction on this equipment during August.[11]

J47-GB-25 Engines: Mr. Frank P. Simmons from the General Electric Company made the following statement during August:

"Soon we will be faced with the problem of three minute take-offs during a maximum effort. One of the serious problems involved will be the danger of severe compressor damage caused by foreign objects entering the compressor inlet. This damage can be attributed to aircraft taxiing too close behind the lead plane in order to meet their take-off deadline. It is suggested the operations prepare a plan whereby aircraft in groups of two or three taxi abreast of each other using separate parallel taxiways. This will materially reduce the hazard of foreign object damage to engine compressors and still permit three minute take-offs.[12]

B-47E Aircraft: The Boeing Airplane Company had three technical representatives assigned to Castle Air Force Base dur-

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ing August 1954. These men presented a total of 2,085 student hours of instruction to 651 students. This training was on all phases of the aircraft operation and maintenance. The technical representatives were also utilized frequently for trouble-shooting and advising maintenance personnel.[13]

KC-97 Aircraft: The 93d and 90th Air Refueling Squadrons utilized the services of Mr. Walter J. Hansen and Mr. Willian H. Dammer, technical representatives from the Boeing Airplane Company. These men were assigned with the purpose of rendering technical assistance to the Air Refueling Squadrons, but also gave many valuable suggestions to other 93d Bombardment Wing units, which support this type of aircraft. They also provided a liaison with the using organizations and the airframe manufacturer, which allowed mutual benefits through expediting solutions to maintenance-engineering, design and operational problems, thereby increasing the utilization of the aircraft.[14]

FOOTNOTES:

1/ Interview with Wing Supply Officer, 18 Sep 54.

2/ Materiel Historical Report for August.

3/ Ibid.

4/ Ibid.

5/ See, Monthly Technical Report to the Sperry Gyroscope Company, EXHIBIT "G".

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FOOTNOTES, (Cont'd):

6/ See, Monthly Technical Report to the Philco Corporation, EXHIBIT "H".

7/ See, Monthly Technical Report to the Sperry Gyroscope Company, EXHIBIT "I".

8/ See, Monthly Technical Report to the Sperry Gyroscope Company, EXHIBIT "J".

9/ See, Monthly Technical Report to the RCA Service Company, EXHIBIT "K".

10/ See, Monthly Technical Report to the Crosley Division of AVCO, EXHIBIT "L".

11/ See, Monthly Technical Report to the Sperry Gyroscope Company, EXHIBIT "M".

12/ See, Monthly Technical Report to the General Electric Company, EXHIBIT "N".

13/ See, Monthly Technical Report to the Boeing Airplane Company, EXHIBIT "O".

14/ See, Monthly Technical Report to the Boeing Airplane Company, EXHIBIT "P".

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* SUPPORTING DOCUMENTS *

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* LIST OF SUPPORTING DOCUMENTS *

EXHIBIT	SUBJECT
"A"	Forecast of SAC Management Control System Scores.
"B"	Unit Rating System Scores for August.
"C"	Flying and Ground Training Schedule for August.
"D"	Progress Report #5 (FINAL REPORT) on 93d Bombardment Wing (M) Programming Plan 1-54, Conversion of 93d Bombardment Wing to B-47 Type Aircraft (RCS: 15-U9).
"E"	93d Bombardment Wing Operations Order 203-54.
"F"	Accident Summary.
"G"	Report to SperryGyroscope Company.
"H"	Report to Philco Corporation.
"I"	Report to Sperry Gyroscope Company.
"J"	Report to Sperry Gyroscope Company,
"K"	Report to RCA Service Company.
"L"	Report to Crosley Division of AVCO.
"M"	Report to Sperry Gyroscope Company.
"N"	Report to General Electric Company.
"O"	Report to Boeing Airplane Company.
"P"	Report to Boeing Airplane Company.

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CONFIDENTIAL

A

93D BOMBARDMENT WING (H)
Monthly Analysis, RCS: 15-U2
August 1954

SECTION I - Forecast of SAC Management Control System Scores

	Max Pts	July % * of Max	Aug % of Max	Aug Pts Earned
A. PERSONNEL				
1. Manning In Required Specialties				
a. Officers	30	50	50	15
b. Airmen	75	30	30	22.5
2. AWOL Rate	30	100	100	30
3. Ground Safety	25	70	60	17
4. Reenlistment Rate	40	60	60	24
5. MTO Utilization	20	100	100	20
6. Total Personnel	220	57	57	125.5
B. MATERIEL				
1. Flying Hours as a % of Required	60	98.9	96.7	58
2. Reports of Survey	20	100	100	20
3. Status of TC Compliance	Not Scored			
4. Total Materiel	80	99	98	78
C. USCM and Flying Safety				
1. USCM	Not Scored			
2. Flying Safety	40	80	90	36
D. OPERATIONS	Not Scored			
E. GRAND TOTAL	340	70	71	240.5

* Local forecast percentages for July were used for comparative purposes in this column.

SECTION II - Computational Data and Factors Influencing Performance Scores

A. PERSONNEL

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CAFB Control No. 54-5-222-C

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1. Manning In Required Specialties

a. Officers

(1) 84 vacancies existed in the authorized strength of 537 officers for an MIRS index of 84.4% which gives 50% of maximum score.

(2) The following shortages existed in the AFSC's indicated: 1234B-26; 1234C-24; 1249-6; 1433-3; 1525B-4; 2044-1; 2054-2; 3016-1; 3234-2; 4334-2; 4344-3; 6416-1; 7324-3; 9356-2; 9416-1; 9446-1; 9734-1; 9826-1.

(3) An increase in the authorized crew to aircraft ratio from 1.25 to 1.5:1 effective 1 July 1954 has been the principal factor in the reduced scores in this area.

b. Airmen

(1) 442 shortages existed out of 2048 authorized AFSC's giving the wing a 78.4% MIRS index and resulting in a score of 30% of maximum points.

(2) The specific AFSC's in which the bulk of the shortages existed were: 32150E, 32171E, 32350C, 43151J and 43179.

(3) While there was no improvement in the overall score, the vacancies in the 40000 career field were reduced from 281 in July to 246 in August.

2. AWOL Rate

a. For the four-month period ending in August, there were 15 AWOLs and a total mean strength of 10983. The AWOL rate per 1000 population was 1.4 resulting in a score of 100% of maximum points.

3. Ground Safety

a. For the four-month period ending in August, the military disabling injury rate per 100,000 man-days of exposure was 6.44 based on 22 injuries with an exposure of 341,464 man-days. There was one (1) government motor vehicle accident in 121,651 miles of driving for an accident rate of 0.82. There were no civilian injuries. The total Ground Safety Index was 7.26. Total accident cost was $35,313 divided by a total mean strength of 11,362 giving an Accident Cost Index of $3.11. The combination of the foregoing indices earns 60% of maximum score.

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b. The number of disabling injuries for the period (22) was responsible for the loss of 30% of the maximum points and the cost of an airman fatality in a private motor vehicle accident in May ($31,500) caused the loss of an additional 10% of maximum points. Private motor vehicle accidents were responsible for 18 of the 22 disabling injuries and/or fatalities.

4. Reenlistment Rate

a. During July and August, there were 65 immediate reenlistments and 140 airmen were discharged under the applicable codes cited in SAC message COA 8394, 4 August 1954. The reenlistment rate was 46.4% resulting in a score of 60% of maximum points.

b. A recapitulation of the reenlistment survey forms for August revealed that the attractiveness of a civilian job in an area of the airman's choice and the desire to attend school were the principal reasons given for failure to reenlist.

c. Five (5) airmen were discharged prior to the expiration of term of service (AFR 39-14). These airmen were given an early release either to accept seasonal employment or to attend school.

5. Mobile Training Detachment Utilization

a. Average monthly B-47 MTD (Mech) utilization was 8328 hours versus a desired utilization of 3500 hours. Average monthly B-47 MTD (Elect) utilization was 2454 hours versus a desired utilization of 1500 hours. The foregoing earns 100% of maximum points.

B. MATERIEL

1. Flying Hours as a % of Required

a. For the quarter ending in August, flying hours required were as follows: B-47, 3367; 90th ARS, 1832 and 93d ARS, 2030. For the same period, flying hours accomplished were as follows: B-47, 3441; 90th ARS, 1695 and 93d ARS, 1929. The combined totals (eliminating flying time overages) were 6991 hours flown versus 7229 hours required for a percentage of 96.7% earning 58 of the 60 maximum points.

2. Reports of Survey

a. For the four-month period ending in August, twelve (12) reports of survey were registered totaling $505.66 giving an average cost per survey of $42.14. The combined military and civilian strength was 10597. The number of reports of survey per 1000 population was 1.1. The combination of the foregoing indices earns 100 of maximum score.

3. Status of Technical Order Compliance - Not Scored

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C. USCM and Flying Safety

1. USCM - Not Scored

2. Flying Safety

a. For the four-month period ending in August, a total of 8400 hours were flown by wing aircraft with one (1) minor accident to a KC-97F aircraft occurring in June. The aircraft accident rate per 100,000 hours flown was 11.9 resulting in a score of 90% of maximum points.

D. OPERATIONS - Not Scored

SECTION III - Analysis of Air Training

Not Applicable

SECTION IV - Commander's Comments

A. The wing attained a limited degree of B-47 capability by upgrading ten (10) crews to combat ready status on 31 August 1954.

WILLIAM E EUBANK, JR.
Colonel, USAF
Commander

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B

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

CO

10 September 1954

SUBJECT: Unit Rating System Scores - August 1954

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Rating System Scores for August 1954.

2. The 93d Motor Vehicle Squadron showed the highest Quarterly Improvement Score for August 1954. The 93d Operations Squadron had the highest raw score with 96% of maximum points.

3. Eight (8) of the 18 units had 90% or more of maximum points and thirteen (13) showed an improvement over the previous three months.

4. The 93d Air Refueling Squadron will not be rated until next month.

5. Inclosure 2 is an organizational summary of the recorded delinquencies for August 1954.

BY ORDER OF THE COMMANDER:

Albert W. Dixon

ALBERT W. DIXON
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Rtg Sys Scores Aug 54
2. Summary of Delinquencies

DISTRIBUTION: B

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UNIT RATING SYSTEM SCORES - AUGUST 1954

ITEM	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg Sq	93d A&E Maint	93d Fld Maint	93d Per Maint	Medics	2d SSS	90th Air Rflg	Hq 93d AEGp	93d Operations	93d Air Police	93d Installations	93d Food Service	93d Supply	93d Mtr Vehicle	52d AAA Bn
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	10	50	100	NR	100	100	100	100	100	100	100	100	10	100	60	100	20	100
2. AWOL	130	100	100	100	100	NR	100	100	100	100	80	100	100	100	100	60	60	100	100	100
3. Serious Incidents	90	100	10	100	100	NR	100	80	40	100	100	100	100	100	100	60	60	100	100	100
4. Drunk &/or Disorderly	60	100	100	100	90	NR	100	100	100	100	100	100	100	100	100	100	100	100	100	100
5. Uniform Violations	20	100	100	100	100	NR	100	90	100	100	100	100	100	100	80	80	100	100	40	100
6. Minor Accidents (Other)	20	100	100	80	80	NR	40	90	80	100	40	90	100	100	60	100	10	100	70	100
7. Major Accidents (Other)	50	100	100	100	100	NR	100	100	40	100	80	100	100	100	100	20	60	100	20	100
8. Moving Traffic Violations	50	70	100	100	100	NR	90	70	100	100	100	70	100	80	70	100	100	100	100	90
9. Driving While Intoxicated	90	100	100	100	100	NR	100	60	100	100	100	100	100	100	100	100	100	100	100	90
10. Major Vehicle Accidents	50	100	100	100	100	NR	100	100	100	100	80	10	100	100	100	100	100	100	100	50
11. Minor Vehicle Accidents	20	100	100	100	100	NR	100	100	100	100	100	100	100	100	100	100	100	100	100	80
12. NCO Mess Membership	30	90	100	80	90	NR	80	80	100	100	70	100	90	100	100	90	100	100	80	20
13. Delinquent MPOs	60	80	60	60	40	NR	10	70	60	50	40	20	40	90	10	50	30	10	40	10
14. M/R Errors	70	70	100	90	80	NR	90	80	30	90	100	100	100	80	100	40	70	80	50	NR
TOTAL (% of Maximum)	800	94	80	91	92	NR	90	88	80	95	87	86	95	96	84	79	73	92	77	72
Total Points Received		749	641	729	737	NR	716	705	639	763	697	690	761	770	669	629	583	732	617	526
QUARTERLY IMPROVEMENT SCORE		+13	-3	-1	+26	NR	-4	+20	-4	+40	+3	+3	+19	+5	-26	+15	+1	+33	+52	+1

Total Item Weight for All Squadrons - 800
Total Item Weight for 52d AAA Bn - 730

Incl 1

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UNIT RATING SYSTEM - AUGUST 1954

(Summary of Delinquencies)

ORGANIZATION	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Accidents (Other)	Major Accidents (Other)	Moving Traffic Violations	Driving While Intoxicated	Major Vehicle Accidents	Minor Vehicle Accidents	NCO Membership Non-Members	Delinquent MPOs	M/R Errors
Hq 93d Bomb Wg	151	0	0	0	0	0	0	0	2	0	0	0	7	1	3
328th Bomb Sq	176	3	0	4	0	0	0	0	0	0	0	0	0	5	0
329th Bomb Sq	176	1	0	0	0	0	1	0	0	0	0	0	4	6	2
330th Bomb Sq	190	0	0	0	1	0	1	0	0	0	0	0	3	9	3
93d Air Rflg Sq	195	0	1	0	0	0	1	0	1	1	2	0	NR	10	4
93d A&E Maint Sq	354	0	0	0	0	0	5	0	1	0	0	0	14	9	3
93d Fld Maint Sq	379	0	0	1	0	1	1	0	4	2	0	0	13	4	6
93d Per Maint Sq	150	0	0	1	0	0	1	1	0	0	0	0	2	4	7
Medics	149	0	0	0	0	0	0	0	0	0	0	0	1	1	1
2d SSS	303	0	1	0	0	0	4	1	0	0	1	0	17	16	1
90th Air Rflg Sq	314	0	0	0	0	0	1	0	3	0	3	0	5	36	0
Hq 93d AB Gp	173	0	0	0	0	0	0	0	0	0	0	0	5	3	0
93d Operations Sq	217	0	0	0	0	0	0	0	1	0	0	0	0	2	4
93d Air Police Sq	204	2	0	0	0	0	2	0	2	0	0	0	0	29	0
93d Installations Sq	216	0	1	0	0	1	0	2	0	0	0	0	3	4	8
93d Food Service Sq	209	1	1	1	0	1	4	1	0	0	0	0	1	8	4
93d Supply Sq	146	0	0	0	0	0	0	0	0	0	0	0	5	12	2
93d Motor Vehicle Sq	115	1	0	0	0	1	1	1	0	0	0	0	5	3	4
52d AAA Bn	384	0	4	0	0	0	0	0	1	0	0	1	26	33	NR
TOTAL		8	8	7	1	4	22	6	15	3	6	1	111	195	52

Incl 2

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

ODCT

SUBJECT: Flying and Ground Training for August 1954

TO: See Distribution

1. FLYING:

a. Scheduled flying days:

(1) Bombardment Squadrons - every normal duty day.

(2) 90th Air Refueling Squadron - every normal duty day.

b. Flying training priority for August is as follows:

(1) Bombardment Squadrons

(a) Field checks for combat crews

(b) Field checks for staff personnel

(c) SAC Reg 50-43 training for combat crews.

(2) 90th Air Refueling Squadron

(a) Missions ordered by higher headquarters

(b) Aerial refueling with 93d Bombardment Wing

(c) Non-ready crew training

(d) Staff proficiency training

2. OFF BASE COMMITMENTS:

a Altitude Indoctrination: Quotas for Altitude Indoctrination & Chamber Flights at Mather AFB can be obtained thru ODCT Bomb Squadrons are reminded of SAC Reg 50-12 making Seat Ejection Trainer a part of Physiological training Seat Ejection Trainer is now in operation at March AFB.

3. WING LEVEL SCHOOLS:

a. Wing Basic Survival School: In accordance with SAC Reg 50-27, Basic Survival school is still a yearly requirement for all combat crews. Classes can be scheduled during the month by coordination with ODCT (Ext 613).

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b. B-47 MTD. Aerial Refueling System MTD and B-E changes MTD classes are as indicated below and in Inclosure #4. Request the names of a minimum of four (4) personnel per Bomb Sq be submitted to ODCT MIT three (3) days prior to class starting date.

B-E changes	1200 hrs 6 Aug - 0730 hrs 7 Aug 1200 hrs 18 Aug - 1200 hrs 19 Aug 1200 hrs 27 Aug - 0730 hrs 28 Aug
Aerial Refueling Systems	1200 hrs 4 Aug - 1200 hrs 5 Aug 1200 hrs 13 Aug - 0730 hrs 14 Aug 1200 hrs 20 Aug - 0730 hrs 21 Aug

c. Wing Gunnery School. A four (4) day Wing Gunnery School for B-47 Co-Pilots is scheduled at 0730 hrs in Bldg T-243 on following dates. It is requested that four (4) Co-Pilots from each Bomb Sq attend.

12 August
16 August

d. T-1A Trainer. Alloted periods for T-1A utilization are given in Inclosure #3. T-1A Trainer is located in Bldg T-243.

e. Bomb Commanders Course. A four (4) day Bomb Commanders Course for A/C's is scheduled to begin at 0730 hrs in Special Weapons area on the following dates. Other crew members need to attend only the first two (2) days of Bomb Commanders Course. See Inclosure #4.

9 August
23 August

f. B-47 Navigation Courses. The following navigational courses may be coordinated with Captain Griffard, Ext. 466. See Inclosure #4.

Observers Navigation 3 days	0800 hours 2 August - Bldg T-483 0800 hours 16 August - Bldg T-483
Co-Pilots Navigation 1½ days	0800 hours 6 August - Bldg T-483 0800 hours 20 August - Bldg T-483

g. Code Training. Allotted periods for the code room are given in Inclosure #5. The code room is now located in Bldg T-483.

h. Physical Conditioning. Allotted periods for the physical Conditioning Unit & Combative Measures instruction are given in Inclosures #1 and #2. Squadrons should note the extremely low utilization of these facilities.

i. Wing Pilots Instrument School: A five (5) day course in the Wing Pilots Instrument School will begin at 0800 hrs 2 Aug 54 in the Wing

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Briefing Room. Pilots who have instrument cards due to expire within 30 days should attend. Squadrons are requested to inform ODCT by IOWNIT 30 Jul 54 of personnel to receive this training.

j. Character Guidance. In order to implement 15AF Reg 35-3, Character Guidance lectures are scheduled for 1000 hours on 7, 14, 21 and 28 August in the Base Gymnasium. In accordance with the cited Regulation, all airmen up to and including A/1C are required to attend one lecture each month. Airmen of the top three grades and Commissioned Officers may attend this instruction at the discretion of their Commanding Officers.

k. Power Unit Fire Guard School. At 0800 hrs on 3 and 17 Aug 54, a two-hour Wing Fire Guard School will be conducted for training and certification of those personnel required to appear on orders as qualified fire guards. Instruction will be given at Bldg T-84, Headquarters Fire Department, on the dates indicated.

l. KC-97 Aerial Refueling System School. In anticipation of the coming exchange between 90th ARS and 93d ARS "F" to G Models, a four (4) day KC-97 ARS School for AC's, Pilots, FE's and BO's is available on base. Classes may be coordinated with M/Sgt Bergh of MTD (Ext. 354) or ODCT (Ext 6[illegible]).

4. SQUADRON LEVEL TRAINING:

a. Flying Safety. Flying Safety instruction of two hours for Aircrews and one hour for maintenance personnel will be given during August by Squadron Flying Safety Officers.

b. Instrument Training. Squadrons will accomplish four hours instrument training, two hours of which may be flying safety instruction, for all AC's and Pilots.

c. Small Arms Firing. Base Range facilities have been allotted in Inclosure #5.

d. Loran Training. Until time of conversion of AN/APN T-4, scheduling for proficiency may be accomplished by coordination with Sgt McNamarra (Ext. 773).

e. Water Survival. A Base Level Water Survival School is projected to begin on 2 Aug 54. Training quotas will be alloted at a later date.

f. The Air Force Story. An excellent film in eight (8) chapters is being shown now on base. The first one hour chapter was shown at 1300, 1400 and 1500 hours Wednesday, Thursday and Friday in Base Theatre with an additional showing at 0800 hours Saturday 24 July. A new chapter will be shown each week on the above schedule. All are urged to attend. This film will resolve AIP requirements under AF Reg 34-3 and C FB Reg 34-2.

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ODCT, Subj: Flying and Ground Training for August, 22 Jul 54

BY ORDER OF THE COMMANDER:

ARTHUR S. CRESSWELL
Colonel, USAF
Director of Operations

5 Incls
1. Phys Cond Sed
2. Combative Meas Sed
3. Link & T-1A Tng Sed
4. Bb Sq Monthly Tng Sed
5. Small Arms & Code Sed

DISTRIBUTION:

Cmdr 93d BW	2	93d PMS	3
328S	5	93d AES	3
329S	5	HSQ Wg	3
330S	5	BOTO	2
ODC	5	Base Phy Cond O	2
MDC	5	Base Tng Aids	2
90ARS	5	Wg Historian	4
93ARS	5		

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PHYSICAL CONDITIONING

Periods are one (1) hour in length, and subdivided into three (3) twenty-minute workouts. Since there are four massage tables, squadrons will supply four crew personnel each twenty-minute workout period, or a total of twelve (12) men for each hour. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout, in order to receive credit for that training period. The periods beginning at 0750 and 1250 each day will require only eight (8) personnel instead of twelve (12). Staff personnel are to attend 1430 and 1530 hours.

August	0750	0830	0930	1030	1250	1330
2	328	329	330	90AHS	93AHS	SSS
3	329	330	90AHS	93AHS	SSS	328
4	90AHS	90AHS	93AHS	93AHS	SSS	SSS
5	330	90AHS	93AHS	SSS	328	329
6	90AHS	93AHS	SSS	328	329	330
9	93AHS	93AHS	SSS	SSS	90AHS	90AHS
10	93AHS	SSS	328	329	330	90AHS
11	SSS	328	329	330	90AHS	93AHS
12	SSS	SSS	90AHS	90AHS	93AHS	93AHS
13	328	329	330	90AHS	93AHS	SSS
16	329	330	90AHS	93AHS	SSS	328
17	90AHS	90AHS	93AHS	93AHS	SSS	SSS
18	330	90AHS	93AHS	SSS	328	329
19	90AHS	93AHS	SSS	328	329	330
20	93AHS	93AHS	SSS	SSS	90AHS	90AHS
23	93AHS	SSS	328	329	330	90AHS
24	SSS	328	329	330	90AHS	93AHS
25	SSS	SSS	90AHS	90AHS	93AHS	93AHS
26	328	329	330	90AHS	93AHS	SSS
27	329	330	90AHS	93AHS	SSS	328
30	90AHS	90AHS	93AHS	93AHS	SSS	SSS
31	330	90AHS	93AHS	SSS	328	329

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COMBAT MEASURES

In accordance with SAC Reg 50-2 , all combat crew personnel are required to complete a fifteen hour course in combative measures. The 90th , 93rdB & SSS are to supply nine (9) crewmen for each period assigned. The 328, 329 & 330th are to supply a minimum of three (3) crewmen eachfor a total of 9 for each period indicated as Bomb Squadrons (BS).

Aug 54	0800	0900	1000	1400	1500
2	BS	BS	90ARS	93ARS	SSS
3	90ARS	90ARS	93ARS	SSS	BS
4	93ARS	93ARS	SSS	BS	90ARS
5	SSS	SSS	BS	90ARS	93ARS
6	BS	BS	90ARS	93ARS	SSS
9	90ARS	90ARS	93ARS	SSS	BS
10	93ARS	93ARS	SSS	BS	90ARS
11	SSS	SSS	BS	90ARS	93ARS
12	BS	BS	90ARS	93ARS	SSS
13	90ARS	90ARS	93ARS	SSS	BS
16	93ARS	93ARS	SSS	BS	90ARS
17	SSS	SSS	BS	90ARS	93ARS
18	BS	BS	90ARS	93ARS	SSS
19	90ARS	90ARS	93ARS	SSS	BS
20	93ARS	93ARS	SSS	BS	90ARS
23	SSS	SSS	BS	90ARS	93ARS
24	BS	BS	90ARS	93ARS	SSS
25	90ARS	90ARS	93ARS	SSS	BS
26	93ARS	93ARS	SSS	BS	90ARS
27	SSS	SSS	BS	90ARS	93ARS
30	BS	BS	90ARS	93ARS	SSS
31	90ARS	90ARS	93ARS	SSS	BS

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LINK TRAINER SCHEDULE

Each Squadron will utilize four (4) trainers during the assigned periods (2 C-6, 1 C-3, 1 C-11). Minimum requirements are two (2) hours for each Pilot.

Aug 54			Aug 54		
2	328	329	17	329	330
3	330	90 MRS	18	93 MRS	SSS
4	93 MRS	SSS	19	328	329
5	329	330	20	330	90 MRS
6	90 MRS	93 MRS	23	SSS	328
9	SSS	328	24	329	330
10	330	90 MRS	25	90 MRS	93 MRS
11	93 MRS	SSS	26	328	329
12	328	329	27	330	90 MRS
13	90 MRS	93 MRS	30	93 MRS	SSS
16	SSS	328	31	329	330

LINK TRAINER

Each Bomb Squadron is allotted two periods a day, one man each period. If unable to utilize scheduled period, request you notify trainer personnel, Ext 400.

Aug 54	0800 & 0900	1000&1300	1400&1500	Aug 54	0800&0900	1000&1300	1400&1500
2	328	329	330	17	330	328	329
3	329	330	328	18	328	329	330
4	330	328	329	19	329	330	328
5	328	329	330	20	330	328	329
6	329	330	328	23	328	329	330
9	330	328	329	24	329	330	328
10	328	329	330	25	330	328	329
11	329	330	328	26	328	329	330
12	330	328	329	27	329	330	328
13	328	329	330	30	330	328	329
16	329	330	328	31	328	329	330

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BOMB SQUADRON GROUND TRAINING SCHEDULE FOR THE MONTH OF AUGUST

MON	TUES	WED	THUR	FRI	SAT
2	3	4	5	6	7
		MTD ARS 1200 - 1630	MTD ARS 1200 - 1630	MTD B-E 1200 - 1630	MTD B-E 0730 - 1130
X - 0800 1630 - -Observers Navigation (Bldg T-483) - X				X-0800-1630 Co-Pilots Nav-0800-1130X	
X - - - - - 0800 - 1630 - - - Wing Gunnery - - - -Bldg T-243 - - - - X					
9	10	11	12	13	14
				MTD ARS 1200 - 1630	MTD ARS 0730 - 1130
X - - - 0730 - 1630- - Bomb Commanders Crse - Special Wpns Area - - - X					
16	17	18	19	20	21
		MTD B-E 1200 - 1630	MTD B-E 1200 - 1630	MTD ARS 1200 - 1630	MTD ARS 0730 - 1130
X - 0800 - 1630 Observers Navigation (Bldg T-483) -X				X-0800-1630 Co-Pilots Nav-0800-1130X	
X - - - - 0800 - 1630 - - - Wing Gunnery Bldg T-243 - - - - - - - - X					
23	24	25	26	27	28
				MTD B-E 1200 - 1630	MTD B-E 0730 - 1130
X - - - 0730 - 1630 Bomb Commanders Crse - Special Wpns Area - - - X					

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SMALL ARMS RANGE SCHEDULE

The following periods have been allotted for firing at the Small Arms Range. A maximum of fifty (50) men may fire carbine or thirty (30) men the pistol. Squadrons will notify the range officer, Ext 773 not later than 1500 hours the preceding day of the type of weapon they intend to fire.

Aug 54	AM	PM	Aug 54	AM	PM
2	328	329	18	93ARS	SSS
4	330	90ARS	19	328	329
5	93ARS	SSS	23	330	90ARS
9	329	330	25	93ARS	SSS
11	90ARS	93ARS	26	329	330
12	SSS	328	30	90ARS	93ARS
16	330	90ARS			

CODE

Aug 54		Aug 54	
2	328	17	90ARS
3	329	18	SSS
4	330	19	93ARS
5	90ARS	23	328
9	SSS	24	329
10	93ARS	25	330
11	328	26	90ARS
12	329	30	SSS
16	330	31	93ARS

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

MEMORANDUM FOR: Commander, 93d Bombardment Wing (M) 6 AUG 1954

SUBJECT: Progress Report #5 (FINAL REPORT) on 93d Bombardment Wing (M) Programming Plan 1-54, Conversion of 93d Bombardment Wing to B-47 Type Aircraft (RCS: 15-U9)

INTRODUCTION

1. This constitutes the Fifth Progress Report on 93d Bombardment Wing Programming Plan 1-54 and includes action taken from 1 July thru 31 July 1954. Since the 93d Bombardment Wing B-47 conversion is approaching completion, this report is designated as the FINAL REPORT. Any items not completed as of this date will be monitored, and follow-up action will be integrated into our current functional responsibilities. To insure continuity of thought, the format and subject matter included herein are identical to that of the programming plan. Items on which no further action is required, or previously reported as completed, are omitted.

2. This report is classified CONFIDENTIAL in accordance with paragraph 24A, AFR 205-1, 15 December 1953.

STAFF CONSIDERATIONS

10. Consideration is being given by higher headquarters to assignment of a B-47 simulator to Castle Air Force Base in August 1954. Two officers are currently attending the B-47 pilot crew transition course at Wichita in order to be qualified as instructor personnel if the simulator is made available to the 93d Wing.

ACTION:

The B-47 flight simulator arrived at Castle AFB on 28 July 54. Installation is in progress and simulator operations are scheduled to begin on or about 10 August 1954. Two fully qualified instructors are on hand; two additional instructors are authorized, but not on hand. As soon as additional personnel are assigned, quotas for the B-47 transition at Wichita will be requested.

"POT PROJECTS"

23. Navigational Aids

a. VOR. On 12 Feb 54, the 93d Wing requested AACS Installations and Maintenance Squadron at Hamilton AFB to schedule a team to

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Castle AFB for installation of VOR equipment as soon as possible. No reply has been received to date.

ACTION:

Headquarters, Strategic Air Command, has turned down a request to air condition the VOR shelter in order to solve the problem of over-heating. As an alternate method, SAC has authorized installation of a 3200 cubic foot-per-minute exhaust fan. Procurement action has been taken and installation will be accomplished upon receipt of the fan. Although the VOR is operational, formal acceptance will not be forthcoming until the installation of certain desirable, though not indispensable, equipment.

c. ILAS. Utilizing ILAS, in conjunction with the A-12 auto pilot, is the most efficient and expeditious method of B-47 precision let-down. Acquisition of outer marker facilities, and of AACS personnel to make equipment installation, should be expedited. Both 15th Air Force and 93d Bomb Wing have requested an I & M team at the earliest possible date. Initial installation will be without outer marker.

ACTION:

Outer marker construction is complete. The 1st AACS I & M Squadron has been requested to install all ILAS equipment to provide an interim facility prior to the construction of the runway extension.

d. Bear Creek Homer. Land acquisition for the LF homer facility has been lagging for over a year. Without this homer, it is questionable whether Oakland ATC will grant local approach control jurisdiction to Castle AFB; without local control workable IFR let-downs for jet aircraft from a TIME viewpoint are impossible. The fuel limitations on B-47 aircraft require expeditious let-downs from a safety of flight consideration.

ACTION:

Building construction is complete, but 10% of the supply items are still lacking. The first I & M team will make equipment installations when these supplies arrive.

e. The 93d Wing considers presently proposed low frequency jet let-down procedures unsatisfactory. New procedures, utilizing above navigational aids equipment, will be drawn up and submitted to 15th Air Force for consideration.

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Hq, 93BW, Castle AFB, Calif, Subj: RCS: 15-UD

ACTION:

A conference was held on 9 July 1954 at Castle AFB, with representatives of ARTC from the Oakland Center, and the operational problems under instrument conditions were discussed with a view toward making Oakland ARTC personnel familiar with the problem of B-47 jet operations and limitations under instrument conditions at Castle Air Force Base. The senior ARTC representative, Mr. Berg, agreed to re-routing traffic for special unit missions and closing a section of Amber 1 Airway for Castle use only, if a twenty-four hour notice was given. Let-down control and procedures were discussed, but no agreement could be reached that was compatible to the normal needs of this organization when operating under instrument conditions. It is felt that until an approach control is established at Castle, or a section of Amber 1 Airway eliminated or closed to all but Castle traffic, that continued delays for instrument let-down will exist, which will severely impair efficient operational planning and training of the 93d Bomb Wing. Two proposed jet let-down procedures for Castle were forwarded through channels to USAF for approval, in accordance with Air Force Regulation 55-24.

25. Jet engine test stand. Approval for, and construction of, a permanent test stand is behind time. The original site proposal is presently at Headquarters SAC for approval. A request for change of site to a location further away from the maintenance area was submitted from Castle on 16 Feb 54. In addition to J-47 requirements, the extensive and thorough test stand investigations that will have to be conducted on the relatively new J-57 engine installed on the B-52 aircraft dictate that a distant locale be selected for this installation.

ACTION:

One portable jet test stand is complete and has been service tested. Permanent test stand is approximately 99% complete. Completion date, 3 August 1954.

26. Trailer Jet Engine, S/N 8220-750500. 15th Air Force TWX DM JEA 26368 indicates that the 93d Wing will possess no trailers for engine build-up or for flyaway kits upon receipt of B-47 aircraft in June 54. Expected trailer delivery date unknown. Assistance will be required from 15th Air Force to provide alternate type trailers or cradles for use in engine build-up as an interim measure until subject trailers do become available.

ACTION:

Ten R-4360 flyaway cradles have been modified for use in

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engine build-up as an interim measure until stands contracted for by the Wilkins AF Depot are delivered. 15th Air Force has advised that 93d Bomb Wing is number 16 on priority list; trailers will be shipped directly from contractor to Castle AFB. No further information has been received.

28. The Director of Operations will:

b. Monitor and coordinate with the Director of Materiel and the Director of Personnel, the following training and/or conversion program:

(2) Staff Observer Section (ODCOB)

(c) Establish ground school to fully qualify all observers under SAC Reg 51-19.

ACTION:

Forth (40) observers, who have returned from Wichita, have completed local ground school. The remainder will be completed upon return to this station.

(4) Gunnery Section (ODCG)

(a) Establish a gunnery indoctrination course for all co-pilots.

ACTION:

During the past month the AN/APC T1(A) trainer has been utilized by the co-pilots assigned to this wing. Two classes of co-pilots attended the Wing Gunnery School for indoctrination training on the A-5 Radar Tail Fire Control System. 15th Air Force has not yet delivered the A-5 system promised for use in our Wing Gunnery School. It is believed our instruction will improve one hundred per cent with the additional training aids this system will provide. During the Month of August, live gunnery training will begin. Gunnery teams have been set up by the A&E Squadron to make the necessary preflight and post flight.

(5) Ground Training Section (ODCT)

(b) Altitude indoctrination for aircrews.

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ACTION:

During July, ten combat crew members and thirty flight chiefs completed altitude indoctrination at Mather AFB, California. Three quotas have been obtained for August. Combat crew completion of altitude indoctrination is now 87%.

(g) Coordinate with the Base Ground Training Officer on installation or conversion of the following synthetic trainers:

1. B-47 flight simulator.

ACTION:

Bldg. T-168 has been allocated and repaired to house the B-47 flight simulator. The simulator arrived on this station 28 Jul 54 and is projected for operation 10 Aug 54.

2. AN/APQ-T2 Radar Bomb Trainer (K-System)

ACTION:

The present difficulty delaying operation of the AN/APQ-T2 Radar Bomb Trainer is insufficient power facilities. Three (3) 50KVA transformers have been requested, but no date of arrival is projected.

(7) Communications Section (ODCO)

(a) With the 93d Air Base Group, coordinate and implement action to establish the following navigational aids:

5. RAPCON Room (Radar Approach Control Room)

ACTION:

The status of this facility remains unchanged. The edited bill of materials has not been received, nor are approach control personnel assigned at present. Both equipment and personnel are required for even interim commissioning of this facility. A minimum of 120 days will then be required for commissioning as a Type A RAPCON facility. Estimated date of commissioning is subsequent to 1 March 55.

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8. AN/CRD-6 (UHF/DF) (Air Transportable Radio Direction Finder)

ACTION:

This facility is operational, but final acceptance is delayed pending installation of primary UHF communications equipment in the UHF communications building.

9. UHF Communication (Ultra High Frequency)

ACTION:

No reply has been received to our request to speed up installation of equipment at the new receiver site. In lieu of this, we are attempting to get the transmitters moved to their ultimate site in the hope that this will alleviate some of the technical problems of the present interim installation.

(9) Intelligence (ODCI)

Procure all required maps and charts for use in the B-47 program.

ACTION:

JN chart procurement is progressing according to availability. Requisitions are submitted as required. This constitutes completed action for purposes of conversion planning.

29. The Director of Materiel will:

Chief of Maintenance (MDCM)

e. Take action to modify shop facilities as required. (M/E and Field Maintenance).

ACTION:

Power supply for K-system mock-ups has been modified and four mock-ups are in operation. Exhaust fans and explosion-proof lights for gun cleaning room in Bldg. T-2025 were ordered on 6 May 54. Completion date will be five working days after receipt of parts.

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f. Take action to obtain and set in operation three (3) docks suitable for B-47 periodic maintenance. If not available prior to 1 Jun 54, take action to obtain suitable substitute facilities.

ACTION:

Work on docks has been completed. Engine shelters have been completed and will be issued to Periodic Maintenance Squadron through supply channels. Action complete.

h. In coordination with the Director of Personnel and the Wing A&E Officer and the Base Manpower Officer, review Tables of Organization and Tables of Authorization and select maintenance personnel to be trained by ARTC and those to be trained by the MTD at Castle.

ACTION:

As of 31 July 54, two hundred sixty-nine mechanics have completed MTD training and eighty-two are presently in school. The training program is on schedule.

o. Establish a project to modify F-3 oil truck.

ACTION:

Project to modify F-3 oil trucks has been dropped since all B-47 oil is received in cans. Each squadron is servicing their own aircraft.

y. Determine that adequate warehouse and storage facilities are available.

ACTION:

New hangar facilities are still not completed to permit allocation of space in T-54 to Supply.

z. Provide necessary base stockage of aircraft spares and establish stock levels for support of forty-five (45) B-47 aircraft. (Advice on this item should be secured from other operational B-47 Wings).

ACTION:

Available items have been received on AFSDs. Balance of items have been converted to normal supply channels. This completes action required.

aa. Obtain equipment and supplies authorized by Unit Property Record Equipment Authorization Lists (UPREAL), Equipment Component

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Hq, 93BW, Castle AFB, Calif, Subj: RCS-15-U9

Lists (ECL), Unit Allowance Lists (UAL) and Table of Authorization (T/A) and process required changes to the authorization lists.

ACTION:

No reply has been received from Hq SAC to TWX DM3D 45938, 28 Jun 54, Hq 15th Air Force requesting information as to whether re-run UPREALs would be received for the three bombardment squadrons. The A&E Squadron has submitted requisitions for new UPREAL shortages. Sufficient time has not elapsed to obtain depot action on these items.

bb. Obtain Table II spares.

ACTION:

The depot has cancelled the remaining items on AFSDs and converted these items to normal supply action. This completes required action.

cc. Obtain that part of Table XVI applicable to sets of equipment installed in B-47 aircraft.

ACTION:

Table XVI, applicable to various sets of equipment, was requisitioned with completeness of 82.3% as of 2 Aug 54.

dd. Obtain Air Force Supply Directives to provide for flyaway kits and automatic shipment of spare parts for flyaway kits.

ACTION:

AFSDs for flyaway kits percentage received as of 30 Jul 54.

328th Bombardment Sq	80.7%
329th Bombardment Sq	83.7%
330th Bombardment Sq	92.7%

ee. Requisition spare tools and equipment authorized, but not on automatic distribution.

ACTION:

UALs have been received and items required have been requisitioned. This completes action required.

ff. Requisition additional types and quantities of vehicles and material handling equipment required to provide adequate transportation and insure action is taken to dispose of similar surplus property.

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ACTION:

Five each tugs (4,000 lbs) are still on back order. Requisition is being submitted by Base Supply for three tugs required for Field Maintenance Squadron on approval UAL received 28 July 54. TWX from 15th Air Force, DM 3ED 48797 dated 17 July 54 confirmed action on requisitions for four each tractor, Euclid. These tractors will be furnished from March Air Force Base concurrently with receipt by March of Coleman tractors. One Coleman tractor has been shipped to March AFB from Castle. To date, replacement Euclid has not been received from March AFB.

kk. Modify N-1 dollies and/or requisition P-3 trailers required in special weapons program.

ACTION:

15th Air Force message DM3EA 48343, 15 July 54, allocates three P-3 trailers to this base from August production quotas. These trailers will arrive approximately 1 Sept 54. Notification of availability on remainder of the seventeen trailers due has not been received. Modified N-1 dollies can be utilized in place of P-3 trailers as an interim measure.

ll. Determine types of ammunition and bombs peculiar to the requirements of the B-47 operation and take action to get disposition instructions on surplus stocks on hand.

ACTION:

62,660 rounds of 20 MM ammunition are on hand. Twenty-five complete 500-lb practice bombs are on hand and another one hundred will be complete and available for use upon receipt of components, estimated to be 2 Aug 54. Credits are available on two hundred fifty-nine 250-lb practice bombs, which will be requisitioned on 3 Aug 54.

mm. Determine if present ATO storage space is adequate and insure required quantities of ATO are on requisition.

ACTION:

528 ATO units are on requisition and will be received on lateral supply from 15th Air Force as the units become available. Adequate storage space is available.

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Hq, 93BW, Castle AFB, Calif, Subj: RCS: 15-U9

nn. Prepare Revised Wing Mobility Plan.

ACTION:

SAC Manual 400-1A has been received and the Wing Mobility Plan is in the process of total revision. The revised Wing Mobility Plan is being prepared in draft form. As each new section is completed, one copy is assembled and maintained as a master copy, which will be used to prepare stencils for reproduction after the final corrections as outlined in SAC Manual 400-1A is completed. Completion date of revision is 31 Aug 54, as directed in 15th Air Force message DM2[illegible]d 27 Jul 54.

oo. Determine that hydrant system is operational to insure servicing capability.

ACTION:

Rehabilitation of electric controls is 100% completed. Final transfer is scheduled for 5 Aug 54. New micronic fuel filters 100% complete. Final transfer is scheduled for 5 Aug 54. A project has been included in the FY56 MAO Program for reversible flow meter for the hydrant system.

pp. In coordination with the Director of Operations monitor progress of installation of the facilities listed in paragraph 28b(7) above, and where possible take action to expedite completion prior to 1 June 54.

ACTION:

ILAS. Outer Marker. Work is 90% complete and scheduled for completion by 24 Aug 54. VOR Site - Building to be cooled by the use of 3600 CFM Exhaust Fan. Work to be accomplished by AIO as soon as material is received.

qq. Insure that the runway and apron patching projects required for B-47 operations are completed prior to 1 June 54, and that the area adjacent to parking stubs below outboard engines is paved.

ACTION:

Apron patching to be accomplished by AIO as needed. Paving for the grassed area between parking stubs is 88% complete and designated for contract award on or about 12 Oct 54.

rr. Repaint parking apron to conform with revised aircraft parking plan.

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Hq, 93BW, Castle AFB, Calif, Subj: RCS: 15-U9

ACTION:

Stub area complete except for wheel markings in two end stubs. C-124 apron parking area complete except for nose wheel markings for four aircraft. KC-97 apron parking area to be painted as soon as paint is available.

ss. In coordination with the Chief of Maintenance, determine location and take action to construct sites for required jet engine test stands.

ACTION:

Construction 80% completed. Contractor should finish by 2 Aug 54.

tt. In coordination with the Chief of Maintenance and the Wing A&E Officer, locate and provide compass calibration facilities.

ACTION:

Work 5% completed on new facility. Estimated completion date is 28 Feb 55.

vv. In coordination with the Chief of Maintenance, establish procedures to insure that as required the entire ramp and runway areas are rendered free of foreign objects that might cause damage to the jet engine.

ACTION:

Ramp and runway sweeping schedule established, but cannot be maintained due to the lack of a sweeper. One sweeper is on emergency order and scheduled for delivery some time in August 54.

ARTHUR S CHESSWELL
Colonel, USAF
Director of Operations

CAFB Control No. 54-5182-C

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B150 (History)
E

HEADQUARTERS 93D BOMB WING(M)
CASTLE AFB, CALIF
16 AUG 54

OPERATIONS ORDER

203-54

SAC ANNUAL BOMBING AND NAVIGATION COMPETITION PROJECT (1954)

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

OPERATIONS ORDER NO. 203-54

CHART OR MAP REFERENCES: VP-4 for Night Celestial Navigation, JN Series or 2200 Route Charts as desired by crew; WAC's 306, 307, 360, 361, 362, 405, 406, 407, 408, 468, 469 and 470. All except VP-4 as desired must accompany crews to the competition.

TASK ORGANIZATION:

328th Bombardment Squadron	Lt. Col. K.R. Rea
329th Bombardment Squadron	Lt. Col. G.G. Wolle
330th Bombardment Squadron	Lt. Col. J.J. Semenek
93d Field Maintenance Squadron	Maj. K. Cookus
93d A&E Squadron	Lt. Col. F.W. Dregs Jr.
90th Air Refueling Squadron	Lt. Col. V.H. Larrabee
2d Strategic Support Squadron	Lt. Col. J.T. Brothers

1. GENERAL SITUATION: The information provided herein covers the final preparation, movement, and support required for successful participation of the 93d Bombardment Wing (M) in the 1954 Annual SAC Bombing and Navigation Competition.

2. MISSION: To prepare for and to successfully participate in the 1954 competition (for B-47 Units) at Barksdale AFB, Louisiana, from 23 August thru 29 August 1954. Final training for two (2) selected crews, target study, mission planning, preparation of equipment and loading of aircraft for departure must be accomplished with the full support of all organization. Successful completion of this mission will depend upon a high degree of maintenance and logistic support.

3. TASKS FOR SUBORDINATE UNITS:

a. 328th Bombardment Squadron:

(1) Furnish one aircraft (B-47 #52-462) and crew as shown in Annex "A".

(2) Furnish one officer umpire as required by 15th Air Force.

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(3) Furnish maintenance personnel and support as required.

b. 329th Bombardment Squadron:

(1) Furnish one aircraft (B-47 # 52-436) and crew as shown in Annex "A".

(2) Furnish one officer umpire as required by 15th Air Force.

(3) Furnish maintenance personnel and support as required.

c. 330th Bombardment Squadron:

(1) Furnish one Aircraft Commander as a member of the 93d Bombardment Wing Operations Staff Team to attend the competition.

(2) Furnish two highly qualified observers (AFSC 1525) to attend the competition as umpires required by 15th Air Force.

(3) Furnish other support as requested.

d. 93d Field Maintenance Squadron:

(1) Prepare B-47 aircraft #52-462 and #52-436 with one spare for participation in the competition. NOTE: Spare aircraft will not be taken to the competition site.

(2) Support the competition with a Maintenance Officer, airmen specialists, spare parts and allied equipment. See Annex "A" and Annex "B".

e. 93d Armament and Electronics Squadron:

Support the bombing competition with one officer and with A and E airmen specialists, bombs and spare parts. See Annex "A" and "B".

f. 90th Air Refueling Squadron:

Supply one (1) KC 97 aircraft and crew to carry passengers and personal equipment to the competition site, Barksdale AFB and return. See Annex "A".

g. 3d Strategical Support Squadron:

Provide one aircraft and crew to ferry heavy cargo and personnel to competition site and return. See Annex "A".

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x. Special Instructions:

(1) Flying Safety. Although this mission calls for maximum effort it is not intended that unsafe measures are to be taken unnecessarily. Remember, that with any mission, flying safety is of utmost importance. Unsafe practices can render any crew ineffective. If the mission is to be a success, there cannot be any aborts or malfunctions due to unsafe practices or conditions. Remember that each and every unsafe act, practice or condition increases the odds against our chances of accomplishing a successful mission.

(2) Support aircraft arriving at Barksdale AFB are directed to depart as soon as possible after unloading, but those of the 93d Bombardment Wing (H) are scheduled to ROM.

(3) Bombs carried to the competition are to be plainly marked with Wing, Crew #, and Aircraft #.

(4) The following project officers have been designated. Any questions which may arise should be referred to the appropriate project officer:

93d Bomb Wing Project Officer - Lt Col., Blair Helo - Phone 202
Ass't Project Off for Maint & Logistics - Maj E.L. Higgins
Field Phone 5
Ass't Project Off for Armament and Electronics - 1st Lt
L.V. Stapp - Phone 703
Ass't Project Off for Operations - Major S.E. Ristau - Phone 20
Ass't Project Off for Operations - Maj T.L. Skavenski - Phone42

4. LOGISTIC MATTERS: Three (3) 500# Bombs with conical tail fin assembly will accompany each B-47 aircraft to competition. See Annex "B".

5. COMMAND AND COMMUNICATIONS MATTERS: Communications and reporting procedures during competition missions will be in accordance with briefing material provided by the 3908th SES Squadron and available in the target information folders. The Standard Operating Procedure for the Camp Phillips Bomb Range and SAC Regulation 50-4 will apply to aircraft flying on the competition missions. Other details will be covered at competition mission briefings.

WILLIAM E. BURNEY JR.
Colonel, USAF
Commander

Hq 93d Bomb Wg (H)
Ops Order 203-54
16 Aug 54

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Annexes:

A. Operations
B. Materiel

DISTRIBUTION:

3 Wg Hq
3 WDC
3 93d FM Maint Sq
2 93d A&E Sq
1 3[illegible]th BS
1 329 BS
1 330 BS
1 90th ARS
1 2d SSS
2 ODC
4 BISO (History)
15 Individual B.C. participants
35 B.C. participants (Minus Annex "B")

OFFICIAL:

ARTHUR S CRESSWELL
Colonel, USAF
Director of Operations

Hq 93d Bomb Wg (M)
Ops Order 203-54
16 Aug 54

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ANNEX A

TO

OPERATIONS ORDER

203-54

OPERATIONS

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. PARTICIPATING CREWS:

Crews selected to participate are N 0140 of the 328th Bomb Squadron and crew N 3540 of the 329th Bomb Squadron.

2. PERSONAL EQUIPMENT:

Each participating crew will carry spare personal equipment necessary for the umpire, to include parachute, "T" type headset and microphone cord extension and walk around oxygen bottles with the A-21 regulator.

3. SUPPORT AIRCRAFT:

a. Support aircraft of the 93d Bomb Wing (M) will consist of one KC 97 aircraft to be designated by the 90th ARS. This aircraft will arrive at the competition site Friday, August 20th at 1000Z - 1100 PDT - 1200 CST.

b. One C-124 aircraft will load heavy cargo of 93d Bomb Wing begining at 1300 hours 16 August 1954. C-124 will then proceed to March AFB.for additional cargo thence to Barksdale AFB.

c. Support aircraft are tentatively scheduled to arrive Barksdale at end of competition at 0400Z, 31 August 1954 and RON.

4. TACTICAL AIRCRAFT:

a. Tactical aircraft will arrive Barksdale AFB on Saturday 21 August at 2000Z - 1300 PDT - 1400 CST, and will park at L-5 and M-5 in front of Hangar #10.

b. Tactical aircraft are scheduled to depart competition site at 2300Z and 2301Z for return to Castle Air Force Base, 30 August 1954.

Hq 93d Bomb Wg
Ops Order 203-54
16 Aug 54

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5. MAINTENANCE TEAM:

a. One officer and one airman of the maintenance team will accompany cargo of the 93d Bomb Wing in C-124 aircraft.

b. Briefing for all maintenance personnel at Barksdale AFB will be at 1500 hours CST Friday, 20 August 1954 in 33d Bomb Sq Briefing Room, Hangar #11.

c. All maintenance personnel will be under the supervision of Major Ernest L. Higgins while at and enroute to and from the competition site.

d. 93d Bomb Wing maintenance area will be in a designated area in Hangar #10, phone #650.

6. UMPIRES:

a. Only fully qualified observers (AFSC 1525) will be authorized to fly with the bomb crews on the competition, and each must be officially designated, and on orders.

b. Umpires will be under the supervision of Lt. Col. Blair Hale, Project Officer while at the competition, and in addition to officially designated duties will assist the overall effort of the 93d Bomb Wing.

c. Umpire briefing will be at 1300 hours CST 22 August 1954.

7. BRIEFINGS:

a. Takeoff order drawing will be at 1300 hours CST 22 August 1954.

b. A meeting for all competition personnel will be held in the Barksdale AFB theater at 1700 hours CST 22 August 1954.

8. SECURITY:

SAC flight line passes are needed for entry to the competition area and all personnel will insure that passes are taken to the competition base.

9. HOUSING:

Officer crew members - Bldg T-597 upper bay.
Airmen support personnel - Bldg 2202, 3d floor, rooms 301 thru 306.
Staff Personnel and Umpires - Some quarters are available on the base, however it is anticipated that these will not be sufficient for all personnel. Other accomodations will be at the Washington Youree and Captain Shreve Hotels in Shreveport.

Hq 93d Bomb Wg (M)
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To Operations Order 203-54
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10. TRANSPORTATION:

A competition motor pool will be provided at Hanger #10 which is competition headquarters. Bus routes to quarters and messing areas will also operate. Transportation will also be available to and from the downtown hotels.

11. MAIL AND MESSAGES:

Mail should be addressed to SAC Navigation and Bombing Competition Headquarters, Barksdale AFB.

12. UNIFORM: For daytime comfort in that hot humid climate you may want to take along a swimming suit, a Hawaiian sport shirt and some light weight slacks for those few slack moments of off duty time. For uniform regulations see Annex "A", Appendix III.

WILLIAM T. CUBANK JR.
Colonel, USAF
Commander

APPENDIXES:
I Acft Intinerary & Load Lists
II Acft Access Roster
III Uniform Pol at Barksdale AFB
IV Official Rules

DISTRIBUTION:
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OFFICIAL:

ARTHUR S CRESSWELL
Colonel, USAF
Director of Operations

Hq 93d Bomb Wg (M)
Annex A
To Operations Order 203-54
16 Aug 54

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APPENDIX I

TO

ANNEX A

TO

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203-54

AIRCRAFT ITINERARY AND LOADING LISTS

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

C-124 - Acft No. 243 - Crew: As designated by 2d Strategic Support Squadron
Cargo: As designated by MDC (Loaded 1300 hrs 18 Aug)

LOAD	DEPART	ARRIVE
0430 PDT 19 Aug 54	0600 PDT 19 Aug 54	

PERSONNEL: 1st Lt LLOYD U. STEPP AO 1848503
M SG FRANK J. WADE AF 12037965

KC-97 - Acft No. - Crew: As designated by 90th Air Refueling Squadron
Route: As briefed by 90th Air Refueling Squadron

LOAD	DEPART	ARRIVE
0245 PDT 20 Aug 54	0415 PDT 20 Aug 54	1200 CST

PERSONNEL:

OFFICERS:

LT. COL. BLAIR HALE, 9599A
MAJOR ERNEST L. HIGGINS, AO 587834
MAJOR SIEGFRIED E. RISTAU, 18169A
MAJOR THEODORE L. SKAWINSKI, 11197A
MAJOR THOMAS E. HARRINGTON, AO 752530
MAJOR GEORGE W. BUJOL, 12660A
MAJOR WILLIAM R. SELZER, AO 703068
MAJOR JAMES S. CHERRY, AO 722557

Hq 93d Bomb Wg
Appendix I
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AIRMEN:

M SG	HENRY H. STRICKLAND,	AF17024307	A/1C	ROBERT E. MORRIS, AF14374964
T SG	CLARENCE J. FIELD,	AF14216135	S SG	HENRY A. POLITZ, AF 10376295
A/2C	ROY I. PEGG,	AF[illegible]284798	S SG	RICHARD G. OHMAN, AF19380026
A/2C	DEAN E. CLARK,	AF19453499	A/1C	CHARLES O. WOOTEN, AF26343936
S SG	JAMES H. ADELHOLD,	AF14285716	S SG	VINEYARD L. HAZEL, AF14274179
M SG	EUGENE O. MORGAN,	AF14246227	S SG	BOBBIE F. HOWELL, AF19358792
S SG	HERBERT J. MCMILLAN,	AF19402098	T SG	DONAHUE W. SELLERS, AF14212675
T SG	JAMES C. HARPOLE,	AF14151671	S SG	IRVING W. FLANDERS, AF16396478
S SG	ROY B. CHAPMAN,	AF14376485	A/1C	JERALD I. BREWER, AF16396712
S SG	JOHN A. WILSHERNE,	AF12020089	S SG	EUGENE A. COOK, AF19397076
A.1C	JAMES J. JOYCE,	AF33599467	A/2C	DONALD C. WILLIAMS, AF16419480
			T SG	E.W. STOKELL, AF18030247

B-47 - Acft No. 52-436 - Route: As briefed - Cargo: Spare personal equipment for umpire, 3 ea 500# bombs w/conical fins, other as specified by Maintenance Supervisor.

DEPART	ARRIVE
0930 PDT 21 Aug 54	1400 CST 21 Aug 54

PERSONNEL: COLONEL WILLIAM E. EUBANK JR., 17414
MAJOR ROBERT C. RELGLE, 13668A
MAJOR JOSE L. MOLGUIN, AO 720388
MAJOR ALLEN R. TENNYSON, 15029A

B-47 - Acft No. 52-462 - Route: As briefed - Cargo: Spare personal equipment for umpire, 3 ea 500# bombs w/conical fins, other as specified by Maintenance Supervisor.

DEPART	ARRIVE
0932 PDT 21 Aug 54	1400 CST 21 Aug 54

PERSONNEL: COLONEL ARTHUR S. CRESSWELL, 4849A
MAJOR EDWARD L. STEFANSKI, AO 804532
MAJOR HAROLD F. KORGER, 11856A
CAPTAIN CLARENCE B. PATE JR., 24374A

WILLIAM E. EUBANK JR.
Colonel, USAF
Commander

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ARTHUR S CRESSWELL
Colonel, USAF
Director of Operations

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APPENDIX II

TO

ANNEX A

TO

OPERATIONS ORDER 203-54

AIRCRAFT ACCESS ROSTER

HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force, California
16 August 1954

RANK	NAME	AFSN	ORGN	SCTY CLEAR
COLONEL	WILLIAM E. EUBANK JR.	1741A	Hq 93d BW	TOP SECRET
COLONEL	ARTHUR S. CRESSWELL	4869A	Hq 93d BW	TOP SECRET
LT. COL.	BLAIR HALE	9599A	Hq 93d BW	TOP SECRET
MAJOR	SIEGFRIED E. RISTAU	10169A	Hq 93d BW	TOP SECRET
MAJOR	ERNEST L. HIGGINS	AO587834	330th BS	TOP SECRET
1st Lt	LLOYD U. STEPP	AO 1848583	93d A&E Sq	TOP SECRET
MAJOR	THEODORE L. SKAWIENSKI	11197A	330th BS	TOP SECRET
MAJOR	ROBERT C. REAGLE	13668A	329th BS	TOP SECRET
MAJOR	JOSE L. HOLGUIN	AO 728388	329th BS	TOP SECRET
MAJOR	ALLEN R. TENNYSON	15028A	329th BS	TOP SECRET
MAJOR	EDWARD L. STEFANSKI	AO 804532	328th BS	TOP SECRET
MAJOR	HAROLD F. KONGER	11856A	328th BS	TOP SECRET
CAPTAIN	CLARENCE B. PATE JR.	24374A	328th BS	TOP SECRET
MAJOR	THOMAS E. HARRINGTON	AO 752530	330th BS	TOP SECRET
MAJOR	GEORGE W. DUJOL	12660A	328th BS	TOP SECRET
MAJOR	WILLIAM R. SELZER	AO 703068	329th BS	TOP SECRET
MAJOR	JAMES S. CHERRY	AO 722557	330th BS	TOP SECRET
M SG	HENRY H. STRICKLAND	AF 17024307	329th BS	TOP SECRET
T SG	CLARENCE J. FIELD	AF 14216135	329th BS	TOP SECRET
A/2C	ROY L. TERRY	AF 18284798	329th BS	TOP SECRET
A/2C	DEAN E. CLARK	AF 19453699	329th BS	TOP SECRET
S SG	JAMES H. ADERHOLD	AF 14285716	328th BS	TOP SECRET
M SG	EUGENE O. MORGAN	AF 14246227	328th BS	TOP SECRET
S SG	HERBERT J. MCMILLAN	AF 19402098	328th BS	SECRET
T SG	JAMES C. HAYOLE	AF 14151671	93d A&E Sq	SECRET
S SG	ROY E. CHAIMAN	AF 14345485	93d A&E Sq	SECRET
S SG	JOHN A WASHBURNE	AF 12028889	93d A&E Sq	SECRET
A/1C	JAMES J. JOYCE	AF 33599467	93d A&E Sq	SECRET
A/1C	ROBERT E. MORRIS	AF 14374984	93d A&E Sq	TOP SECRET

Hq 93d Bomb Wg (H)
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S SG	HENRY A. KOLITZ	AF 15376295	93d AAE Sq	SECRET
S SG	RICHARD G. ONEAL	AF 19388026	93d AAE Sq	SECRET
A/1C	CHARLES O. SCOTT	AF 26243936	93d AAE Sq	SECRET
S SG	WINFIELD L. WILZEL	AF 14284149	93d AAE Sq	SECRET
S SG	BOBBIE L. HOWELL	AF 19358792	93d AAE Sq	SECRET
M SG	FRANK J. WADE	AF 12037965	93d Fld Maint Sq	SECRET
T SG	DONAHUE W. SELLERS	AF 14241675	93d Fld Maint Sq	SECRET
S SG	IRVING W. FLANDERS	AF 16338478	93d Fld Maint Sq	SECRET
A/1C	JERALD I. PRETER	AF 16396712	93d Fld Maint Sq	SECRET
S SG	EUGENE A. COOK	AF 19397076	93d Fld Maint Sq	SECRET
A/2C	DONALD C. WILLIAMS	AF 16419480	93d Fld Maint Sq	SECRET
T SG	T.W. STEGALL	AF 18030247	93d Fld Maint Sq	SECRET

WILLIAM E. FRANK JR.
Colonel, USAF
Commander

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ARTHUR S CRESSWELL
Colonel, USAF
Director of Operations

Hq 93d Bomb Wg (M)
Appendix II
To Annex A
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16 Aug 54

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APPENDIX III

TO ANNEX (A)

TO

OPERATIONS ORDER

203-54

Hq 93D Bn Wp (AL)
Castle AFB, California
16 Aug 54

1. UNIFORM POLICIES AT FAIRSDALE AFB:

a. Officers and NCO Club:

(1) When attending indoor parties, dances or receptions scheduled by the Club after 1800 hours for the entire club membership or when attending functions sponsored by organizations after 1800 hours, the proper uniform in the Officers' Club will be the uniform with blouse, white shirt and black tie. NCO's will be required to wear Class "A" uniform with tie.

(2) Except as prescribed in 1a(1) above, civilian attire or Class "A" uniform may be worn. If the Class "A" uniform is worn a tie will be required after 1700 Hours when inside the club. Sport shirts with open collar may be worn while on the club patio. A coat will be required with civilian clothes at all times while inside the club. Teen-age dependents and teen-age guests must comply with above civilian clothing requirements.

b. Airmen's Club:

(1) The Class "A" Uniform or sports attire may be worn on all occasions unless otherwise specified by the club director. (Uniform for special occasions as announced by the Club Director will normally require coat with civilian clothes or Class "A" uniform with tie).

2.

Hq 93d Bn Wp (AL)
Appendix III
to Annex A
to Operations Order 203-54
16 Aug 54

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c. General:

(1) Appropriate civilian attire or Class "A" uniform may be worn on any occasion other than requirements mentioned above for Officers', NCO or Airmen's Club unless otherwise specified for particular occasions.

(2) Appropriate civilian clothing for attendance to Base Theatre is authorized, i.e., (sport shirt with collar and trousers). (The T-shirt, blue jeans, build trousers or work clothes are not considered to be acceptable sports attire).

d. Request that positive dissemination of the uniform policies contained herein be made to all personnel of your command. The importance of compliance with this relaxation of the uniform regulation for the summer months at this station cannot be over-emphasized. If it is reported or noticed that civilian clothing, although meeting requirements of the policy stated herein, is being worn in an unacceptable condition as to neatness, cleanliness and overall appearance, immediate revocation of this policy will be effected. Request your wholehearted cooperation towards insuring compliance with this policy.

WILLIAM E. GRAHAM, JR.
Colonel, USAF
Commander

DISTRIBUTION:
(Same as Ops O 203-54)

CERTIFIED: ARTHUR D. CHESNEY
Colonel, USAF
Director of Operations

Hq 93d Bn Wg (L)
Appendix III
to Annex A
to Operations Order 203-54
16 Apr 54

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OFFICIAL RULES)

1954)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
June 1954

SAC ANNUAL BOMBING AND NAVIGATION COMPETITION

(Supersedes Proposed Rules Dated May 1954)

I. PURPOSE. The purpose of the bombing and navigation competition to be conducted at Barksdale Air Force Base during the period 22-28 August 1954 is to determine the relative capability of bombardment crews and wings, and to continue the competitive spirit developed within Strategic Air Command.

II. GENERAL.

1. Place - Barksdale Air Force Base, Shreveport, Louisiana.

2. Host - Second Air Force.

3. Competition Dates - 23 - 29 August 1954.

4. Each bombardment wing will be represented by two crews.

5. The RAF will be invited to participate with two crews.

6. Units which enter with less than two crews will not be eligible for wing awards but may compete for crew awards.

7. First briefing time and date to be announced.

8. All competition scores will be classified SECRET.

III. COMPETITION REQUIREMENTS. The competition will be conducted in such a manner as to determine the relative bombing and navigation capabilities of individual bombardment crews and wings.

1. Each crew will be scheduled to fly three missions and will be scored, judged, and the winner determined on the following accomplishments:

a. Bombing

(1) The best four of the six scheduled radar runs on RBS targets.

(2) The best two of the three scheduled "free style" runs on RBS targets.

(3) The best two of the three scheduled visual releases on visual bombing ranges.

b. Navigation

(1) The best two of the three scheduled night celestial navigation legs.

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IV. AWARDS.

1. Trophies will be presented to the winners of the overall competition as follows:

a. Winning SAC Wing in the bombing and navigation Competition. (The Wing with the highest index in combined bombing and navigation competition in accordance with paragraph V, below, will be declared the winner of the Fairchild Trophy and will be permitted to retain the trophy for one year).

b. A permanent trophy will be awarded to each of the following:

(1) Winning SAC Wing in bombing.

(2) Winning SAC Wing in navigation.

c. A trophy will be presented to the organization with the winning crews in each of the following phases. Also individual trophies will be awarded to the crew members and maintenance teams of those crews:

(1) The winning crew in combined bombing and navigation phases.

(2) The winning crew of the bombing phase.

(3) The winning crew of the navigation phase.

2. In addition to the overall competition, separate class competitions will be held for each type of equipment which is used by two or more competitors. Appropriate permanent trophies will be awarded to the winners of class competitions as follows:

a. B-36:

(1) Winning Wing, Bombing and Navigation

(2) Winning Crew, Bombing and Navigation

b. B-47:

(1) Winning Wing, Bombing and Navigation

(2) Winning Crew, Bombing and Navigation

c. B-50D:

(1) Winning Wing, Bombing and Navigation

(2) Winning Crew, Bombing and Navigation

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3. The Royal Air Force team will be awarded an appropriate trophy if they win the bombing, navigation, and/or combined bombing and navigation in the overall and class competitions.

V. SCORES AND WEIGHTS

1. The approaprate tables in Supplement I will be used for converting the circular errors for all navigation and bombing accomplishments to point values. The point values will be used in determining an index score for each phase of the competition in accordance with the weights specified in paragraphs 3 through 8 below. The maximum index that can be received for each phase is as follows:

PHASE	MAX INDEX
a. Wing bombing and navigation	2000 pts.
b. Wing bombing	1400
c. Wing Navigation	600
d. Crew bombing and navigation	1000
e. Crew bombing	700
f. Crew navigation	300

2. In determining the winner of each phase of the competition, the competitirs will be ranked according to index score except that those crews (and wings) not completing the minimum requirements (two thirds of the scheduled accomplishments listed in paragraph III, above) will be ranked below those completing the minimums and in the order of their accomplishments. Crews (and wings) with equal accomplishment of minimums will be ranked according to their index scores. A wing will not be considered as completing the minumum requirements if eitherof its competing crews has failed to meet the crew minimums.

3. CREW BOMBING COMPETITION.

The indivdual crew's bombing index will be the sum of:

a. The total points for the four best radar RBS runs accomplished.

b. The total points for the two best "free style" RBS runs accomplished.

c. The total points for the two best visual releases accomplished.

4. Wing Bombing Index.

The sum of the crew bombing indices for the two crews of each wing will be the wing's bombing index.

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5. Crew Navigation Index

The individual crew's navigation index will be the total points received for the two best night celestial legs accomplished.

6. Wing Navigation Index

The sum of the crew navigation indices for the two crews of each wing will be the wing's navigation index.

7. Crew Bombing and Navigation Index

The sum of the crew bombing and navigation indices will be the crews bombing and navigation index.

8. Wing Bombing and Navigation Index

The sum of the crew bombing and navigation indices forthe two crews of each wing will be the wing's bombing and navigation index.

VI. MISSIONS

1. The competition missions will be flown as three separate missions, each consisting of the following scheduled accomplishments:

a. Two radar RBS runs.

b. One "free style" RBS run.

c. One visual bomb release.

d. One night celestial navigation leg.

2. The order of take off of crews will be established for each type aircraft for the initial mission by drawing lots. The drawing for take off order will be accomplished at the competition headquarters after all crews have arrived and prior to take off time for the first mission. This order of take off will then be rotated within elements by aircraft types for subsequent missions.

3. Take off times and control times for each RBS run will be scheduled for all crews. All competing crews must meet their scheduled take off times within ± 5 minutes and all control times at the pre-IPs for RBS runs within ± 2 minutes.

a. Take off time will be considered as the start of the take off roll.

b. Aircraft failing to meet their scheduled control times within ± 2 minutes will be scored at the discretion of the RBS site; i.e., the RBS site will make the decision of whether or not the aircraft can be scored without interfering with the runs of other aircraft which are within the tolerance of their scheduled control times. If it is decided that the aircraft can be scored without interfering with others it will be scored; if not, the RBS site will declare an abort against the crew. Aircraft will call RBS site and give estimated bombs away time when reporting over Pre IP.

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4. Navigation Conditions.

a. Procedures.

(1) The only navigation to be used on celestial navigation legs will be celestial and dead reckoning.

(2) The accomplishment of celestial navigation will be in accordance with SAC Regulation 51-11 with the following exceptions:

(a Radar will not be used for determining wing, drift or groundspeed. Radar will be in "Standby" during the celestial navigation legs, or will have gain below perceptibility level.

(b) GPI with wind dials at zero may be used as an API for celestial mission.

(c) True heading checks if required will be accomplished at such a time as to permit completion and final heading correction prior to announcement of final ETA.

(d) The celestial navigation leg will be plotted on a navigation chart provided by the 3908th SES.

(e) Final ETA will be given to the umpire and course correction made at least 10 minutes prior to estimated time of arrival for conventional aircraft and 5 minutes prior to estimated time of airrival for B-47's. The radar set can be tuned immediately after the final ETA and course correction are given to the umpire, however, no changes in course or ETA will be permitted after that time.

(3) All terminal points for the celestial navigation legs will be points easily recognized by radar scope photography.

(4) Each celestial navigation leg will be of a minimum of 2 hours duration.

(5) Altitudes to be flown on each competition mission will be assigned by the 3908th Strategic Evaluation Squadron. Each crew will adhere to its assigned altitude at all times except when forced by an emergency to leave the assigned altitude and/or the bomber stream. Changing altitude in order to obtain a celestial observation is not considered an emergency and is prohibited.

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b. Navigation Scoring.

(1) All celestial navigation legs will be scored by radar scope photography.

(a) The radar operator will take two radar scope photos; one at navigator's ETA with fixed range markers and heading marker off. The second photo will be taken immediately after the first with the five mile fixed range markers and heading marker on. Additional photographs may be taken before or after the photographs required above; however, photos must be taken within plus or minus 2 minutes of ETA to be scored. In order to facilitate orientation by the photo interpreters in scoring the photography, it is suggested that additional photos be taken with radar on 30 and 50 mile ranges. These photos need not be taken within plus or minus 2 minutes of ETA but should be as soon as possible after the required scoring photos.

(b) To insure maximum accuracy in the scoring, radar scope will be expanded so as to place the terminal point or an identifiable return on the outer one-third of the scope.

(c) The clock in the scope camera will be sychronized with the navigators' time. If the scope camera clock cannot be sychronized, the radar operator will establish a time difference which will be recorded on the scope cambera data plate. GMT will be used on all missions.

(d) The umpire will note and record the camera exposure number which appears to correspond nearest to ETA. this exposure number will be used by the photo interpreters to facilitate in the location of the photo to be scored. However in the final determination of the correct photo to be scored, the scorable frame nearest the ETA (as indicated by corrected scope camera clock) will be used to determine aircraft position. The ground speed used for determining ETA will be used to advance or retard that position as necessary (within the 2 minute tolerance) to the exact time of the ETA.

(e) The radar scope photo for each required navigation terminal point for celestial navigation legs will be scored by the photo scoring team. These scores will be indicated to the nearest 1/2 nautical mile.

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5. Bombing Conditions

a. Altitudes.

(1) All visual releases and "free style" RBS runs will be made a minimum altitude of 25,000' PA.

(2) Radar RBS runs:

(a) If RAF participates, altitude assignment will depend upon the type(s) of aircraft to be entered.

(b) B-50D -- 28,000' PA

(c) B-36 -- 30,000' PA

(d) B-47 -- 35,000' PA

(3) Altitude to be flown on each mission will be assigned by the 3908th Strategic Evaluation Squadron. Each crew will adhere to its assigned altitude at all times except when forced by an emergency to leave the assigned altitude and/or the bomber stream. Changing altitude in order to obtain better bombing conditions is not considered an emergency and is prohibited.

b. Airspeeds will be appropriate to equipment as determined by the numbed Air Forces and 3908th SES.

c. All visual and "free style" bombing will be accomplished during daylight hours. Radar assistance will be permitted on visual bomb runs.

(1) A "free style" RBS run may be made with limitations imposed on radar assistance. A Bomb run may be made regardless of conditions of visibility; however, visual RBS bomb scoring tables will be used in determining the index points for all such runs scored by the RBS site during the competition, regardless of the bombing method used.

(2) The actual release on the Visual Range will be by visual means only and will not be effected unless the target is visually sighted and positively identified while on the bomb run.

d. RBS scored radar bombing may be accomplished either during hours of daylight or darkness. Visual assistance will not be permitted on radar RBS runs.

e. No restrictions will be imposed upon full utilization of radar systems' capabilities in bombing.

f. No restrictions will be imposed upon pre-flight or postflight inspections of radar equipment.

g. Bombing Facilities.

(1) Visual Bombing ranges

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(a) Primary targets - practice range equipped with triangulation scoring to be designated by Second Air Force and 3908th Strategic Evaluation Squadron. Targets should include radar reflector or should be located near a point which gives an easily identified radar return to aid in target identification.

(2) RBS Bombing.

(a) Three RBS sites will be utilized. Specific targets will be announced seven days prior to competition date.

(b) An RBS run will be made against each of the RBS sites on each mission.

(3) Bombing ranges and RBS target complexes will be announced to all participating organizations as early as possible.

(4) The visual bombing range and all RBS sites used in the competition will be equipped with both VHF and UHF communication facilities.

h. Method of Scoring.

(1) Radar Bombing and "free style" RBS

(a) All RBS runs will be scored by the RBS detachments. Each Air Force is authorized one officer referee at each RBS detachment. Officer referees must be on official orders designating them as such and indicating a security clearance of SECRET.

(2) Visual Bombing

(a) Triangulation scoring will be the primary means of scoring all visual releases. Each Air Force is permitted to have one officer umpire at the visual bombing range.

6. TRAINING CREDIT. Each competing crew may elect to designate those competition requirements for which record training credit is desired. RBS bombing, whether visual or radar, declared for record before departing the IP, will be credited on individual crew records. Visual releases and night celestial navigation legs must be declared to the umpire for record prior to accomplishment. Since August is a special training month, all accomplishments which are designated as record training will be entered on individual crew data cards and applied against probation requirements under SAC Regulation 51-26. Other competition mission accomplishments will not be considered in determining probation status.

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VII. UMPIRES, FOULS, AND PENALTIES:

1. A designated officer umpire will fly in each aircraft on all missions to insure compliance with competition rules.

2. Officers designated as official umpires will not be scheduled to fly in homewing aircraft but will be assigned to the type aircraft from another Air Force with which they are familiar. Umpires will not fly with the same crew twice.

3. Duties of the Umpire.

a. The umpire will in no way interfere with the crew members in performing their mission.

b. The umpire will be thoroughly familiar with all the rules set forth to govern this competition and state these rules in event there is a question by the crew members.

c. The responsibility for complying with these rules rests with the crew, and the umpire will note any discrepancies or variances from the prescribed rules and report these to the judging and arbitration committee.

d. The umpire will complete an "Umpire's Certificate" after each mission and submit it to the Chairman, Scoring Committee.

e. The umpire will inspect data card and watch and will witness the operation of the O-15 camera during the period radar scope photography is accomplished for celestial mission requirements to assure standard operating procedures are followed. Items listed in the Umpire's Certificate will be collected by the Umpire prior to leaving the aircraft. All exposed film will be removed from the aircraft by a member of the crew and turned over immediately to the umpire. The umpire will deliver all material to the de-briefing officer.

f. The umpire will observe the weather conditions frequently on the celestial navigation legs and record them on the weather cross section on the umpire's certificate.

g. The umpire will mask the eyepiece of the Norden bombsight or tape K-system optics filter knob in the opaque position and mask the optics eyepiece upon reaching the pre-IP for each radar RBS bombing attack. Filter knob and optics eyepiece of the K-system will not be untpaed nor the bombsight unmasked until the aircraft is thirty miles beyond the target area.

h. Prior to the accomplishment of celestial navigation leg or visual release, umpire will record if accomplishment is for record training credit.

i. All umpires will adhere to the standing operating procedures to be provided them by the scoring committee.

j. Umpires will insure that RBS safety check is completed prior to all RBS runs.

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4. Fouls and Penalties:

a. Aborts. Only three missions will be flown and no provisions will be made for maing up uncompleted portions of aborted missions.

b. Crews will be credited with an abort for appropriate part of missions under any of the following conditions:

(1) Uncompleted portions of the mission.

(2) Aircraft failing to meet scheduled take off times within five minutes.

(3) Bombing wrong range target or city complex.

(4) Preliminary dry run.

(5) RBS could not score because crew did not meet scheduled control time within plus or minus 2 minutes.

(6) Not using celestial data for final corrections on celestial legs.

(7) Departure from assigned altitude for the purpose of obtaining better conditions for accomplishing navigation and bombing requirements.

c. Crews will be disqualified from the entire competition under any of the following conditions:

(1) Utilizing visual means during Radar RBS runs.

(2) Utilizing visual or radar means to alter course or determine ETA on celestial navigation legs of mission.

(3) Use of unauthorized target materials on competition missions.

(4) Any illegal assistance.

d. Crews will receive a score of zero for appropriate part of mission under any of the following conditions:

(1) Unscorable scope photo for the celestial navigation leg.

(2) Failure to obtain scope photo within two minutes of termination of navigation leg.

(3) Failure of ground scoring equipment, either RBS or triangulation.

VIII. COMMITTEES:

1. Judging and Arbitration Committee

This committee will consist of four officers headed by the Director of Operations, Headquarters SAC, or his representative. Headquarters Eighth Second and Fifteenth Air Forces, will each appoint oneofficer to this committee and forward his name to Headquarters SAC seven days prior to date of competition.

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a. The functions of this committee are as follows:

(1) To arbitrate any differences that may arise between the crew and the umpire.

(2) Interpret the rules.

(3) Render decisions upon unusual circumstances that are not covered in prescribed rules.

(4) Determine winning wings and winning crews under rules prescribed herein.

(5) Amend the rules as the situation dictates and for the benefit of the majority.

b. All requests for arbitration on rulings must be submitted to the arbitration committee in writing. Units staging at Walker Air Force Base will submit requests for arbitration by the most expeditious means.

c. Requests for arbitation on scores must be made within ten hours of posting of the scores for the first two missions, and not later than midnight of the day on which the last mission is completed.

2. Scoring Committee.

This committee will consist of nine officers and one Operations Analyst, headed by an officer from the Training Division, Direcyorate of Operations, Headquarters SAC. Three officers will be furnished from Headquarters SAC and two from each numbered Air Force. The operations analyst will be furnished from Headquarters SAC. Names of the Air Force representatives will be forwarded to Headquarters SAC seven days prior to the date of the competition. The functions of the committee are as follows:

a. Brief the umpires and give them crew assignments for the competition.

b. To determine the scores and rankings of the wings and crews under the rules prescribed herein and the decisions of the Judging and Arbitration committee.

c. To supervise the photo scoring team in the interpretation of all radar scope photography.

3. Photo Scoring Team. A photo scoring team consisting of two qualified photo interpreters from each Air Force and the 544th Reconnaissance Technical Squadron will operate under the direction of the scoring committee to score all radar scope photography for the celestial navigation legs. The photo scoring committee will be organized to function as follows:

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a. The team will be divided into two groups each consisting of a photo interpreter from each Air Force and the 544th Reconnaissance Technical Squadron.

b. Photography will be given to both groups for scoring. Each photo interpreter will score all photography assigned to his group by working independently and will indicate the score to the nearest 1/2 N Mile.

c. In instances where the score indicated by the four photo interpreters of the group does not agree, the photo will be scored by the other group. In the event the second scoring group does not support the majority of the first and/or differences in scored position cannot be resolved by reviewing the scoring in a group discussion, the chairman of the photo scoring team will refer the problem to the scoring committee for action.

4. During scoring periods access to the scoring rooms will be limited to members of the arbitration committee, scoring committee and photo scoring team.

IX. RESPONSIBILITIES:

1. The Second Air Force is responsible for:

a. The conduct of the entire competition in accordance with these rules, excepting points of arbitration and determination of winners, and those other duties specifically listed herein as the responsibility of other organizations.

b. Assist the 3908th Strategic Evaluation Squadron in the briefing of all missions pertaining to the competition.

c. Controlling the mission once airborne from Barksdale Air Force Base.

d. Debriefing crews and umpires.

e. Delivery of logs, forms and photography to the scoring committee.

f. Upon arrival of competing aircraft at the staging bases, obtain accurate crew roster and submit to scoring committee and 3908th SES briefing team.

g. Provide aerial reconnaissance required to assist the 3908th Strategic Evaluation Squadron in obtaining necessary target materials.

h. Providing for prompt reporting of results to competition headquarters from all visual bombing ranges daily.

i. Providing necessary security for competition activities conducted at Barksdale Air Force Base.

j. Provide one B or RB-47 aircraft to the 3908th to test fly competition mission and obtain radar scope photography as required.

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k. Provide secure room to accommodate scoring committee and photo scoring team and such other facilities needed by those teams.

l. Second Air Force will establish requirement for officers to act as umpires for this competition, and will request the numbered Air Forces and 3908th SES to furnish the required number of umpires who will be of field grade rank, possessing AFSC 1525. Subject officers will arrive at staging bases one day prior to competition starting date to be briefed by the scoring committee on the duties of the umpire. Necessary substitute umpires will be provided by the Second Air Force.

m. Necessary logistical and maintenance support for the participating RAF crews will be provided by the Second Air Force.

n. Second Air Force will publish an arrival schedule for all participating wings.

o. Providing and maintaining appropriate score boards and status charts for the competition.

2. The Eighth Air Force is responsible for:

a. Provide one B-36 to 3908th to test fly competition mission and obtain radar scope photography.

b. Providing necessary support to the conduct of the operation of conventional aircraft from Walker Air Force Base to include:

(1) Provision of necessary administrative assistance to the Second Air Force personnel for the conduct of competition activities at Walker Air Force Base.

(2) Provision of adequate facilities for mission planning, briefing and interrogation of crews.

(3) Provision of adequate security.

(4) Debrief crews and umpires at Walker Air Force Base.

3. The Fifteenth Air Force is responsible for:

a. Coordination with the Second Air Force to determine the logistical support required at Barksdale Air Force Base for B-47 aircraft participating in the competition and to provide that support.

b. Coordination with Eighth Air Force to determine the logistical support required at Walker Air Force Base for B-36 aircraft participating in the competition and to provide the support.

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4. The 3908th Strategic Evaluation Squadron is responsible for:

a. Formulating detailed plans of all missions to be flown during the competition, and forwarding them to Headquarters, Strategic Air Command, so as to arrive not later than twenty days prior to the competition starting date. Mission plans will be forwarded to the numbered Air Forces in such time as to assure dissemination to participating units, 7 days prior to the competition starting date. Specific TAC targets will be designated by Headquarters SAC.

b. Coordinate mission routes, times, andblock altitude requirements with CAA to insure air traffic control clearance for the competition.

c. Providing complete and standardized briefing materials for each target selected; forwarding such materials to the numbered Air Forces in such time as to insure receipt by participating units seven days prior to the starting date of the competition. Identical sets of target materials will be furnished each unit and will include:

(1) Best available radar scope photographs of all target areas.

(2) Vertical and oblique photographs of the "free style" RBS targets and bombing ranges.

(3) Height and structural overlays of radar target areas, if available.

(4) Target complex mosaic, series 25.

(5) Target complex charts, series 100, 100UTA, 250 and 500, if available.

d. Conducting mission briefing for all competition missions.

e. Scheduling flight missions for all participating crews.

f. Prepare Section D of the clearance Form DD 175 for issue to Base Operations.

g. Monitor take off time of all competing aircraft and assist in tower control of aircraft as necessary during the taxiing and take off periods for each mission.

5. The 3903rd Radar Bomb Scoring Group is responsible for the scoring of all RBS runs and reporting scores to the competition scoring committee from all target sites daily.

6. Publicity planning for the competition will be the responsibility of the special assistant to the Commander, SAC.

7. Logistical and Administrative Support, general:

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a. Each wing will be permitted to use two aircraft in the competition. No spares will be authorized.

b. (1) Each wing, except B-50 wings, will pre-position at the staging bases the required power packs from base assets regardless of the type of aircraft.

(2) Both Second and Fifteenth Air Forces will provide one each support aircraft to Barksdale and the Eight Air Force will provide two support aircraft to Walker Air Force Base.

c. Conventional aircraft will stage from Walker Air Force Base, B-47 aircraft will stage from Barksdale Air Force Base.

d. Names of the selected umpires will be forwarded to the Second Air Force by the number Air Forces at least seven days prior to the competition with an information copy to the appropriate staging base.

e. The following maximum numbers of maintenance personnel aircraft and radar are authorized to accompany each participating wing:

TYPE WING	AIRMEN	OFFICERS
(1) B-50	16	2
(2) B-36	47	3
(3) B-47	24	2

Maintenance personnel accompanying aircraft will carry sufficient hand tools and test equipment to accomplish normal routine flightline maintenance.

f. Radar maintenance personnel will not be authorized to fly in any aircraft on competition missions.

g. Logistical support, other than that outlined in these rules, for B-36 aircraft (including radar) will be coordinated between Eighth Air Force and Fifteenth Air Force.

h. Logistical support, other than that outlined in these rules, for B-47 aircraft (including radar) will be coordinated between Second and Fifteenth Air Force.

i. Maintenance equipment to accompany aircraft.

(1) B-50 aircraft

(a) One C21 Power Plant

(b) Minimum 263 equipment and wheel chocks

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(2) B-47 aircraft

(a) Two C-26 Power Units

(b) Two K-Carts

(3) B-36 aircraft

(a) One B-10 per wing (Walker Air Force Base will provide 1 additional B-10 per wing.)

(b) Minimum 263 equipment and wheel chocks.

(c) Walker Air Force Base will furnish one Maintenace dock per B-36 Wing.

j. Participating wings will carry enroute kits consisting of critical and peculiar aircraft parts for their anticipated requirements.

k. All participating aircraft will be equipped with radar scope cameras, a back watch (with a setable sweep second hand) to be mounted on the data plate, a film magazine and appropriate film. To expedite scoring it will be necessary for each B-50 and B-36 aircraft to be equipped with a spare scope camera magazine. Vertical cameras will not accompany aircraft to the competition.

l. All participating crews will carry spare personal equipment necessary for the umpire, to include "Y" type headset and microphone cord extension. B-47 aircraft will also be equipped with safety belt for a fourth position and the umpire will be thoroughly checked out on the operation of the recharger hose plug-in for the oxygen walk-around bottle at both the co-pilot's and observer's position. The provisions of SAC Regulation 60-10 are waived for the period of this competition.

m. Numbered Air Forces will advise Second Air Force with info to Barksdale Air Force Base of the tentative number of participating crews andaircraft at least fourteen days prior to the start of the competition. Seven days prior to the competition Second Air Force will notify the numbered Air Forces of scheduled time of arrival at staging bases of each participating unit.

n. Seven days prior to competition all participating wings will submit type written rosters to include name, rank, serial number and crew position of all participating crews and maintenance personnel to Second Air Force and info to Barksdale Air Force Base. Competition crews must be duly constituted crews in accordance with SAC Regulation 50-5 as of 1 August 1954. Subsequent to that date, substitution of crews or individual members thereof will be subject to approval by the arbitration committee.

o. Only duly constituted crews and umpires will be authorized to fly on the competition missions.

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p. Staff personnel desiring to attend the competition will be limited to three for each Air Force and Air Division and five for each participating wing. Participating staff personnel will notify the staging Air Force base to be visited with information to the appropriate parent Air Force headquarters, fourteen days prior to arrival, of the names, rank andorganization of officers attending, plus the number of additonal crew members to be housed and messed. Due to limited parking facilities at Barksdale Air Force Base, aircraft other than those required for the competition will not be allowed to stay at that station over twenty four hours. Notams will be sent out prior to the start of the competition missions.

q. SAC funding number OM-59 is applicable for per diem costs of personnel traveling in connection with the competition.

r. In order to simplify the security administration procedures, all personnel from SAC should arrive at the staging bases with SAC security passes in their possession.

s. Crews will arrive at the staging bases with aircraft access list and accurate crew roster to include name, rank, serial number and crew duty typed in quadruplicate.

t. All exposed film will be developed and scored at Barksdale Air Force Base. Filmmagazines for B-36, B-50 aircraft will be sealed by the respective umpires and forwarded by courier to Barksdale Air Force Base for developing and scoring.

u. Each participating crew will carry navigation charts to cover entire competition route.

v. Bombs, Bombing Tables and Bomb Loading Equipment.

(1) Type Bomb: Three 500 pound sandfilled bombs with M-128A1 conical fins and triple spotting charges will be utilized. All crews will utilize the same type bomb and fin. Each crew will arrive at the staging base with their own selected bombs. Spotting charges, adaptor boosters and fuzes will be furnished by staging bases, and will not be carried to competition by competing crews.

(2) Each wing will bring their own bombing tables. BTF 1000-A-5 or SAC Technical Panphlet 50-7, "Project Shack Bombing Tables" will be used for all RBS Bomb Runs and BT-500-U-2 (TO 11-50D-17, erroneously marked "TO 11-50D-12" dated May 1953) for all visual releases.

(3) Each crew will load its own bombs. Bomb loading equipment will accompany each unit to the staging base.

X. TARGET MATERIALS, TARGET STUDY, AND BRIEFING

1. All competing crews are restricted from flying within a radius of 50 nautical miles of competition RBS target complexes for a period of seven days prior to the competition andfrom making trainer runs on ultrasonic trainer plates of the competition target complexes after start of the competition.

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2. Target material will not be made available to participating crews prior to seven days before the start of the competition.

3. Only standard target material issued by the 3908th Strategic Evaluation Squadron will be used by participating crews on competition missions.

4. All participating crews will receive identical briefing; B-47 crews will be briefed at Barksdale Air Force Base by a briefing team selected by 3908th Strategic Evaluation Squadron. All other crews will be briefed at Walker Air Force Base by a briefing team selected by the 3908th Strategic Evaluation Squadron.

5. Operations Orders and briefings will emphasize safety precautions to be observed while carrying bombs during RBS operations and over populated areas.

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ANNEX "B"

TO

OPERATIONS ORDER 203-54

MATERIEL

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. PERSONNEL:

a. Personnel authorized the materiel branch for this project will consist of two officers and twenty-four airmen. The Aircraft Maintenance Project Officer will be Major Ernest L. Higgins of the 330th Bomb Squadron. The A & E Officer will be 1st Lt. L. U. Stepp, 93d A&E Squadron.

(1) The twenty-four airmen to be selected will be as follows:

Flight Chief		1
Ground Crew A/C	1 c/c and 2 helpers	3
Ground Crew A/C	1 c/c and 2 helpers	3
Radio Specialist		2
Camera Specialist		1
Armament Specialist		1
Bomb - Nav Specialist		5
Auto-Pilot Specialist		1
Electrical Specialist		2
Instrument Specialist		2
Hydraulic Specialist		2
Engine Change Specialist		1
	Total	24

(2) After selection of the airmen no changes will be made without prior approval of the Chief of Maintenance. Upon arrival of the airmen at the staging base, they will report to the Aircraft Maintenance Project Officer.

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b. All personnel must have SECRET clearance or higher. CAFB flight line passes will be honored at the staging base.

c. Airmen will carry with them tool boxes and expendable items peculiar to their technical specialty. Special tools, equipment and technical supply parts will be provided as covered in Appendix I, II and III of this Annex.

2. SUPPLY:

a. Aircraft spare parts enroute kit will be assembled from base stocks, CAFB, by Production Control Unit, Field Maintenance Squadron. The kit will consist of items listed as Appendix I to this Annex. Enroute kit will be hand receipted to Aircraft Maintenance Project Officer.

b. Armament-Electronics and Communications spare parts enroute kit will be assembled from base stocks by Unit Supply Officer of the 93d Armament and Electronics Maintenance Squadron and will consist of items listed in Appendix II to this Annex. Kit will be hand receipted to A&E Project Officer.

c. First priority of supply of aircraft spares will be allocated to aircraft participating in bombing competition.

d. Second priority of supply of aircraft and electronics spares will be allocated to fill enroute kits regardless of minimum reserve level or emergency reserve quantity held by Base Supply.

e. Special tools and equipment will be drawn from the Unit Supply of 329th Bomb Squadron and 93d A&E Squadron and 93d Field Maintenance Squadron and will consist of items listed in Appendix III.

3. MAINTENANCE:

a. Bombing competition aircraft will receive number one maintenance priority from all maintenance activities in preparation for departure.

b. Complete postflight will be performed on each aircraft prior to departure. Aircraft will be thoroughly cleaned inside and out during postflight inspection.

4. TRANSPORTATION:

a. 93d Bomb Wing Operations will prepare loading lists for tactical and support aircraft. Loading lists for support aircraft will be furnished to Transportation Officer, CAFB. A maximum of 20,000 lbs of cargo is allotted this station.

b. Weight of equipment and spare parts to be carried by support aircraft will be furnished the Transportation Officer not later than 18 Aug 54. Support aircraft requirements will be given to Air Base Group Operations not later than 18 Aug 54.

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c. Director of Materiel will make necessary arrangements to secure authorization for use of a C-124 aircraft to use in case the transportation for a power pack arises.

5. SPECIAL INSTRUCTIONS: Procedures affecting maintenance and supply activities at the staging base are contained in Appendix IV. Roster of maintenance personnel, Appendix V.

6. LOGISTICAL SUPPORT EFFECTING maintenance and supply activities at the staging base are contained in Appendix VI (Ref 15AF Msg DM2M 1383, dated 10 Aug 54).

WILLIAM E. EUBANK JR.
Colonel, USAF
Commander

APPENDICES:
I Parts List Airframe & Engine
II Armament & Electronics
III Organizational Equipment List
IV Special Instructions
V Maintenance Personnel for Bomb Competition
VI Logistical Support at Staging Base

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APPENDIX I

TO

ANNEX B

TO

OPERATIONS ORDER 203-54

PARTS LIST, AIRFRAME AND ENGINE

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. PARTS LIST BOMBING COMPETITION ENROUTE KIT: (The following airframe and engine parts to be procured by 93d Field Maintenance Sq, Production Control and Unit Supply).

STOCK NUMBER	NOMENCLATURE	QUANTITY REQUIRED
	CLASS 01-F	
1AFE-15-24377-501	Unit flaperion control	1 ea
1AFE-15-24377-505	Unit Aileron control	1 ea
1AFE-9-30310-1	Valve Assy	1 ea
	CLASS 02-Q	
0259-94482409	Bolt	3 ea
0259-9493904	Valve	2 ea
	CLASS 03-B	
4111-3-672M1	Wheel Assy, Front (Mounted)	1 ea
4111-3-688M1	Wheel Assy, Rear (Mounted)	1 ea
	CLASS 03-C	
4202-44E18574	Relay Assy	1 ea
4220-2CM77D3	Starter Generator	2 ea
4224-D1-6	Motor Assy	2 ea
4224-D1-8	Actuator	2 ea
4224-D2-14	Actuator	1 ea

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4224-F20-4	Inverter	2 ea
4224-F45-3 NL	Inverter	1 ea
4224-GC18-1	Panel control DC	2 ea
4245-13-2500-3	Inverter	2 ea
4246-A24A9415	Motor	1 ea
4246-A28A8799-4	Alternator	2 ea
4246-A35A9132-2	Regulator	1 ea
4246-A35A9107-2	Alternator	2 ea
4248-PHM200	Generator	10 ea
4248-PHM201	Generator	5 ea
4248-121Q	Fire Shut off Switch	1 ea
4248-54950	Relay Ignition	2 ea
4227-150D	Motor Assy	3 ea
	CLASS 03-D	
4302-14250-B2	Regulator fuel control	2 ea
	CLASS 03-F	
4504-102100-5-655-1	Regulator, cabin pressure	1 ea
4504-30016-1	Regulator, cabin temp control	1 ea
4577-18401-8	Refrigeration Unit	1 ea
	CLASS 03-I	
4808-402961-0-1	Accumulator	2 ea
4808-402969	Bladder	2 ea
4808-551200-1	Accumulator	1 ea
4808-551200-3	Accumulator	1 ea

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4308-551200-5	Accumulator	1 ea
4815-WE4800-1¼F	Valve	2 ea
4815-13966-1	Valve	1 ea
4815-20238-1	Valve	1 ea
4832-021098-030-03	Valve	2 ea
4839-TF31400-25	Pump	2 ea
4839-TF51800-5	Pump	2 ea
4839-TF51800-6	Pump	2 ea
4839-TF57300-7	Pump	2 ea
4862-A15575-11	Seal	12 ea
4862-A15575-19	Seal	12 ea
4862-C15575K	Filter	1 ea
4869-167WG200	Pump	1 ea
4872-HS227E13	Seal	12 ea
4872-HS230D14	Seal	12 ea
4872-HS230E13	Seal	12 ea
4880-2-151-81	Valve	2 ea
4904-AN6287-1	Valve	2 ea
	CLASS 03-K	
5509-AN6024-5	Valve	2 ea
5510-17550	Regulator	2 ea
	CLASS 04-B	
6600-300502-15	Seal	12 ea
	CLASS 05-C	
6062-92160G	Indicator	1 ea

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6062-80383B	Control	2 ea
6025-1214BX8-05	Indicator	2 ea
6025-670FU19-015	Indicator	1 ea
6034-14602-1J-A1	Indicator	1 ea
6034-1645-6M-A1	Indicator	1 ea
6040-652191	Indicator	1 ea
6054-B4B-D	Indicator	1 ea
	CLASS 05-D	
6126-149E27	Indicator	5 ea
6125-1560U4-03	Indicator	6 ea
6122-H60-000	Generator	1 ea
6134-7500-15A5	Transmitter	2 ea
6119-988868303	Lead	6 ea
6119-9890473G1	Lead	1 ea
	CLASS 05-F	
2232-RG7032A1	Amplifier	1 ea
	CLASS 05-G	
2332-RG7021D1	Unit, power fuel quantity	2 ea
2343-[illegible]T7C	Transmitter	1 ea
2366-164-010-2	Unit power fuel quantity	2 ea
	CLASS 08-G	
8870-148000-255	Fuse	4 ea
8870-148000-375	Fuse	4 ea
8870-804000-925	Lamp	2 ea

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CLASS 16-R

3360-072836350	Switch	1 ea
3360-072836810	Switch	1 ea
3360-073042330	Switch	5 ea
3360-073411160	Switch	2 ea

CLASS 16-T

3380-574275-5565	Relay	1 ea
3380-701020-4255	Relay	2 ea
3380-701020-6615	Relay	2 ea

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APPENDIX II

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ANNEX B

TO

OPERATIONS ORDER 203-54

ARMAMENT AND ELECTRONICS

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. PARTS LIST BOMBING COMPETITION INROUTE KIT: (The following armament and electronics parts to be procured by 93d Armament & Electronics Maintenance Squadron Unit Supply).

STOCK NUMBER	NOMENCLATURE	QUANTITY REQUIRED
	TUBE REQUIREMENTS FOR OFF-BASE SUPPORT KIT "K" SYSTEMS & APS-23	
3370-316000-5725	5691 (*)	5
3370-316000-5735	5692 (*)	5
3370-286000-6275	5725 (6AS6)	5
3370-298000-6155	6095 (6AQ5)	5
3370-286000-6655	6096 (6AK5)	15
3370-259000-6125	6097 (6AL5)	5
3370-286000-6245	6098 (6AR6)	5
3370-316000-6645*	6099 (6J6-BAL SEC)	5
3370-451000-6145*	6100 (6C4)	5
3370-316000-6655*	6101 (6J6-UNBAL)	5
3370-316000-1375	6189 (12AU7)	5
3370-436000-1875	1641	5

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3370-331000-1745	OC3	5
3370-331000-1795	OD3	5
3370-331000-1675	OB2	5
3370-304000-1235	1-2	5
3370-316000-2215	2C51	5
3370-448000-2285	2..21	5
3370-304000-5135	5U4GY	5
3370-304000-5265	5Y3GT	5
3370-316000-6125	6AS7	5
3370-265000-6135	6AT6	5
	6AU6	5
3370-298000-6415	6Y6G	5
3370-274000-2245	2K25	5
3370-403000-3135	3B29	5
3370-448000-4215	4C35	5
3370-421000-4345	4J52	5
3370-250000-6355	5FP14	5
3370-211000-2345	P23B	5
3360-073010040	Switch	6 ea
	TUBES FOR RADIO	
3370-316000-6285	TUBE 6J4	4
3370-316000-1365	TUBE 12AT7	4
3370-286000-6165	TUBE 6AG5	4
3370-451000-2235	TUBE 2C39A	2
3370-451000-2265	TUBE 2C43	2

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C-1 AMP		
3370-304000-6165	TUBE 6X4	1
3370-316000-8345	12AU7	1
3370-316000-1385	12AX7	1
N-1 AMP		
3370-316000-1365	12AT7	5
3370-316000-8345	12AU7	1
3370-259000-5795	6A15W	2
3370-304000-6175	6X4W	1
3370-286000-8295	6AQ5	1
A-13 AMP		
3370-286000-8285	6BG5	6
3370-286000-8295	6AQ5	6
3370-316000-8345	12AU7	7
3370-316000-8335	12SN7	2
3370-316000-8395	6C4	1
3370-316000-8375	12SL7	1
3370-304000-8265	6X5	1
3370-286000-8315	6X6	1
B-9 AMP		
3370-316000-6525	6SN7	2
3370-286000-8315	6V6	2
3370-316000-8375	12SL7	1

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PHOTO

2900-46735	BODY, RADARSCOPE IMAGE, OPTICAL TARGET, RECORDING CAMERA FOR O-23 SYSTEM--TYPE C-2	1
2900-179400	CONTROL, RADARSCOPE IMAGE, OPTICAL TARGET FOR O-23 SYSTEM TYPE M-1	1
2900-520577	MAGAZINE, RADARSCOPE IMAGE, OPTICAL TARGET FOR O-23 SYSTEM TYPE-C-7	1
2900-046750	BODY, RECORDING CAMERA RADARSCOPE IMAGE	1
2900-178908	CONTROL, EXPOSURE FREQUENCY TYPE P-8	1
2900-520578	MAGAZINE, RADARSCOPE IMAGE, RECORDING CAMERA	1

RADIO

1600-218997125	RT-178/ARC-27	2
1600-214349850	R-101/ARN-6	1
1600-212908769	ID-249/ARN-14	1
1600-215162023	R-322/ARN-18	1
1600-337838756	DY-76/AIC-10	2
1600-337838766	DY-77/AIC-10	2
1600-218993234	RT-11A/ARN-12	1
1600-218993700	RT-82/AIX-6	1
1600-211945170	C-824	2
1600-211945175	C-825	3

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ARMAMENT

6400-4505797	RELEASE ASSY BOMB TYPE A-5	2
6400-4505799	RELEASE ASSY BOMB TYPE A-5	2

"K"-SYSTEM

CLASS 16K2

1670-687700-3	LT-124A Rec-Trans	3
1670-778050-1	SN-47A Synchronizer	2
1670-530500-1	MD-152A Modulator	1
1670-310600-1	GS-15862 Trigger Unit	1
1670-699200-1	GS-15363 Voltage Regulator	1
1670-640400	PP-259A Power Supply	1
1670-029400-1	GS-15864 Sweep Amplifier	1
1670-149300-1	C-413A Control Unit	1
1670-419000-1	J-438 Int. Cont. Box	1
1670-611200-1	GS-15774 Relay Pannel	1
1670-418000-1	J-219A Junction Box	1
1670-152300-1	CU-137 Coupler	1
1670-230010	F-67 Filter	1
1670-026850-1	AM-193A Servo Amplifier	1
1670-030200	AS-361B Antenna (Excluding Reflector)	1
1670-805500	TF-106L/U Transformer	1
1670-074500	MD-40 Blower	1

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CLASS 03-I3

4836-R68160-3	MD-48 Pump Assy Dry Air	1

CLASS 11-A

6400-008872-1	Amplifier Assy Computer Type A-1A	2
6400-008890-3	Amplifier Assy Stabilization Type B-1	2
6400-203960-[illegible]	Computer Assy - Bomb release Type A-1	1
6400-203962-[illegible]	Computer Assy -Azimuth OT-53	1
6400-203963-36	Computer Assy - Tracking Type B-2	2
6400-205940-1	Control Assy - Ballistics Type C-1	1
6400-219315-1	Control Assy - Line of sight type N-1	1
6400-219322-1	Control Assy - Nav box Type D-2	1
6400-219326-1	Control Assy - Polar Nav Type F-1	1
6400-219327-1	Control Assy - Primary Type B-1	1
6400-219345-1	Control Assy - Tracking Type A-1	1
6400-219668-1	Convertor Assy - Polar Type A-1	2
6400-374320-1	Indicator Assy - Pilots data Type A-1	1
6400-374340-1	Indic Assy-Time air speed elect Type B-1	1
6400-374363	Ind Assy-True air speed elec Type B-3	1
6400-374375	Indicator IP-135A/APA-82	1
6400-572220-1	Power Assy - Supply PP-352/APQ-31	1
6400-572225-1	Power Assy - Supply PP-353/APQ-31	1
6400-572250-1	Power Assy - Supply Type A-1	2
6400-811622-1	Stabilization-SRC-1 Periscopic Type B-1	1
6400-877650-1	Synchronizer Assy - Radar SN-57/APQ-31	1

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6400-465895	Synchro	2
6400-241193-51	Indicator Assy	1
6400-281655-35	Dome Gasket	1
8800-444200	Reticle Bulb	2
8500-396470	Dri-rite dissicant	15 lbs
6240-665260-11	Indicator Slaved Gyro V-3	1

-12D AUTOPILOT

CLASS 05-F

2240-665928	Control, Servo, 3ph. Type C-2	1
2240-673613	Amplifier, 6 Channel, Type B-18	1
2240-663634	Amplifier, 2 Channel Type B-9	1
2240-669022	Control, Flt Vert Gyro Type K-2	1
2240-669780	Box Assy Relay	1
2240-669386-2	Controller, Turn, Remotely Oper.	1
2240-670724	Controller, Flt Knob Actuated	1
2240-670658	Controller, Automatic Approach	1
2240-652886	Switch, Selector, Two Position	1
2240-670040B	Switch, Assy, Servo Engage	1
2240-669778-101	Aileron Servo	1
2240-669778-462	Rudder Servo	1
2240-669778-441	Elevator Servo	1
2240-669383-01	Elevator Trim Tab Servo	1
2240-671129-2	Elevator Limit Switch	1
2240-669805	Rudder Drum & Bkt Assy, Type C-2	1

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6400-928030-1	Trans - Alt Variation & Air Spoed Type A-1	1
6400-928170-1	Trans Assy-True Heading and remote Compass matched pair	1
6400-008860-1 (b)	Amp & Pwr Sup Servo Type A-1 (App Y-4 Sights)	2
6400-219600-1 (b)	ConvAssy-Coor Type B-1 (App to Y-4 Sights)	1
6400-374339-1 (b)	Ind Assy - Sighting angle and azimuth Type C-1 (Appl to Y-4 Sights)	1
6400-008885-	Amplifier Assy Type BH	1
6400-00885-34	Amplifier Assy Type DH	1
6400-008885-37	Amplifier Assy Type HH	1
6400-008885-38	Amplifier Assy Type IH	1
6400-008385-42	Amplifier Assy Type KH	1
6400-008885-43	Amplifier Assy Type LH	1
6400-003885-435	Amplifier Assy Type MCH	1
6400-008885-44	Amplifier Assy Type NH	1
6400-003885-45	Amplifier Assy Type PH	1
6400-008889	Amplifier Assy Type SH	1
6400-008889-25	Amplifier Assy Type UH	1
6400-008889-31	Amplifier Assy Type V	1
6400-008889-34	Amplifier Assy Type XH	1
6400-008893	Amplifier Assy Type WH	1
6400-009500	Amplifier Assy Type MAH	1
6400-009550	Amplifier Assy Type MDH	1
6400-027489	Synchro	2
6400-042366	Synchro	2

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2240-669806-1	Aileron Drum & Brkt Assy, Type C-1	1
2240-669806-2	Elevator Drum & Brkt Assy, Type C-3	1
2240-669352	Elevator Trim Tab Spr. & Brkt Assy	1
	N-1 COMPASS	
	CLASS 05-A	
6263-15150-1	Control, Directional Gyro, (Slaving)	1
6263-16000	Amplifier, Slaved Gyro N-1	1
6263-359000-1A-1A1	Amplifier, Type C-1	1
6263-15900	Indicator, Master Directional	1
6263-15700	Indicator, Repeator, Type V-7A	1
6263-15810	Control, Directional Gyro	1
6240-664543	Transmitter, Type C-2	1
	CLASS 05-C	
6040-661102	Phase Adapter, Type P-1	1
	CLASS 03-C	
9428-P904L	Switch Assy, Airspeed Selector	1

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APPENDIX III

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ORGANIZATIONAL EQUIPMENT LIST

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. AIRFRAME AND ENGINE BOMBING COMPETITION ORGANIZATIONAL EQUIPMENT LIST. (The following special tools and equipment will be provided and/or procured by the 93d Field Maintenance Squadron Unit Supply).

STOCK NO.	NOMENCLATURE	QUANTITY REQUIRED
7600-36500	Panel Assy (SPR)	1
9BBQ-FB0052	Link Assy Eng Support	1
9BBQ-F65731	Puller Anti-Rotation Pin	1
	Cord 60 ft Servicing	1
	Bleeder Hyd Servicing	1
	Gage, Air Low pressure	1
	Tubing, Wrenches Set	1
8210-327755	Generator, type C-26	2
7CAC-001141	Adapter Assy "K" Cart	2
5030-650200-815	Servi-Cycle	2
9BBQ-F66013	Spreader, Jack Jet Eng	1
9BBQ-F65931	Strut, Eng Support	1
9AGE-1C988	Clamp, Combustion Chamber	1
8220-606300	Sling Jet Eng	1

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STOCK NO.	NOMENCLATURE	QUANTITY REQUIRED
7CAD-807280	Tester Jet Eng Thermocouple	1
9AGE-1C984	Gage, Exh Cone turbine wheel	1
7700-333240	Floodlight	2
	Wheel Chocks (B-47 Acft)	8
	Dust Excluders 2 sets	2
	J-47-25 Jet Engines	2

2. A&E. (The following special tools and equipment will be provided and/or procured by the 93d A & E Squadron).

STOCK NO.	NOMENCLATURE	QUANTITY REQUIRED
7700-786800	Light Assy, flood	2
8220-406600	Dolly, Bomb Hoist	2
8220-402400	Hoist, wire rope elec C-10 A&E test equipment	1
	500 lb sand bomb	6

Bombs to be carried in competing aircraft to the staging area.

3. The total weight of supplies and equipment is 21,000 lbs and 1900 cubic feet.

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APPENDIX IV

TO: IV

ANNEX B

TO

OPERATIONS ORDER 203-54

SPECIAL INSTRUCTIONS

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. SPECIAL INSTRUCTIONS:

a. Each wing will be permitted to use two aircraft in the competition. No spares will be authorized.

b. Power packs for each type of competing aircraft will be prepositioned at the staging bases and one supply aircraft will be provided by each of the Second and Fifteenth Air Forces and two from the Eighth Air Force to airlift necessary spare parts for the competing aircraft.

c. B-50, B-29 and B-36 aircraft will stage from Walker AFB, B-47 aircraft will stage from Barksdale AFB.

d. The following numbers of maintenance personnel aircraft and radar, are authorized to accompany each participating wing:

Type Wing	Airmen	Officers
(1) B-29	16	2
(2) B-50	16	2
(3) B-36	29	2
(4) B-47	24	2

e. Radar maintenance personnel will not ve authorized to fly in any aircraft on competition missions.

93BW (M) App "IV"
Annex "B", Oprs Order 203-54
16 Aug 54

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f. The following items of maintenance equipment will accompany aircraft: Two maintenance stands per B-29 and B-50 aircraft and one C-1B power unit per aircraft. In addition, maintenance personnel accompanying aircraft will carry sufficient hand tools to accomplish normal, routine flight line maintenance.

g. All participating aircraft will be equipped with radar scope cameras, a hack watch (with a setable sweep second hand) to be mounted on the data plate, a film magazine and appropriate film. Vertical cameras will not accompany aircraft to the competition.

h. All participating crews will carry spare personal equipment necessary for the umpire, to include "Y" type headset and microphone cord extension. The umpire will be thoroughly checked out on the operation of the recharger hose plug-in for the oxygen walk-around bottle at both the co-pilot's and observer's position.

i. Staff personnel desiring to attend competition will be limited to three for each air force and air division and five for each participating wing. Each air force will notify Eighth Air Force with information to staging base fourteen days prior to arrival, giving names, rank and organization of officers attending, plus number of additional crew members to be housed and messed. Due to limited parking facilities at Barksdale AFB, aircraft other than those required for competition will not be allowed to stay at Walker AFB over twenty-four hours.

j. In order to simplify the security administration procedures, all crew members, maintenance personnel, and umpires from SAC organizations should arrive at the staging bases with SAC security passes in their possession.

k. Crews will arrive at the staging bases with aircraft access list in duplicate and accurate crew roster in quadruplicate.

l. All exposed film will be developed and scored at Barksdale AFB.

m. Bombs, Bombing Tables and Bomb Loading Equipment.

(1) Type Bomb: Three 500 pound sand-filled with M-128A1 conical fin and a double spotting charge to be utilized. All crews will utilize same type bomb and fin.

(2) Each crew will arrive at the staging base with their own select bombs.

(3) Crews have the prerogative to reject any bombs not meeting with their approval. No allowance will be made for errors resulting from defective bombs.

(4) Each wing will load its own bombs. Bomb loading equipment will accompany each unit to the staging base.

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(5) Each crew will bring their own bombing tables. BTF 1000-A-5 or SAC Technical Pamphlet 50-7, "Project Shack Bombing Tables" will be used for all RBS Bomb runs and BT-500-C-2 (TO 11-50D-12, dated May 1953) for all visual releases.

n. While at the operating station aircraft supplies required, not available in the enroute kits, will be requisitioned from Base Supply at Barksdale AFB. Those items required not available at the operating station will be requisitioned against the applicable depot by Base Supply, Barksdale AFB. In addition, the 93d Wing aircraft maintenance officer will notify Base Supply, CAFB of the requirement. If the item is available at CAFB, the Base Supply Officer will coordinate with Transportation Officer, CAFB, to ship the item by support aircraft from CAFB.

o. If requirements of an engine cannot be supplied by the staging base, the 93d Wing Project Officer will notify the Base Supply Officer, CAFB, who will coordinate the shipment of 2 ea J-47 engines.

p. Reparable non-expendable items used from the enroute kits will be retained by the project officers and returned to Base Supply, CAFB.

WILLIAM E. EUBANK JR.
Colonel, USAF
Commander

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Colonel, USAF
Director of Operations

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APPENDIX V

COPY V

ANNEX B

TO

OPERATIONS ORDER 203-54

MAINTENANCE PERSONNEL FOR BOMB COMPETITION

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. The following maintenance personnel have been selected to go on the bombing competition project at Barksdale, AFB:

NAME	RANK	SN	AFSC	CLEARANCE
HIGGINS, ERNEST L.	Major	AO 587834	4344	Top Secret
STEIT, LLOYD U.	1st Lt.	AO 1848503	3231	Top Secret
Harpole, James	T/Sgt	AF 14151671	30171	Secret
Chapman, Roy E.	S/Sgt	AF 14345485	30170	Secret
Washburne, John A.	S/Sgt	AF 12028889	32150E	Secret
Joyce, James J.	A/1C	AF 33599467	32130E	Secret
Morris, Robert E.	A/1C	AF 14374984	32150E	Secret
Politz, Henry A.	S/Sgt	AF 18376295	32150E	Secret
Orman, Richard G.	A/1C	AF 19388026	32150E	Secret
Wooton, Charles O.	A/1C	AF 26343936	40350	Secret
Hazel, Vineyard L.	S/Sgt	AF 14284149	46270	Secret
Howell, Bobbie M.	S/Sgt	AF 19358793	40471	Secret
Wade, Frank J.	M/Sgt	AF 12037965	43171J	Secret
Sellers, Donahue W.	T/Sgt	AF 14241675	40470	Secret

93BW (M) App V
Annex B, Oprs Order 203-54
16 Aug 54

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NAME	RANK	SN	AFSC	CLEARANCE
Flanders, Irving W.	S/Sgt	AF 16338478	42550	Secret
Brewer, Jerald I.	A/1C	AF 16396712	40453	Secret
Cook, Eugene A.	S/Sgt	AF 19307076	43154D	Secret
Williams, Donald C.	A/2C	AF 16419480	42550	Secret
Stegall, E. W.	T/Sgt	AF 18030247	42671	Secret

WILLIAM E. BURBANK JR.
Colonel, USAF
Commander

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APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER 203-54

LOGISTICAL SUPPORT AT STAGING BASE
(Ref 15AF Message DM2M 1383 dtd 10 Aug 54)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California
16 August 1954

1. A&E SHOP SUPPORT:

a. The 376th A&E Squadron will provide 24 hr shop support for all A&E systems 2 (cycle 1) K systems mock-ups will be provided. Cycle one "K" system components will be processed by this unit.

b. The 301st A&E Squadron will provide 2 blue square "K" system mock-ups for shop support on 24 hr basis. Blue square "K" system components will be processed by this unit.

2. FIELD MAINTENANCE SHOP SUPPORT:

a. The 301st Field Maintenance Sq will provide 24 hr shop support.

b. The 805th Air Base Group will render supply minitian and base support to maintenance activities.

3. MAINTENANCE FACILITIES:

a. Each Bomb Wing is assigned a designated area within either Hangar 11, 12 or 13; these areas partitioned and signs marks assigned area.

b. Desk and chairs are provided each Wing.

c. Communication will consist of the following:

(1) Radio Nte: 1 radio jeep per wing and 1 ground station Maintenance Control and Base Supply.

(2) Inter-Com between Maintenance Control and each wing area also between Maintenance Control and Field Maintenance and A&E Shops.

(3) Base Telephone in each wing area.

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(4) Public Address System from Operations Control to entire parking area.

d. Transportation maintenance transportation and vehicles will be assigned as follows:

(1) Pickup truck 1 each per wing.

(2) Tug 1 each per wing.

(3) Coleman Tractor 1 each per division.

(4) 24 hr flight line taxi pool service will be provided.

e. The balance of base support equipment will be furnished by the 4th Air Division. To pin-point those areas of responsibilities the following is established:

(1) Ground Power:

(a) Flight line maintenance power will be furnished by computing wings.

(b) 6 power units and 1 spare will be furnished for the refueling pits by the 301st Field Maint Sq.

(c) The 301st Field Maint Sq will inspect and refuel all ground power equipment a minimum of twice daily. Personnel will be on 24 hr duty.

(2) Towing vehicles, drivers and tow bars.

(a) The 301st Bomb Wing will provide 1 ea B-47 towing vehicle with driver and 2 ea tow bar per wing.

(3) Air compressors - high and low pressure: The 301st Bomb Wing will provide 1 ea air compressor high and low pressure per wing.

(4) Aircraft stands B-47: The 301st Bomb Wing will provide 4 ea B-4 stands per wing.

(5) Oxygen Trailers: The 301st and 376th Bomb Wings will provide 3 complete oxygen trailers for issue on the basis of 1 each per Air Division.

(6) Night Lighting: Flood light and power to operate them will be made available through Maintenance Control.

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(7) Normal Field Maintenance activities are available to all competition aircraft.

(8) Wheel chocks, aircraft external refueling panels and grounding wires will accompany competing aircraft.

(9) Refueling a minimum of 3JP4 (SPR) refueling hydrants will be available to support aircraft refueling requirements. In addition 2 F-6 units equipped for single point refueling will be available on request through maintenance control.

4. SUPPLY PROCEDURE:

a. There will be 3 sources of supply:

(1) 1st source of supply will be from spares kit that accompany competing aircraft.

(2) 2nd source of supply will be from pre-issue items which include the total resources of both Barksdale Wings.

(3) 3rd source of supply will be the base supply who will inturn directly contact AMA's for additional supply support as required.

b. Spares Kit: The Wing will have direct issue control of the spares kit.

c. Pre-Issue: Normally maintenance specialist will furnish those exchange items of pre-issue. Normal procedures will be followed of requesting specialist through maintenance control unit.

d. Items may be requested from Base Supply via communications. Delivery and pick up of parts will be made to the designated aircraft parking spots. Parts will be issued on a 72 hour hand receipt.

e. The 301st Field Maintenance Sq will be responsible for all APG specialist and pre-issue.

f. The 376th A&E Sq will be responsible for all A&E Field Maintenance support other than Blue Square "K" equipment.

g. The 301st A&E Sq will be responsible for A&E Field Maintenance support of Blue Squadr "K" equipment.

h. Supply Liaison services will be available through maintenance control.

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i. 2 ea C-47 and 1 ea T-33 aircraft will be available for pilot pick up of aircraft spares as necessary.

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Colonel, USAF
Commander

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Director of Operations

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Annex "B", Oprs Order 203-54
16 Aug 54

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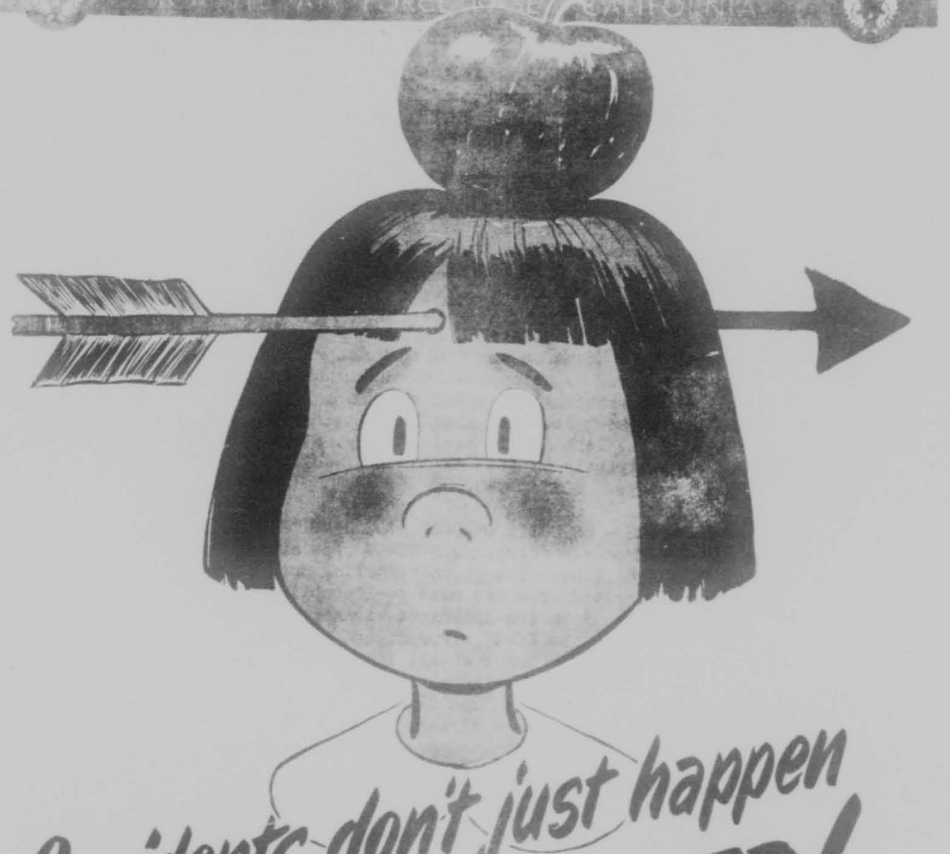
ACCIDENT SUMMARY

JUNE-JULY 54



Accidents don't just happen
They are CAUSED!

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JUNE & JULY LOST TIMERS

6 JUNE 1954 - 1600 HOURS - OFF DUTY, OFF BASE. RECREATIONAL ACCIDENT. An A/1C of the 93d Motor Vehicle Squadron was hiking in the mountains, approximately 5 miles northwest of Mariposa, California. As airman was walking uphill, he stepped on a rock, lost his balance and fell. He rolled downhill and over a 30 ft cliff. EXTENT OF INJURIES: Sprained left ankle. TIME LOST: 5 Days. COST: $150.00.

7 JUNE 1954 - 0200 HOURS - OFF DUTY, OFF BASE. PRIVATE VEHICLE ACCIDENT. An A/B of the 93d Food Service Squadron was traveling north on highway #99, at an approximate speed of 45 mph. As the airman was passing another vehicle, the left rear tire of his vehicle blew out, causing the airman to lose control of the vehicle and overturn. The driver was not injured, but one of his passengers were. EXTENT OF INJURIES: Lacerations and contusions of lower lip. TIME LOST: 2 Days. COST: $60.00.

4 JUNE 1954 - 1700 HOURS - OFF DUTY, OFF BASE. RECREATIONAL ACCIDENT. An officer of the 93d Tactical Hospital was participating in a game of soft-ball at Henderson Park, Snelling, California. As the officer was running around the bases, he slid into third base and his right knee was caught under him, causing injury to same. EXTENT OF INJURIES: Contusion of right knee. TIME LOST: 2 Days. COST: $60.00.

5 JUNE 1954 - 2300 HOURS - OFF DUTY, OFF BASE. PRIVATE VEHICLE ACCIDENT. An A/3C of the 329th Bomb Squadron was riding a motorcycle south on Highway #99 enroute to Castle AFB. As he approached the intersection of Highway #99 and Buhach Road, he was reducing his speed so that a left turn into Buhach Road could be made. Another vehicle, also traveling south, was passing the motorcycle and struck the left handle bar. The cycle was knocked on it's side and skidded approximately 50 ft. EXTENT OF INJURIES: Fractured right hand. TIME LOST: 3 Days. COST: $90.00.

5 JUNE 1954 - 0900 HOURS - ON DUTY, ON BASE. OCCUPATIONAL ACCIDENT. An A/2C of the 93d Supply Squadron was refueling a KC-97 type aircraft on the KC-97 parking ramp, CAFB flight line. The right refueling hose on the AvGas re-fueling unit became separated from the hose reel coupling, spraying 115/145 octane fuel under pressure into the immediate vicinity. A fire immediately broke out causing damage to the KC-97 aircraft and two refueling units. Sub-ject airman received 2nd degree burns of all finger tips while attempting to remove the burning fatigues of a fellow airman who was also injured in the same accident. EXTENT OF INJURIES: 2nd degree burns of all finger tips - 1st airman. 60% burns of the body - 2nd airman. TIME LOST: 45 Days. COST: $1350.00.

16 JULY 1954 - 2000 HOURS - ON DUTY, ON BASE. OCCUPATIONAL ACCIDENT. An A/2C of the 328th Bomb Squadron was wing walking a B-47 as it was being towed out on the B-47 area, CAFB flight line. His duty consisted of rotating outrigger wheel to proper direction for towing. Upon completion of his duty, airman started for wing tip and stepped into path of outrigger gear. Outrigger gear hit said airman on the heel causing sprain. EXTENT OF INJURIES: Sprained right foot. TIME LOST: 3 Days. COST: $90.00.

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23 JULY 1954 - 0600 HOURS - OFF DUTY, OFF BASE. PRIVATE VEHICLE ACCIDENT. An A/1C of the 90th Air Refueling Squadron was driving on Bear Creek Road between M Street & highway #99 at an approximate speed of 35 mph. As airman was negotiating a curve, he lost control of vehicle and ran off roadway, hitting a tree. Primary Cause - Sleepy & Fatigued. EXTENT OF INJURIES: Lacerations of face. TIME LOST: 6 Days. COST: $180.00.

22 JULY 1954 - 0800 HOURS - ON DUTY, ON BASE. OCCUPATIONAL ACCIDENT. An A/2C of the 93d Periodic Maintenance Squadron was working on a B-47 maintenance dock located on CAFB flight line. Airman was walking across dock and stepped on a sliding platform which was not properly cleated or braced underneath, causing movable section to tip loose and causing airman to fall. EXTENT OF INJURIES: Torn ligaments of right arm. TIME LOST: 1 Day. COST: $30.00.

24 JULY 1954 - 0300 HOURS - ON DUTY, ON BASE. USAF VEHICLE ACCIDENT. An A/2C of the 93d Air Police Squadron was driving north on Buhach Road at an estimated speed of 20 mph. As he approached gate #3, he slowed down to negotiate a turn through the gate and in doing so, loose gravel caused the airman to lose control of vehicle and hit a pole in the center of the gate. EXTENT OF DAMAGE: Front bumper and grill. TIME OUT OF SERVICE: 4 Days. COST: $49.00.

25 JULY 1954 - 2100 HOURS - ON DUTY, ON BASE. OCCUPATIONAL ACCIDENT. An A/2C of the 93d Installations Squadron was working on a power line located at transformer vault, building T-1345, CAFB. As airman was endeavoring to close primary fuses on a primary circuit, he noted what appeared to be open fuses on crossarms on a power pole. He climbed pole to investigate and received severe shock before he had actually come in physical contact with the high-voltage line. He managed to climb part-way back down the pole in a dazed condition; he then dropped the remaining distance to the ground. EXTENT OF INJURIES: 3rd degree burn on left foot. TIME LOST: 4 Days. COST: $120.00.

27 JULY 1954 - 1700 HOURS - OFF DUTY, OFF BASE. PRIVATE VEHICLE ACCIDENT. A M/Sgt of the Hq Sq., 93d Bomb Wing (M) was driving a motorcycle on Santa Fe Drive, 1 mile north of CAFB. Another vehicle slowed down, which was approaching from the opposite direction, as if he was going to let the Sgt. by before negotiating a turn into a private driveway. Sgt. acknowledged that fact & proceeded ahead, but just as he did, the driver of the other vehicle started to make the turn and hit the Sgt's motorcycle. EXTENT OF INJURIES: Fractured left ankle and sprained knee. TIME LOST: 4 Days. COST: $120.00.

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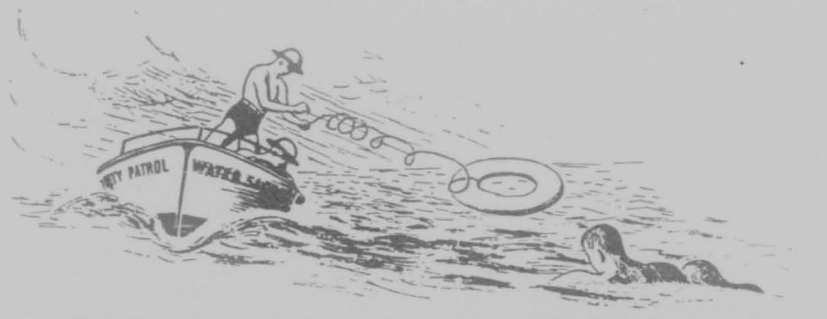

Ready for SUMMER?

By Harry F. Frazer

FROM the first of May until Labor Day, America will be on the move —vacation bound.

For many, this will be the "last vacation" they will ever take. Why? Traffic is not the only killer. Close to 7,000 Americans will drown this year. About two in every three of these drownings will occur from May 1 to August 31—the peak of the vacation season.

Ignorance or violation of common sense water safety rules will take its toll. Which prompts us to ask—"Are You Ready For Summer?"

The needless tragedy of death by drowning prompted me to compile and publish "Your Holiday Unmarred By Accident." It is a complete booklet of water safety requirements and common sense rules which should be followed on, in or near the water and it is written in language laymen can understand.

Space restrictions prevent my telling the full story of water safety on these pages. Anyone interested in a more detailed and complete list of boating, swimming, and fishing safety rules will find "Your Holiday Unmarred By Accident" useful and informative.

Swimming and boating are a lot of fun. Since I was 13, I have enjoyed the water—from sailing my own skiff, as a youngster, to my career in the United States Coast Guard. I have observed almost every possible type of water accident — from swimmer's cramp to vessel collision. In nearly every case—carelessness was to blame.

In most cases, carelessness in or on the water carries the stiffest of all penalties—death! You will help make your vacation a happy one, if you'll keep in mind the following common sense rules, concerning water safety.

We are not water creatures. Unlike fish, we live and grow up on land. We have to adapt ourselves to the water, to learn much about diving under water, swimming, handling a boat, watching for storms and many other details which would not even enter our heads if we stayed ashore. Even on land we did not walk automatically; we had to learn how over a period of years. And so we have to learn to swim. But there is much about the water and about swimming that depends upon us, much that *we* have to know.

Whether we are learning to swim or are accomplished swimmers, there is one essential to remember: *In case of trouble keep your head.* Although the same idea applies to the enjoyment of all water sports, almost invariably the one thing which leads to trouble for a swimmer is panic. This is a sudden unreasoning and overwhelming fear which seizes one in an emergency, either real or fancied. Many people have been rescued from shallow water who were never in any danger. Merely because they stepped in a slight depression or lost their footing they became panicky and splashed about without realizing that they could have walked ashore. Even some skilled swimmers who are accustomed to quiet and calm waters are frightened by the waves. When the wind is blowing offshore the swimmer begins to think, because of the wave motion, that he is being carried out. He swims faster. As he tires he becomes frightened. He thrashes the water and begins to feel panic. Stronger efforts cause even greater fear. Then his panic is followed by complete exhaustion.

These days, it is important for children to become familiar with the water. We should teach them to swim as soon as they can learn the fundamentals. This teaching demands patience, but it may be rewarding. All the coaxing, begging, and screaming in the world will not propel a youngster through the water, especially in an emergency.

Individuals with large bones and solid muscles sometimes have difficulty in floating unless they move their hands or feet now and then. But they must keep their hands underwater. Many drowning victims sank because they raised their arms. If they forced themselves to remain calm—if they kept their hands and bodies submerged and only their faces above the surface —they would never have been in difficulty.

The Red Cross believes, from accumulated statistics, that most drownings which occur early in the season are due to three things: (a) cold water which saps the strength; (b,

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poor physical condition of the swimmer, and (c) poor swimming coordination after the long winter layoff. As the summer progresses most of us become physically conditioned to the water, which is gradually warming up, and we regain our ability to swim as well as we formerly did. If we assume that we will be able to swim just as far on our first day at the beach as we did last year, we are being dangerously foolish. *Swimming is a fine and strenuous exercise, but only for those in proper physical condition.*

Somewhat akin to our physical condition is the tendency of our muscles to cramp if they become cold and tired. Here again we must be careful to avoid panic. A little pressure on the muscle and vigorous kneading will usually relieve the cramp. The most dangerous types of cramps are, of course, stomach cramps. There is no scientific proof that they have any relation to the digestive system, but many people have found that they do result from swimming immediately after eating. *Wait for an hour or so after meals before swimming.* This same rule, waiting until our bodies are ready, applies when overheated, tired, or cold.

Just as we swim rationally, we must handle boats in accordance with our capabilities. We do not take chances or try to act as we suppose veteran sailors would until we have acquired sufficient skill to be considered sailors. We may know so little of boating that we cannot appreciate the dangers; our "know it all" or "show-off" attitude may take us so far from shore, through the breakers in a boiling surf, or in such rough water that we foolishly risk our own lives and those of others.

Even if we are experience boatmen, we always assume that all our passengers are green, dry-land sailors until they demonstrate otherwise. Depending on the size of our craft and various circumstances, we normally allow non-swimmers in our boat only under one of two conditions: (1) if we remain in shallow water that permits walking ashore, or (2) if they wear life preservers and are with swimmers capable of effecting rescues.

Life preservers are undoubtedly the most essential equipment for boating. We *keep sufficient life jackets for everyone aboard* our boat in an easily accessible location, where they cannot be compressed or damaged. We may need a life preserver only once. If we do, we'll never need anything worse. There is no cure for even a mild case of drowning.

Besides our own safety, we have a responsibility for the safety of others when we operate boats. We do not come near swimmers. We never attempt to frighten others with horseplay because we happen to have a potential weapon—our boat—under our control. We remember that the wake which we create by running at high speeds may overturn another boat and drown the occupants. In congested waters our wash may damage other boats lying at the wharf. If we are tempted by recklessness we remember the section in the Motorboat Act of 1940 which states:

"Any person who shall operate any motorboat or any vessel in a reckless or negligent manner . . . shall be punished by a fine not exceeding $2,000, or by imprisonment for a term of not exceeding one year, or by both such fine and imprisonment. . . ."

Boats swamp; they normally do not capsize as the term implies unless they carry sails. They usually swamp from having weight too high or off-center, or from people reaching far out over the side, standing up, or trading places. No one knows why passengers insist on standing up and forever changing position. We know they do, and this shifting of weight is much more likely to swamp an over-loaded boat than one loaded within its capacity. Therefore, *small boats must never be over-loaded.* It is better to disappoint friends than to kill them.

If a person is alone and for some silly or careless reason falls out of the boat, there will be little chance of his getting back aboard except in a flat calm. A light boat may drift faster than the person in the water can swim. Only inexperienced landlubbers jump overboard to retrieve a lost oar or paddle. Sensible sailors use a remaining oar, board, or their hands to scull or paddle after the lost oar.

Weather conditions should be the

Editors Note: "Your Holiday Unmarred"

THIS booklet on water safety was written and published by Harry Frazer, a Commander in the U. S. Coast Guard. Coming from a family of small boat sailors, he grew up near the Coast Guard lifesaving stations where his father, a boatswain's mate, was assigned.

He started sailing his own boat when he was 13 years old, but admits that that doesn't prove anything, because, while learning the hard way may be the most effective means of absorbing information, the novice may not live long enough to make all the mistakes or may escape unscathed through sheer luck.

For short periods while in high school he operated a small boat for the Lighthouse Service, which is now a part of the Coast Guard. He was a lifeguard at a summer resort before attending and graduating from the Coast Guard Academy.

He obtained considerable experience boarding small motorboats, checking safety requirements, while serving aboard Coast Guard vessels. He commanded an escort vessel during the war, served on an icebreaker, and later, as a Coast Guard Marine Inspector, inspected large merchant ships for seaworthiness, lifesaving equipment, and other legal safety requirements. To qualify for this duty he obtained ocean licenses as Master and Second Assistant Engineer, Steam and Motor.

He served for a short time on a Coast Guard Ocean Station Vessel (weather ship) and for the last five years has been engaged in promoting the internal safety program within the Service from Coast Guard Headquarters at Washington, D. C.

This story on the subject of water safety has more than competence and authority to deserve your attention. It is the product of the experience and thought of Cmdr. Harry F. Frazer, who has had a long career in the field of safety.

Cmdr. Frazer first became acquainted with the National Safety Council through his attendance at the Safety Training Institutes—two of them—held at Council Headquarters some years back. At that time, he was publishing a safety bulletin for the United States Coast Guard, which publication was adjudged one of the best written, best edited, most impressive in the field of safety journalism.

"Your Holiday Unmarred" is a private venture, which factor further reveals the intense personal interest Cmdr. Frazer has in the safety aspects of his professional field. If you want to know about small boats, ask a Coast Guardsman. If you want to know about safety in small boats, ask Cmdr. Harry F. Frazer! Copies of "Your Holiday Unmarred" are available at cost (50¢ per copy). Address all communications to Harry Frazer, Lewes, Delaware.

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Ready for SUMMER?

From Page 9

least of our worries if we are alert. It is unfortunate that few of us who use the term, "Batten down the hatches," ever stop to realize its meaning. The expression originated with sailors who were making full preparations to meet an approaching storm. No group, except possibly aviators, are more constantly conscious of weather conditions than real seafaring men. They have seen little waves quickly turn into running seas when it started to blow, and they know how much damage the sea can do. *Good boatmen always watch for threatening weather and seek shelter before a storm strikes.*

The ingenuity of the great average American can lead to disaster on the water. He may take some old packing crates, an unused dog house or big cheesebox, and a discarded lawnmower engine, and Presto! he is a member of the association of pleasure boat owners. Fortunately, most of our boats are safe and seaworthy for their intended use. Most unfortunately, many of us lack any realization of the limitations of our vessels and our own ability to control or operate them. And added to this blissful ignorance of the facts of life (our own) is our inherent capacity for gambling, for taking a chance — sometimes intentionally and sometimes stupidly being plain careless. Ironically enough, we consider safety fine business—for the other fellow. We are all for safety just as we are against war, but only as long as it is directed at someone else. We don't need it because accidents all happen to other people.

Let us not feel that beaches and water sports are unduly hazardous. If they are, it is only because we make them so. Of course, we are away from home and familiar surroundings. We are enjoying ourselves out of our natural element, which is assuredly dry land. But the reason we must concentrate on continuing our safety consciousness is primarily because we tend to abandon normal restraints as we "get away from it all" on a holiday. Let's not discard our reason. Suppose we give a little thought to safety and use enough common sense to prevent emergencies whenever possible. Let's be wise enough to avoid carelessness, to prevent the spoiling of a happy vacation . . . by accident.

THE END

Drive Carefully. Remember — every five minutes a chance-taker gets hurt!

Use of Hand Tools

There is an urgent need for more thorough training of mechanics in the proper use of powered hand tools. A lack of understanding about such tools has resulted in damaged screw

heads, stripped threads and tool tracks on aircraft surfaces. This unnecessary damage invariably means high costs for replacements as well as an excessively heavy work load.

Exploit the time-saving features of power tools at every opportunity, but do so only with trained personnel. And in conducting your training courses, try utilizing locally manufactured mock-ups in place of easily damaged aircraft surfaces. The net savings will more than compensate for the extra initial workload.

"No thanks, that's why I'm here . . smoking in bed."

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CUMULATIVE ACCIDENT COSTS

93d Bombardment Wing (M) (For Year 1954, upto 31 July, Incl)

SQUADRON	Lost Time Injuries On Dy	Lost Time Injuries Off Dy	Man Days Lost	Lost Time Injuries Rate Per 100,000 Man Days	1st Aids	TOTAL INJURY COSTS	USAF Mtr Veh Acc	USAF Mtr Veh Acc Costs	Prop Damg Cases	Prop Damg Costs	TOTAL ACCIDENT COSTS
93d Air Refueling	1	3	43	5.34	13	$1381					$1381
93d A & E Maint		4	21	5.12	12	714					714
93d Field Maint (*)	1	4	15	5.07	33	32,181					32,181
93d Medical		2	16	5.91	1	487					487
328th Bomb	1		3	1.76	7	139					139
329th Bomb	1	1	7	3.46	9	273					273
330th Bomb	2	1	16	5.04	11	557					557
90th Air Refueling		3	22	3.87	16	772			1	$112	884
93d Period Maint (*)	1	6	29	16.44	11	32,447					32,447
Hq Sq Sec 93d Bm Wg		1	4	2.52	7	169					169
WING TOTALS	7	25	173	5.17	120	69,120			1	$112	69,232

93d Air Base Group

93d Food Service		4	17	7.77	38	$ 776					$ 776
93d Instl	4		16	8.28	22-c 26	816	2	$150			966
93d Operations		1	2	2.05	5	95					95
2nd S.S.		6	293	7.48	16	8,902					8,902
93d Mtr Vehicle	2	3	33	16.43	1-c 8	1,053	3	1,830			2,883
93d Air Police	3		15	4.87	16	562	2	93			655
93d(*) Supply	3	4	99	11.08	10-c 6	34,582			2	243	34,825
Hq Sq AB Gp	1		3	2.31	4	118					118
GROUP TOTALS	13	19	483	7.38	154	46,904	7	2,073	2	243	49,220
CAFB TOTALS	20	44	656	6.08	274	116,024	7	2,073	3	355	118,452

(Each c - indicates civilian employee first aid accident)
(Each * - indicates a military fatality)

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BY ORGANIZATIONS

(For Month of July 1954)

SQUADRON	Disabling Injuries On Dy	Disabling Injuries Off Dy	Man Days Lost	Lost Time Injuries Rate Per 100,000 Man Days	1st Aids	TOTAL INJURY COSTS	USAF Mtr Veh Acc.	USAF Mtr Veh Acc. Costs	Prop Damg Cases	Prop Damg Costs	TOTAL ACCIDENT COSTS
93d Air Refueling					2	$14.00					$14.00
93d field Maintenance					3	21.00					21.00
93d Period Maintance	1	3	12		1	367.00					367.00
93d A & E Squadron					2	14.00					14.00
93d Medical											
328th Bomb	1		3			90.00					90.00
329th Bomb											
330th Bomb											
Hq Sq Sec 93d Bm Wg		1	4			120.00					120.00
93d Food Service					4	28.00					28.00
93d Instl Squadron	1		4		1	127.00					127.00
93d Operations		1	2			60.00					60.00
93d Mtr Vehicle	1		3			90.00					90.00
93d Air Police					1	7.00	1	49.00			56.00
2nd S.S.					2	14.00					14.00
93d Supply					4	28.00					28.00
Hq Sq 93d AB Gp											
90th ARS		1	6		2	194.00					194.00
Civilian Personnel					1	7.00					7.00
CAFB Totals	4	6	34		23	$1181.	1	49.00			$1230.

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Scapegoat for Traffic Death

Sloppy drivers have tried to blame their own irritations and misdeeds on slowpokes on the highway. Excessively slow drivers break the law, should be blamed and punished for that alone. Read this provocative piece.

By Forst E. Lowery
Manager, Greater Minneapolis Safety Council

AMERICAN motorists are rapidly getting drunk on a heady new concoction they have brewed for themselves.

It's only an idea, but it's an idea that can be as deadly as more literal drunken driving. If you've acquired the taste and abandoned yourself to it, it can cost you your life!

Here it is—take a big gulp, but spit it out right away!

"It's the slowpoke driver who causes the most accidents!"

Believing that, and driving cars with that philosophy, is going to kill people by the thousands as long as we let it. The camel's nose is under the tent and unless somebody kicks him in the teeth pretty quick we're going to have to live with a very smelly camel for a long time.

•

The driver who blames the slowpoke for any significant share of our shameful traffic death toll is looking for a scapegoat and is trying to salve his own conscience for his driving behavior.

•

In effect, he pleads that he, or any driver coming to grief trying to pass a slow moving vehicle, should be excused on the grounds of temporary insanity and that the cause of his lapse, the slowpoke, should be forthwith thrown into the pokey.

I don't object to an occasional bleat about how irritating grandma can be, going 25 miles per hour in her 1923 Franklin, but I don't like to listen to some 40-year-old teen-ager giving grandma credit for all the traffic deaths.

The tragedy is that these people think they are right and that they have discovered a great truth. And the notion, which is as easy to take apart as a Tinkertoy ferris wheel, is getting more and more popular.

The sloppy thinking of the driver who would make the slow driver the scapegoat proceeds in three jumps. First he is irritated at a delay. Then he blames the cause of that delay for being the cause of a possible accident. Third, he decides that the slowpoke is the cause of "most accidents."

The result: such often heard and read statements as, "A safety-minded and usually law-abiding motorist is often goaded into taking desperate chances to get ahead of such a roadblock."

Does a "safety-minded" person take "desperate chances?"

Or, put the other way around, is a person who takes "desperate chances" really "safety-minded?"

Is a person who is "usually law-abiding" the same person who is "often goaded" into some law violation?

The excessively slow driver violates the law and impedes traffic. He is guilty of that alone. He should be blamed for that alone, and punished for that alone.

But two wrongs never made a right, and when the impatient driver is "goaded" into some improper, dangerous passing he should be saddled with the blame for the act and for the consequences of the act.

The entire traffic accident problem is so complex that it is much like a serious disease calling for complicated diet, rigid self-discipline, possible hospitalization, and even some careful trial and error doctoring. There isn't any miracle drug to treat our traffic accident disease. Even those medicines which most often work the most good are costly, slow-acting and very bitter to the taste.

Under these conditions, here's what happens: Somebody comes along peddling a delicious patent medicine. It's called "slowpokes are the real menace." The fact that continued neglect of a medically effective treatment can eventually kill him doesn't stop the patient from lapping up the nostrum that tastes good and makes him feel like a million—for the moment.

So here goes the American automobile driver, refusing the medicine the doctor offers, brewing his own brand of Hadacol, and selling it to all his friends. They buy it because it tastes so good. Pretty soon a few of the dull-witted among the "doctors" are peddling it, too!

Speed isn't the only factor in traffic accidents, of course. In fact, to be a factor at all, speed must often be coupled with some other driving mistake.

Yet the classic American traffic death is still the high-speed crack-up in good weather, on a good road, in a good car.

I hope we will not have to hear much more of this drivel about "slowpoke drivers are the ones who cause the most accidents."

Those will soon be classic famous last words. THE END

Condensed from an editorial in the October News Letter of the Greater Minneapolis Safety Council.

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TRAFFIC SIGNS AND SIGNALS...

Official traffic signs

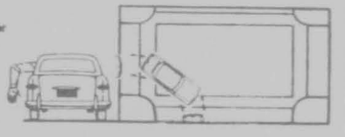
Not only the wordings of official traffic signs, but their shapes as well, relay their messages.

STOPS CAUTIONS REGULATIONS RAILROADS

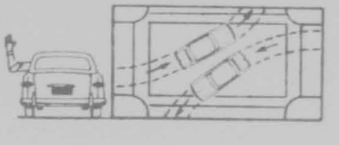
Hand signals

When changing direction or reducing speed, a driver should notify pedestrians and other drivers of his intention by a hand signal.

STOP . . . The intent of STOPPING or of SLOWING is indicated by a driver's extending his arm at a downward angle.



RIGHT . . Extension of the arm at an angle above horizontal signals that a RIGHT TURN is about to be made.



LEFT . . . If the arm is extended straight out, a LEFT TURN is indicated.

NOTE: It is the responsibility of the driver starting away from a parked position to enter traffic without being hit or causing an accident.

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

1 August 1954

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 31 July 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 July 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Company
A. Larson	Western Electric Company
H. Magee	Sperry Gyroscope Company
W. Milani	Sperry Gyroscope Company
J. Montain	General Mills Inc.
L. Ruple	Sperry Gyroscope Company (arrived 12 July 1954)
C. Zaluga	Western Electric Company

II. EQUIPMENT: K4A Bombing Navigation System

III. TRAINING ACTIVITIES:

SUBJECT TAUGHT	K-4A Maint.	A-1A Maint	Y-4 Maint	APS23 Maint	K-4A MTD	K-4A Oper
Airmen Trained	40	16	20	36	17	2
AFSC	1-[illegible]71E	32130E	15-[illegible]30E	32130E	32130E	1521E
AFSC	8-[illegible]50E		5-[illegible]50E			
AFSC	31-[illegible]30E					
Instructor Hrs.	183	160	47	80	176	72
Student Hrs.	487	640	135	350	968	132
Type of Training						
Fundamentals	X	X	X	X	X	
Advanced						X
Cross Training						
O J T	X		X	X		
Informal Classroom						X
Formal Classroom		X	X	X	X	

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instruction in the operation and maintenance of Air Force Equipment (K-4A)

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions encountered during the period covered by this report were random and displayed no particular trend. It is generally felt that the number of malfunctions was not excessive.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. Y-4 Periscope fogging at altitude; and adequate supply of the proper desiccant has been obtained and a more rigid inspection procedure has been instituted to prevent the re-occurence of this difficulty.

2. A few cases have been reported wherein the periscope dome cover was inoperative in flight. Subsequent investigation revealed interference between aircraft fairing and the ring gear of cover operating mechanism. Also, improper adjustment of the ring gear positioning rollers was noted.

VIII. SPECIAL DEVELOPMENTS:

1. Complete performance and operational checks are being made on the K-System of the aircraft selected for the SAC Bombing Competition. Wherever possible, all equipment and alignment errors are removed. This work is being accomplished on an OJT basis by crews selected for specialist training from the A&E Squadron.

IX. GENERAL REMARKS:

1. This base has recently experienced trouble with two radomes. This trouble is evidence by blistering of the inner surface caused by the separation of the inner ply from the honeycomb to the extent of interfering with the rotation of the APS-23 antenna. The two radomes that have blistered were recently reconditioned at OCAMA. One of these defective radomes was detected during a periodic Dock inspection and the other was reported as an in-flight malfunction. The latter had blistered to the extent that the antenna reflector was slightly deformed. This radome difficulty may be attributed to condensate settling between the plys and freezing at altitude, which would fracture the binder. A more extensive study of radome difficulties will be made by the Western Electric Engineers and a report on the encountered troubles with corrective suggestions will be submitted.

Sperry Gyroscope Company
Division of the Sperry Corporation

A. Calhoun
Coordinating Field Engineer

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CONTRACTOR: Philco Corporation
22nd & Lehigh
Philadelphia, Pennsylvania

1 August 1954

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 31 July 1954

Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 July 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: RICHARD E. HUNT, Philco Technical Representative.

II. EQUIPMENT: ECM, Communications and Navigational.

III. TRAINING ACTIVITIES:

1. There was no formal training for period covered by this report. [illegible] current activities with new aircraft imposes too excessive a load on maintenance [illegible] council to permit releasing persons for classroom training time until the the bulk [illegible] of maintenance personnel return from TDY.

2. Informal OJT has been performed for the period covered by this report, on communication and navigational equipment. This type of training will continue with the addition of more formal OJT as the new equipment is received.

SUBJECT TAUGHT	ARC-27	ARC-3	ARN-6	ARN-14	ARN-18
Number of men	2	0	2	2	2
AFSC	30150		30170	30171	30171
No. Inst. Hrs.	10		6	8	3
No. Stud. Hrs.	14		12	16	5
Type Training:					
OJT	X		X	X	X
Cross Training	X				

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Communications and Navigational Equipment.

2. No estimate can be made of the time when Contract Technician services will no longer be required by this activity.

V. EQUIPMENT MALFUNCTIONS:

1. Reference my report of 1 July 1954, Section V, par 1 and 2. Several ARC-27 radio sets have been received in the maintenance shop, prior to the normal 90 day periodic inspection, with excessive carbon deposits throughout the power amplifier section.

2. The ARC-27 runs continously in the B-47E aircraft and the actual flying time of the aircraft is a relative indication of the hours of operation of the ARC-27.

3. To reduce the possibility of equipment failure, the periodic inspection has been reduced to 45 days. With each aircraft averaging forty (40)

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4. In the DY-66B/ARN-14, Dynamotor, the capacitor C-505 and its adjacent filtering choke, is being shorted due to an accumulation of carbon dust. This dust is being blown into the capacitor from the dynamotor blower section.

5. There is no practicable way of eliminating the accumulation of carbon dust on the capacitor except by relocation.

6. Complaints of weak or inoperative ARN-14's.

7. Further investigation revealed the system incapable of receiving through existing antenna but operated properly through substitute antenna system. This indicated the equipment to be acceptable, but the antenna system to have a failure. Disconnecting the coaxial cable from the front of the ARN-14 and making an ohmeter check from center pin of the antenna cable to shield or ground side indicated no continuity. Disconnecting the center lead from the antenna and making further continuity checks revealed an open in the coaxial cable center conductor. Further investigation revealed the cable connectors in the vertical stabilizer were disconnected. It is possible the lack of slack evident and minor "g" forces on landing are responsible for this divorcing of connections.

8. All personnel have made aware of this condition and upon repairing the affected aircraft, more slack is made available for reducing connector tension.

9. Frozen blower motor on ARC-27, B-1401.

10. The impeller on left side appeared to have disentergrated for reasons unknown. This resulted in the motor becomming overheated and freezing.

11. Less of transmitting and receiving effectiveness on ARC-27.

12. Battery acid from an overheated battery has drained into the cable connector and shorted the cable resulting in a poss of power transferred to the antenna.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new maintenance-engineering difficulties for period covered by this report.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Reference my report of 1 July 1954, Section VII, par 1, 2 and 3. In view of the safety hazard involved, an emergency U.R. was forwarded. As a result, Mr. Porter of WADC was sent to determine the possibility of precepitation static being our source of noise. Mr. Porter indicated that precepitation static was possibility but likely our source of interference problems was due to a multitude of other difficulties such as equipment, installation, bonding, motor noises, etc. Mr. Porter indicated that the canopy could not be the source of precepitation and the engines are the most likely cource of interference. The hot exhaust gases ionizing leaving the aircraft charged. The remedy for this is to install neutralizing rods in the exhaust streams. The rods are awaiting installation. No information is available on this situation at present. The following conditions and complaints still remained to be solved.

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a. Source of the precepitation-static type of noise has not been determined.

b. Why does the noise continue to build up then suddenly disappear with a pronounced quiet normal operation of the ARN-6.

c. Several crews have indicated that painted canopies appear to be much quieter than unpainted canopies.

2. It is extremely difficult to determine the answers to all of these questions as ground observations and crew reports are all the information that is available to maintenance function at the present time.

3. A short check list has been printed for a "NOISE SURVEY" for the crew to fill out after or during each mission. A further investigation is being made until more definite answers are obtained and the problem alleviated or elimated.

4. Loss of communication between tanker and B-47 during refueling hook-up.

5. There is no definite information collected at present on this condition. The communication is resumed upon breaking contact. Possibly UHF shielding or tee low available bus voltage is the source of trouble.

VIII. SPECIAL DEVELOPMENTS:

1. See paragraph VII, above, otherwise no new special developments for period covered by this report.

IX. SPECIAL REMARKS:

1. None.

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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1 August 1954

I

CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L. I., New York

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for month ending 31 July 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 July 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: Robert J. Hanna

II. EQUIPMENT: E-4 Autopilot, J-2 Compass System, and Flight Instruments (C-5 Directional Gyro and A-1, A-2 Vertical Gyro Indicators).

III. TRAINING ACTIVITIES:

1. Subject Taught:	E-4 Autopilot	E-4 Bench Mock-Up	J-2 Compass System
No. of Airmen Trained	7	2	2
AFSC	43100 43136 43156 43171	32170 40433	43170 43171
No. of Instructor Hours	28	6	9
No. of Student Hours	48	10	13
Type of Training:			
Fundamentals			X
Advanced	X		
Cross Training			
OJT	X	X	X
Informal Classroom Training			
Formal Classroom Training			

2. Three instrument men are now assigned to the 2nd SS Squadron and approximately 25% of their time is applied to E-4 Autopilot line maintenance. One of these men has been trained at the E-4 Autopilot school at Chanute AFB.

3. Three instrument men are now assigned to the A & E Squadron Autopilot Shop and are responsible for the E-4 Autopilot Bench Mock-Up.

IV. UTILIZATION:

1. The writer has been assigned to Castle AFB, California, for duty of advising and instructing in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

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2. Technical assistance will be necessary at this station for approximately ten (10) months.

V. EQUIPMENT MALFUNCTIONS:

1. B-4 Autopilot in C-124A Type Aircraft:

(a) The Servo Control unit failed on aircraft #50-090 due to excessive wear of brushes and commutator on the motor end. The commutator also appeared burned. This unit will possibly be repaired locally. (P/N 2240-658527, S/N AF 50-218C, operating time approximately 725 hours.)

(b) Two B-7A Compass Repeater Amplifiers failed (P/N 2240-653822). S/N AF 48-364, from aircraft #49-241, was out-of-phase, while S/N AF 52-6170, from aircraft #50-090, gave erratic errors of up to $2\frac{1}{2}^{\circ}$. Neither of these malfunctions was attributable to electron tubes. (Operating time was unknown.)

(c) The Vertical Gyro Control failed on aircraft #49-235 because of burned out gyro rotor windings. (P/N 2240-656518B, S/N AF 48-1365C, 14 July 1954, operating time approximately 100 hours since overhaul.)

(d) A burned commutator and worn brushes caused the Trim Tab Servo to fail on aircraft #49-245 on 13 July 1954 after approximately 550 hours of service. (P/N 2240-654872-11, S/N AF 48-21.)

2. J-2 Compass System in T-33 Type Aircraft:

A slaving malfunction was caused by two defective 12SN7 electron tubes in the A-2 Compass Amplifier. One tube was shorted and the other was low in mutual conductance, so both were replaced. Resultant operation was satisfactory. (2 July 1954)

3. Flight Instruments:

(a) Two Vertical Gyro Indicators would not erect due to faulty erection mechanism and were removed from the aircraft. (UR 93BW-54-465, P/N 6040-654514-11, S/N AF 49-38810, type A-1, 1 July 1954, 525:30 hours since overhaul; UR 93BW-54-476, P/N 6040-654514-21, S/N AF 49-264, type A-2, 1 July 1954, 435:30 hours.)

(b) Two C-5 Directional Gyros were removed during this past month because of excessive precession. Both of these instruments were recently overhauled (P/N 6040-652191). Serial Numbers and UR Numbers are:

(1) UR 93BW-54-676, S/N AF 49-1866, 118:55 hours.
(2) UR 93BW-54-696, S/N AF 49-1890, 50 hours.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED: None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED: None.

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IX. SPECIAL DEVELOPMENTS: None.

X. GENERAL REMARKS:

1. The writer has been working with Mr. P. Beaton and Mr. H. McPartland in developing and testing a portable vibration harness to be used with the Sperry Engine Analyzer on the Mobile Engine Test Stand to analyze 4360-59B engines.

Robert J. Hayna
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

1 August 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 31 July 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base California
California

1. Following is Technical Report for month ending 31 July 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: P. Beaton
R. Hanna
H. McPartland

II. EQUIPMENT: Sperry Engine Analyzer (Ignition and Vibration Analysis)

III. TRAINING ACTIVITIES:

1. Subject Taught	Engine Analyzer General Theory
No. of Airmen Trained	3
AFSC	43156 43171 43100
No. of Instructor Hours	7
No. of Student Hours	9
Type of Training:	
Fundamentals	X
Advanced	
Cross Training	
O J T	X
Informal Classroom Tng.	
Formal Classroom Tng.	

2. Three men of the Base Electric Shop have returned from Chanute Field where they completed the Sperry Engine Analyzer maintenance course. The Electric Shop now has five (5) Chanute-trained men capable of maintaining Sperry Engine Analyzer equipment.

IV. UTILIZATION:

1. The Field Engineers included in this report are assigned to Castle Air Force Base for duty of advising and instructing in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

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V. EQUIPMENT MALFUNCTIONS:

1. Indicator Tube, AF 3370-250000-8515, service time unknown. Low intensity. Tube was replaced.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1 None.

IX. SPECIAL DEVELOPMENTS:

1. The portable vibration harness was tested on a running R4360-59B engine installed on the Mobile Engine Test Stand. Inspection of harness assembly after test revealed insulation breakdown of Bank Cables due to high engine temperature. Other component parts inspected revealed no failures. New Bank Cables will be fabricated with more durable cable and further tests will be conducted.

2. Upon completion of the harness assembly Engine Analyzer instruction in both ignition and vibration analysis will be given to Engine Build-up personnel of the 93rd Field Maintenance Squadron. This planned training will also include technique procedures on the installation and removal of the harness from the engine.

X. GENERAL REMARKS:

1. Mr. P. Beaton departed from Castle AFB on 12 July 1954 for permanent assignment to Biggs AFB.

H. McPartland

H. McPartland
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: RCA Service Company, INC. 1 August 1954
Ellis & Essex Avenues
Gloucester, New Jersey

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for Month Ending 31 July 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 July 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Pinsky, RCA Technical Representative

II. EQUIPMENT: APS-42, Rendezvous, AIC-10 and ARC-21

III. TRAINING ACTIVITIES:

1. Field, shop and line training: assistance and instruction was given during the month to maintenance men in the Electronic Field Maintenance Shop and on the Flight Line on APS-42, Rendezvous, and the AIC-10.

2. Classroom: there were no formal classes conducted during period covered by this report. All instruction was given in the form of O/T

3. Training Accomplished:

Subject Taught	APS-42	APN-12(76)	AIC-10
No. of men	8	2	4
AFSC	30151	30151	(1)30130-(3)30150
No. Instructor hours	19	2	11
No. Student hours	28	4	26
Advanced	X	X	X
Fundamentals	X		
O J T	X	X	X

IV. UTILIZATION:

1. Advising and instructing in operation and maintenance of Air Force Electronic Equipment.

2. No estimate can be made of the time when Contractor Technician services will no longer be required by this activity.

V. EQUIPMENT MALFUNCTIONS:

1. MALFUNCTION: Several 5718 tubes (V-103 and V-104) in the AM-476/AIC-10 Amplifier have been going bad rendering system weak or completely dead.

2. Inspection has shown there are two possible explanations, both of which are definitely contributory.

a. Tubes used were inferior as compared to tubes in other AIC-10 installations. (Main Cause)

b. Capacitor C-401 in Filament Circuit (located physically in

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higher load conditions in Filament Circuit of V-103 and V-104 and therefore excessive conduction of tubes. This will gradually weaken the tubes resulting in very short tube life.

3. Referring to the latter a similar condition was reported on malfunctioning C-823/AIC-10 Control Boxes in KC-97 aircraft (Ref Monthly Technical Report for month ending 28 February 1954). In this case the 40 mfd Condenser was shorting causing V-103, V-104 and Cathode Resistor, R-111 to burn out.

4. It is believed that leakage of the capacitor C-104, AM-476/AIC-10 is a definite contributor to the short life of these tubes.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VIII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

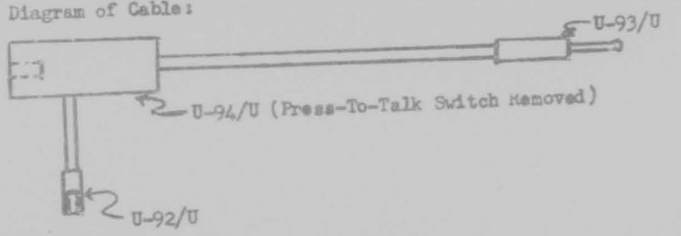
1. None.

VIII. SPECIAL DEVELOPMENTS:

1. Approject was initiated to provide a fourth position inter-com installation in B-47E aircraft on this station.

2. A simple arrangement has been made utilizing either co-pilot's C-824 Control Box or Navigator's C-825. With the use of a specially constructed "L" Cable the I.P. can connect his headset to either co-pilot or navigator inter-com facilities.

3. Diagram of Cable:



4. Parts needed include:

1 ea U-92/U	Tel. Jack	8850-468637
1 ea U-93/U	Tel. Plug	8850-283508
1 ea U-94/U	Plug Conn.	1600-0010900000
6 to 8 feet	4 Conductor Cable	

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5. The Cable as shown will provide "listen" facilities. For transmission, foot switch behine co-pilot may be used to actu ate microphone relay A separate circuit may be installed - across co-pilot and/or navigator foot switch - to provide individual control for I.P.

6. Since ultimate control facilities are located at the control box the fourth position will be "slave" to the co-pilot or navigator.

7. This installation is temporary and normal operation can be resumed by removing cable and re-connecting headset to U-92/U connector provided in aircraft.

IX. GENERAL REMARKS:

1. None.

Bernard Piasky
RCA Technical Representative

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CONTRACTOR: Crosley Div. of AVCO
Evendale Plant #8 - Box 116
Cincinnati 15, Ohio

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 31 July 1954

TO: Commander
931 Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 July 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

E. Hayes - Senior Engineer
A. Barden - Field Service Engineer

II. EQUIPMENT:

A-5 Fire Control System for B-47 aircraft.

III. TRAINING ACTIVITIES:

1. The training was limited to OJT for the entire month. It was felt that this training was needed to improve the A-5 maintenance function. A definate improvement has been noticed and the [illegible] type of training will probably continue throughout the next [illegible]

2. Flight Line personnel and Field Maintenance personnel were given OJT. A total of 128 hours of OJT was presented to 24 students.

SUBJECT TAUGHT	A-5 FIRE CONTROL
Number of men	24
Number of Students hours	3072
Number of Instructor hours	128
AFSC	32330C
Fundamentals	
Advanced	
O J T	X

IV. UTILIZATION:

1. Crosley Field Service Engineers have been supplied to the Air Force for administration and instruction in the operation and maintenance of the A-5 Fire Control System.

V. EQUIPMENT MALFUNCTIONS:

1. Pre and Post-Flight Inspections have not revealed any malfunctions for this period.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. An A-5 Mock-Up arrived and we now have the APG-32A portion operating. Components to complete the A-5 Mock-Up are on order and are scheduled for delivery soon.

IX. GENERAL REMARKS:

1. A-5 base personnel have a strong will to learn the system thoroughly and do a good job. It is expected that this group will develop into a fine working team.

Crosley Div. of AVCO

E. Hayes

E. Hayes
Senior Field Service Engineer

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

1 August 1954

M

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 31 July 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 July 1954 submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: John Hopkins
Wilmer Cummins

II. EQUIPMENT: A-12D Autopilot

III. TRAINING ACTIVITIES:

1. SUBJECT TAUGHT	A-12D MAINT AND TROUBLESHOOTING		
No. of Airmen Trained	21	11	25
AFSC's	32130E(15)	40471 (3)	32130E(15)
	32150E(2)	32130E(4)	40471 (3)
	40433 (2)	40433 (2)	32150E(3)
	40471 (1)	32170 (1)	32170 (1)
	40453 (1)	32150F(1)	32150F(1)
			40453 (2)
			40433 (1)
No. of Instructor Hours	67	37	61
No. of Student Hours	420	69	114
Type of Training:			
Fundamentals	X	X	X
Advanced			X
Cross Training	X	X	X
OJT			X
Informal Classroom		X	
Formal Classroom	X		

2. Formal classroom training in A-12D maintenance is being given each morning for groups of airmen selected by the A&E Squadron. These groups include airmen assigned to both K-System and A-12D. Eight K-System mechanics are assigned to the autopilot section for duty. This course includes a 4 hour lecture on the B-47 power control system. The MTD mockup is used for this class. Prior to attending the Sperry course (35 hours) all students complete a 40 hour MTD course in A-12D Operation.

3. Planned OJT is given on the autopilot in a B-47 at the conclusion of each class. Each student is required to perform a pre-flight check. He is shown the location of all autopilot components and those parts of other systems with which he will be concerned.

4. Informal classroom training is given in the flight line and field maintenance sections when autopilot troubleshooting problems arise.

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5. Informal OJT has been accomplished in the following ways: Assisting maintenance men in troubleshooting malfunctions in the aircraft and demonstrating shop procedures for testing A-12D components.

IV. UTILIZATION:

1. The writers are assigned to this station to assist and instruct in the operation and maintenance of the A-12D Autopilot.

2. Technical assistance will be necessary at this station for approxima 33 months.

V. EQUIPMENT MALFUNCTIONS:

1. Two aircraft reported aileron "jitter" while making turns using aut pilot. This "Jitter" was not apparent in ground checks and no corre ive action was taken. This problem occures frequently and is due to fluctuations in invertor power. It is listed as a deficiency in AF Form 263C, Part VI. In the present installation a certain amount of "jitter" will have to be tolerated when inverter regulation becomes marginal.

2. Pilots are being reminded of the tolerances on this "jitter". When "jitter" is reported to exceed the tolerances given in Form 263 the Autopilot Section has been instructed to recommend that the inverte be changed.

3. The amount of "jitter" can be greatly reduced by incorporating speed feedback in the A-12D autopilot. This modification is covered by T 1-B47-255. It is recommended that retrofit be accomplished as soon as it is feasible.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII.6 OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. The equipment malfunctions listed in Part V could be termed opera- tional difficulties. In order to make pilots more aware of the pro operational procedures and what to expect from the autopilot, two A-12D Autopilot Films have been requisitioned by the Base Training Section to be shown to pilots. These films are titled, "A-12D Gyropilot" basic Principles (TF 1-4974) and "A-12D Gyropilot" In-Flight Operation (TF-1-4975.

VIII. SPECIAL DEVELOPMENTS:

1. An A-12D Mockup for training maintenance personnel and for testing autopilot components is under construction but has not been complete

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X. GENERAL REMARKS:

1. Mr. W. Cummins will be on vacation from 2 August to 16 August 1954.

2. Mr. R. Cochnar, Sperry Gyroscope Company Field Engineer, is expected to arrive this station on or about 15 August 1954, for a period of approximately six (6) weeks. The purpose of his visit is to receive training on the A-12D Autopilot.

John Hopkins
Field Engineer

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SUBJECT: Monthly Technical Report

CONTRACTOR General Electric Company
Aircraft Gas Turbine Division
Evendale, Ohio

TO: COMMANDER
93rd Bomb Wing Jet (M)
Castle AFB, California

REFERENCE: Air Force Regulation 66-18
RCS 3AMC - U19 (SAC-1)

The following is the Technical Report for the month ending 31 July 1954 submitted in accordance with AFR 66-18 and SAC regulation 66-4

1. Submitted:
Frank P Simmons
Clifford I Larvia

11. Equipment: J47-GE-25, J47-ST-25, J47-PM-25 Engines
BH4-B1 Turbosuperchargers.

111. Training Activities:

	Engine operation	Eng. Cond.	Trouble Shooting	Minor Rep.	Eng. Build. up.
No. of airmen trained------	14	40	28	8	4
AFSC.----------	4-43170	6-43170	10-43170	1-43170	1-43170
	8-43152	24-43152	14-43152	5-43152	2-43152
	2-43132	10-43132	4-43132	2-43132	1-43132
No. of Instructor hours----	54	56	40	18	12
Typeslof student hours------	756	2240	1120	144	48
Type of Training.					
Advanced----------	x	x	x		
Cross training----------		x	x	x	
O. J. T. ----------	x	x	x	x	x
Informal classroom training		x			

Iv. Utilization:

1. Brief description of assigned duties: It is the intension of the undersigned to provide any assistance to aid in the proper maintenance and operation of the J47 engine and the General Electric Supercharger and to provide a direct contact between the contractor and the using activity.

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Subject: Monthly Technical Report

Contractor: General Electric Report

The services of two General Electric Representatives will be required for one year. The services of one General Electric Representative will be required for an indefinite period.

V. Equipment Malfunctions:

Engine #702-202, J47-ST-25, Time 70:15, Pos. 1, A/C 52-449.
The engine listed above had a foreign object enter the compressor during taxi or take off. The compressor rotor and stator blades were damaged beyond beyond allowable limits. The engine was returned to OCAMA for replacement of the damaged blades. A new engine was installed and the aircraft was returned to flight status.

Engine #25-0187, J47-25, Time 66:55, Pos. 6, A/C 52-436
During periodic inspection the engine listed above was found to have number 4 and 5 transition liners cracked at the support posts. The engine was sent to minor repair where the transition liners were replaced and the engine was returned to serviceable status.

Engine # 075-497, J47-GE-25, Time 61:10 Pos. #3, A/C 52-513.
After approximately two hours of flight, while at altitude, the pilot noticed that the oil pressure of number 3 engine had dropped to Zero. The engine was shut down leaving the fire button pushed in. The flight was aborted and on his way back to the base the windmilling engine seized. Investigation of the cause of the failure revealed that the engine lube oil tank was empty due to a failure of the Barometric Vent Valve . The valve had failed to close at the 12,000 to 15,000 ft. altitude level, the oil was pumped out of the opened vent causing engine bearings to seize for lack of lubrication. The engine was replaced with a new engine and the failed engine was returned to OCAMA for overhaul.

Engine #25-0096, J47-PM- 25, Time 72:50, Pos.3, A/C 52-444.
During an ivestigation of a discoloration of an exhaust cone shroud it was found that there was a diagonal crack in the exhaust cone, which ran from the one o'clock position toward the two o'clock position. The crack was four inches long and located two inches from the forward mounted flange. The exhaust cone was replaced with a new exhaust cone. In the opinion of this representative the outer shell of the exhaust cone thinned during fabrication of the cone.

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Subject: Monthly Technical Report

Contractor: General Electric Co.

Engine #702-372, J47-ST-25, Time 13:25, Pos. 2, A/C 52-495. While trying to start engine, two false starts were made an investigation revealed that the vibrator and coil had failed. The coil and vibrator were replaced and the engine was started and operated satisfactorily.

Engine #702-146, J47-ST-25, Time 13:05 Pos. 5, A/C 52- 465 During acceptance check it was noted that the #5 engine exhaust cone blanket was completely burned through. Removal of the blanket revealed a five inch jagged crack at the forward end of the exhaust cone assembly, running through the forward flange weld. This crack was caused by warping of the mounting flange stressing the junction of sheet metal to flange attaching weld. The exhaust cone assembly was replaced.

Engine #	Model	Time	Pos.	A/C SN
702-301	J47-ST-25	13:55	#6	52-416
075-492	J47-GE-25	10:40	#1	52-514
25-0260	J47-PM-25	38:05	#3	52-446
075-468	J47-GE-25	31:15	#3	52-515
702-434	J47-ST-25	46:00	#4	52-453

The failure of these thermocouple harness assemblies P/N 933883G3 are affected by the breaking of the exhaust cone thermocouple support bracket P/N 8495660. These brackets are being replaced as rapidly as possible per T.O. 2J-J47-281.

Engine #	Model	Time	A/C	P/N	
25-0315	J47-PM-25	101:00	52-436	150H1	P-6265CR1
075-494	J47-GE-25	32:35	52-518	30680	RC309-CR1
25-0478	J47-PM-25	72:50	52-444	150H	1492MZ
25-2533	"	00:00	E.B.U.	150H	5732MZ
25-0221	"	63:50	52-451	150H1	P-5235
25-0404	"	101:00	52-436	150H1	P-6265

The failure of these screen motor actuators is due to the motors shorting out. New aircraft arriving at this base from the contractors plant have screens inoperative in the open position. this will continue until such time that an improved motor is developed by G.E. and AMC.

Engine # 075-547 J47-GE-25 time 13:40 Pos. 6 A/C 52-514 On a complaint of RPM dropoff the fuel control valve was examined and the diaphram was found to be ruptured. The fuel control valve was replaced and the engine was returned to flight status. This failure could be attributed to choo choo as it was severe on this engine.

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SUBJECT: Monthly Technical Report

CONTRACTOR: General Electric Co.

VII. Maintenance Engineering Difficulties:

This month some of the fuel control diaphrams have ruptured in flight. These failed diaphrams came from engines with a history of severe choo-choo. It is suggested that with the arrival of the new anti surge accumulators every effort should be made to install these accumulators on a priority basis.

OPERATIONAL DIFFICULTIES:

Soon we will be faced with the problem of three minute take offs during a max. effort. One of the serious problems involved will be the danger of severe compressor damage caused by foreign objects entering the compressor inlet. This damage can be attributed to aircraft taxiing too close behind the lead plane in order to meet theit take off deadline. It is suggested that operations prepare a plan whereby aircraft in groups of two or three taxi abreast of each other using seperate parallel taxiways. This will materially reduce the hazard of foreign object damage to engine compressors and still permit three minute take offs.

F P Simmons

Frank P, Simmons
General Electric Representative

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CONTRACTOR: Boeing Airplane Company 1 August 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 31 July 1954.

TO: Commander
93rd Bombardment Wing, Medium
Castle Air Force Base
Merced, California

1. The following is Technical Report for the month ending 31 July 1954, submitted in accordance with AFR 66-18 and SAC regulation 66-4.

I. SUBMITTED BY: R. D. Beckord
E. J. Hill
I. H. Kriebel

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DM6BC 39812, dated 17 May 1954:

Subject	Cowling Adjustment	Power Control Systems	Flap System
Number of Personnel Trained	18	35	7
AFSC	8-43131 6-43151 2-53271 4-43171	8-43131 13-43151 4-43170 10-43171	1-43131 4-43151 2-43171
Instructor Hours	7	23	12
Student Hours	39	47	48
Type of Training			
Fundamentals			
Advanced	X	X	X
Cross Training			
OJT	X	X	X
Informal Classroom			
Formal Classroom			

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Subject	Weber Ejection Seat	Throttle Rigging	Fuel System	Landing Gear System
Number of Personnel Trained	610	8	14	11
AFSC	13-1231 6-1234 19-1241 3-1244 22-1245 7-1521 1-4344 1-30130 2-30131 14-30150 14-30151 5-30170 3-30171 3-30250 1-30270 41-32130 31-32150 2-32170 11-32171 35-32330 15-32350 2-32370 4-32371 6-40350 2-40370 5-40433 2-40453 4-42550 94-43131 3-43132 14-43133 74-43151 33-43152 5-43153 2-43154 18-43170 60-43171 11-46230 13-46250 11-46270	3-43131 2-43151 1-43170 2-43171	6-43131 5-43151 3-43171	4-43131 3-43151 1-43170 3-43171
Instructor Hours	42	2	23	6
Student Hours	1759	16	44	33

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Subject	Weber Ejection Seat	Throttle Rigging	Fuel System	Landing Gear System
Fundamentals	X		X	
Advanced	X	X	X	X
Cross Training	X			
OJT		X	X	X
Informal Classroom	X			
Formal Classroom				

Subject	Cabin Air Conditioning System	Bombsight Cover Adjustment	Main and Emergency Hydraulic System
Number of Personnel Trained	10	6	18
AFSC	2-43131 4-43151 4-43171	2-30131 2-30151 2-30171	2-42550 2-42571 7-43151 4-43170 3-43171
Instructor Hours	8	11	13
Student Hours	17	33	18
Type of Training			
Fundamentals	X		X
Advanced	X	X	X
Cross Training			X
OJT	X	X	X
Informal Classroom			
Formal Classroom			

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Subject	Electrical Power Systems	Performance	Trim Tab Systems
Number of Personnel Trained	9	1	4
AFSC	5-42631 4-42651	1-4324	1-1244 1-4344 2-43151
Instructor Hours	4	5	4
Student Hours	18	5	8
Type of Training			
Fundamentals	X		X
Advanced	X	X	X
Cross Training			
OJT	X	X	X
Informal Classroom			
Formal Classroom			

2. The available technical order publications at this facility do not include any information regarding the Weber ejection seats. As noted in paragraph (1.) 71 officers and 539 enlisted personnel attended informal ejection seat classes. The instructor was Mr. Charles W. Keshlear, Field Service Engineer from Boeing Airplane Company, Wichita, Kansas.

3. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of the Maintenance Organization, Bomb Squadrons, and A & E Squadron to provide assistance in solving problems related to the B-47 Airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of

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information to aid in obtaining maximum utilization of the airplane.

2. It is estimated that the services of the Boeing Representatives will be required indefinitely.

V. EQUIPMENT MALFUNCTION:

1. Air Bottle Diaphragm - Copilot's Republic Ejection Seats There have been cases wherein the copilot's air bottle has bled down below the specified pressure of 850 to 950 psi which is caused by internal leakage past the diaphragm. During the seat ejection sequence, a pintle punctures the diaphragm, and the seat bottoming piston extends to bottom the seat. Leakage of air past the diaphragm has caused the seat to bottom which prevents upward adjustment of the seat. Rusting of the diaphragm has been a cause for leakage as there is no dehydration in the pneumatic system. The same malfunction may occur on the pilot's seat as the same pneumatic system is utilized.

The contractor has initiated ECP 2326K, Provisions for Reliable Diaphragm Seal in Ejection Seat Bottoming Mechanism, which replaces the present diaphragm and leather gasket with a corrosion resistant diaphragm.

2. Loss of Universal Metal Products Oil Tank Caps During Flight During the past month, two Universal Metal Products oil caps became disengaged from the adapter assembly during flight which was attributed to improper installation. Considerable difficulty has been encountered with the oil tank caps due to inadequate information regarding the proper installation procedures. B-47 Service Letter 308 dated 28 January 1954 provides a detailed description of the proper installation procedures.

To insure that the Universal Metal Products caps are properly installed, accomplish the following:

1. Prepare cap for installation by rotating shaft counter-clockwise sufficiently to jam spider on shaft so both spider and shaft rotate as a unit.

2. Position cap properly and push it down into the adapter.

3. Insert coin in slotted shaft in the cap push down and rotate approximately 60 degrees clockwise - release.

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4. Without pushing down on the slotted shaft, rotate shaft counter-clockwise until a stop is felt. Attempt to remove the cap.

5. If the cap comes out, repeat all previous steps.

6. If the cap cannot be removed, turn the slotted shaft as far as it will travel clockwise (until the cap is drawn down flush with the wing skin).

3. Outboard Engine Strut Side Fairings

Fatigue failure of the strut side fairings on engines number 1 and 6 (P/N 4-2944-550 and 4-2944-551) has continued to be a problem at this activity. As noted in paragraph III-1, instruction in adjustment of the cowling has been given to the post flight crews. As the airplanes are given the next post flight inspection the cowling is being adjusted to distribute the latching tension between the three hinge pins,as described in B-47 Service Letter 300. This adjustment has proven to be very helpful in eliminating these cowling fatigue failures.

The Contractor has initiated T. O. 1B-47-495, " Revision of Cowl Hinge Pins -- B-47 Series Aircraft" which replaces the AN398-55 pins with NAS 464-8-22 bolts. The cowling is adjusted again after the installation of the bolts as a part of this T. O. compliance.

4. Weber Ejection Seat Actuation Motor

There has been one case of a failure of the Weber ejection seat actuation motor. This motor is used to raise and lower the seats and should not be used more than necessary. It is designed to have a twenty minute cooling period after each minute of operation. Adherence to this operational limitation will extend the life of these motors greatly.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Several cases of hydraulic fluid being transfered from the aileron emergency hydraulic reservoirs to the main system hydraulic tank have occurred on airplanes assigned to this activity. This is a problem that has been encountered on all airplanes with the aileron-flaperon dual hydraulic system. The cause of this inadvertent transfer of fluid is improper sequence of pressurizing the flaperon accumulators.

An item on the preflight check list is to check the air preload in the flaperon accumulator. All hydraulic fluid must be bled from the accumulators to check this air preload. Any time the fluid is bled from the accu-

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mulators it will return to the main system tank. If the accumulators are repressurized with the aileron emergency pumps after one of these preflight checks the fluid comes from the aileron emergency hydraulic reservoirs. This results in an accumulator full of fluid (.196 gallon) being transferred from each aileron emergency hydraulic reservoir to the main system tank. A series of these operations will result in overflowing the main system tank and draining the emergency aileron hydraulic reservoirs.

This undesirable transfer can be avoided by repressurizing the flaperon accumulators with main system pressure. The main system can be pressurized by using either the engine pumps or the emergency hydraulic motor-pump unit. If the engines are to be started, the aileron power control switches must be left in the "OFF" position until main system pressure is built up, then moved to the "NORMAL" position. This will pressurize the flaperon accumulators with main system fluid.

When engines are not to be operated, the flaperon accumulators may be pressurized with main system fluid in the following manner:

1. Open the interconnect valve and place both aileron power control switches in the "OFF" position.

2. Connect d-c power to the airplane and start the emergency hydraulic motor-pump unit.

3. Disconnect d-c power from the airplane or pull the aileron flight control circuit breakers on the copilot's circuit breaker panel. This loss of power opens the aileron-flaperon power control system three-way control valve and allows fluid from the main hydraulic system to enter the aileron-flaperon hydraulic system.

This procedure has been demonstrated to as many maintenance personnel as possible and future difficulty with this problem is not expected.

2. There have been numerous cases of the emergency brake, main brake, and bomb bay spoiler door accumulators becoming over pressurized after flight. These accumulators are isolated from the rest of the hydraulic system by check valves which cause this over pressurization by contraction of the air pre-load as low temperatures are encountered at high

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altitude. As the pre-load pressure decreases the hydraulic pumps continue to maintain 3000 psi pressure. This means that additional hydraulic fluid is "packed" into the accumulators and trapped there by check valves. On descent to warmer temperatures the air pre-load, now confined in a smaller space, cannot expand against the trapped hydraulic fluid; consequently the air builds up abnormal pressures. The new type cylindrical accumulators are not equipped with heater blankets as were the older spherical type accumulators. This condition of pressure build-up should not be cause for alarm but should be considered normal for the design of the system.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Two errors in the observers ejection seat sequence were brought to light recently at another B-47 SAC base when the navigator's seat was unintentionally jettisoned. As the observer left his seat after a flight, he noticed that the D-ring was not in the stowed position. To place the D-ring under the U-shaped retaining rod it would be necessary to lift the ring slightly. Remembering that the -1 T. O. stated that a 3 inch travel of the D-ring was necessary to complete the first part of the ejection sequence, the crew member reasoned that slight upward movement of the ring would be of no consequence. The distance of three inches specified in the Pilot's Handbook is too great. The correct travel is .75 of an inch minimum and 1.5 inches maximum. As the D-ring was lifted, the hatch release initiator and catapult initiator, due to an improperly installed hatch static cable safety pin, were fired simultaneously, allowing the seat to strike the partially opened hatch, jamming the hatch in the opening.

Since the Pilot's Handbook is in error and partially the cause for the above incident, the 30 April 1954 revision to T. O. 1B-47E-1 will revise the D-ring travel.

VIII. SPECIAL DEVELOPMENTS:

1. Operation with the approach chute deployed has brought about the question of what is the maximum indicated air speed allowable with the approach chute compartment door open. This maximum allowable speed is 195kias which is the same as the maximum air speed for the approach chute to be deployed. This speed can be easily surpassed if the approach chute has been jettisoned. Care should be taken to close this door before increasing speed after jettisoning the chute.

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IX. GENERAL REMARKS:

1. Mr. Charles W. Keshlear, Boeing Field Service Engineer, arrived at this activity Monday, 12 July and departed Saturday, 17 July. (Reference Paragraph III-2)

2. Mr. Earl Porter from Wright Air Development Center visited this activity for a few days during the period covered by this report. The purpose of his visit was to determine the cause of the radio noise experienced by flight personnel here.

3. Vacation schedule for Robert D. Beckord is 26 July through 8 August.

R. D. Beckord

Robert D. Beckord
Technical Representative
Boeing Airplane Company

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1 September 1954

P

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 31 August 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base, California

1. Following is Technical Report for month ending 31 August 1954, submitted in accordance with AFR 66-18 and SAC Reg 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. The following resume of training conducted during the month is submitted in accordance with 15th Air Force Message DM6BC39812, Dated 17 May 1954.

	A/R Fuel System	A/R Hydraulic System	Airplane General	Airplane Fuel
No. Airmen Trained	84	62	131	92
AFSC	(1) 4344	(3) 43171	(6) 43171	(31) 1234
	(3) 43170	(7) 43151	(2) 43170	(20) 43271
	(6) 43171	(2) 43152	(3) 43151	(1) 4324
	(7) 43151	(4) 43131	(9) 43152	(7) 43179
	(8) 43152	(9) 1234	(4) 43131	(28) 43159
	(4) 43131	(10) 43271	(32) 1234	(5) 43139
	(2) 43132	(5) 43179	(31) 43271	
	(12) 1234	(10) 43159	(9) 43179	
	(14) 43271	(10) 43139	(26) 43159	
	(1) 4324	(2) 43179	(9) 43139	
	(5) 43179			
	(11) 43159			
	(10) 43139			
No. Instructor Hrs.	6	7	9	8
No. Student Hours	174	140	323	223
Type of Training				
Fundamentals	X	X	X	X
Advanced			X	X
Cross Training				
Informal Classrm.	X	X	X	X
Formal Classroom				
On Job Training	X	X		

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 August 1954. KC-97 Aircraft.

	Turbo Control System	Main Landing Gear	Propeller System	Hydraulic System
No. Airmen Trained	30	5	18	102
AFSC	(15) 1234 (10) 43271 (5) 43159	(1) 42670 (2) 43154 (2) 43171	(1) 4344 (4) 43170 (6) 43171 (7) 43271	(2) 43170 (3) 43171 (3) 43151 (3) 42550 (15) 43159 (40) 43271 (37) 1234
No. Instructor Hrs.	4	4	3	5
No. Student Hours	120	20	29	296
Type of Training				
Fundamentals				X
Advanced	X	X	X	X
Cross Training				
Informal Classrm.	X		X	X
Formal Classroom				
On Job Training		X	X	

	Engine Operation	Aircraft Operation	General Technical Information
No. Airmen Trained	41	60	127
AFSC	(1) 4324 (17) 43271 (23) 1234	(1) 4324 (24) 43271 (35) 1234	(2) 4344 (36) 43271 (2) 43179 (30) 43171 (3) 4324 (47) 1234 (7) 43170
No. Instructor Hrs.	4	2	30
No. Student Hours	164	120	360
Type of Training			
Fundamentals			X
Advanced	X	X	X
Cross Training			
Informal Classrm.	X	X	X
Formal Classroom			
On Job Training			

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 Aircraft.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 August 1954.. KC-97 Aircraft.

IV. UTILIZATION

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (M) sections which support the KC-97 airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance-engineering, design, and operational problems thereby promoting increased utilization of the concerned aircraft..

2. It is estimated that the services of a Boeing Field Service Engineer with the 93rd Bombardment Wing (M) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. This activity continues to experience instances of wastegate motor slippage at take-off power as previously reported in Technical Report dated 4 February 1954. This problem which occurs intermittantly is serious in that the loss of an engine through over-boost could occur in each instance. With heavily loaded aircraft the seriousness of engine failure is readily apparent. Laboratory tests have positively established that the wastegate motor solenoid operated brake will slip in certain ranges of vibration loading and frequency. The ranges at which slippage will occur varies from motor to motor. The wastegate motor vendor is currently designing a new motor to withstand the actual operating conditions being encountered. Until such time as the new motor and further control system improvements are incorporated, it is important that all existing procedures for turbo system calibration and operation be closely followed. Flight Engineers and Crew Chiefs should be ever alert for signs of wastegate motor slippage as evidenced by rising carburetor air temperature and loss of power possibly followed by rapidly rising Manifold Air Pressure. A suggestion was advanced locally to revise the Turbo control system take-off operating procedures to call for switches "Manual" and "Open" (Guards down). This would constantly energize the wastegate motor toward the open position throughout take-off. This reverts to the configuration of "Auto" and "Takeoff" switch positions recently removed from the KC-97 series aircraft by a time compliance technical order. Further, it is known that prolonged energizing of the manual turbo system 230 volt transformer as required in the locally advanced procedure has resulted in transformer failure. The transformer was intended to operate one wastegate motor at a time, although it will operate all four motors for short intervals. Therefore, the operating procedures as set forth in the applicable dash one handbooks were prepared to eliminate the requirement for operating all four turbo boost switches in manual with override switches in "Open" for extended periods. To improve our local problem, strict emphasis should be placed on adherence to existing procedure when operating the turbo control system.

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2. During a preflight inspection, at which time the Aerial Refueling Boom fuel pressure check was being conducted, fuel pressure could not be obtained and the nozzle poppet valve double "O" ring seal was detected leaking. The boom was in the stowed position but continued to drip fuel for an extended period. By necessity the involved aircraft was removed from the presence of other parked aircraft. Failure of the concerned seal is an uncommon occurrence at this station. The source of continued fuel flow with the boom in the stowed position was thoroughly investigated. Return by-pass relief and check valves, line valve and siphon break valves were established as operating satisfactorily. It was therefore assumed that trapped fuel in the boom under slight pressure from the preflight check possibly supplemented by densiometer leakage was all that flowed from the boom. Continued surveilance is being maintained on the A/R fuel system of this aircraft.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. The 3000 psi, 20 GPM hydraulic test stand has been placed into service to aid in the performance of the post flight inspection which requires maintenance personnel to perform a complete A/R hydraulic system check. The test stand as received, required local rework to increase structural integrity. A trial run of the post flight inspection disclosed several discrepancies in the check list and evidenced the lack of a boom support tool to accomplish the azimuth limit switch check. The automatic retraction check, the snub switch check and the inner telescope limit switch check each present a problem. It was also noted that the airplane A/R hydraulic reservoir has a tendency to overflow when used with the test stand in the Airplane and Stand reservoir configuration. An additional man was required to monitor the ships reservoir level and operate the pressurizing pump as required. Continuous operation of the pressurizing pump would have quickly drained the ships reservoir. Use of the test stand with an airplane incorporating the jet pump has not been attempted to date. Experiments will be conducted with various configurations to determine what results are most condusive to efficient stand operation. The medium of this report will be utilized to disclose progress achieved.

2. Evidences of fuel leakage from the main deck tanks on KC-97G airplanes were noted during a recent TDY. Temporary repair was accomplished by applying sealant to the interior of the concerned tanks. It is the opinion of this representative that any leaking deck tank should stand a pressure check subsequent to repair and prior to further use. A Zyglo or Dy-Check method should be employed for determining the area of the crack and permanent repair performed similarly to Boeing Process Specification 5000. Repaired tanks should be subjected to pressure checks of 10 psi positive and 12 psi negative pressure

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. This activity has been experiencing difficulty in meeting predicted climb times on hot days with heavy gross weights. During discussions with Performance personnel from

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 August 1954. KC-97 Aircraft.

Boeing and the 93rd Bombardment Wing (M), the following items were considered significant toward solution of the problem.
(a) Take full advantage of available engine output by advancing MAP beyond 50.5 inches when attempting to obtain desired TPSI for rated BHP.
(b) Attempt to more closely estimate the effect of cooling flap drag on hot days.
(c) Take into consideration the losses incurred in making a circling ascent. Approx. 4% additional power is required to maintain an EAS in a 15 degree bank. Approx. 19% additional power is required to maintain an EAS in a 30 degree bank.
(d) Consider the extra drag induced by accomplishing the boom check during climb.
(e) Attempt to plan missions so as not to exceed the 300 ft/min climb ceiling line on the climb prediction curve.
(f) Make a constant effort to maintain the climb speed and avoid step climbs wherever possible.
(g) Allow some consideration toward the human element factors involved when crew members become pre-occupied with minor in-flight emergencies and deviate from the strict adherence of climb procedures.

2. Check list procedure for placing the fuel selector valves at "Tank-Engine-Manifold" after engine shut down was discussed in report dated 2 August 1954. That report suggested a revision to the existing procedure to place the selectors at "Tank-Engine" and thereby prevent the possibility of fuel gravity feeding inboard and overflowing at the inboard vent line drain. Further study of the problem indicates that the procedure outlined in the dash one series handbooks which calls for selector valve switches "Off" is preferable from a standardization consideration. Ample protection from expansion pressure build-up is provided through normal leakage at the fuel selector valve, mixture control valve, vapor release valves and oil dilution valve. Any gradual pressure increase prior to release through one of the above noted valves will have no detrimental effect on the carburetor diaphram.

VIII: SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX: SPECIAL DEVELOPMENTS:

1. Mr. Joseph DeWeese of the Boeing C-97 Power Plant Group and Mr. Anthony Sobieralski of the Boeing Aerodynamics Unit conferred with Flight Personnel at this station on 3 August 1954 to advise in factors concerning climb performance of the KC-97 airplane.

X: GENERAL REMARKS:

None

Walter J. Hansen
Field Service Engineer
Boeing Airplane Company

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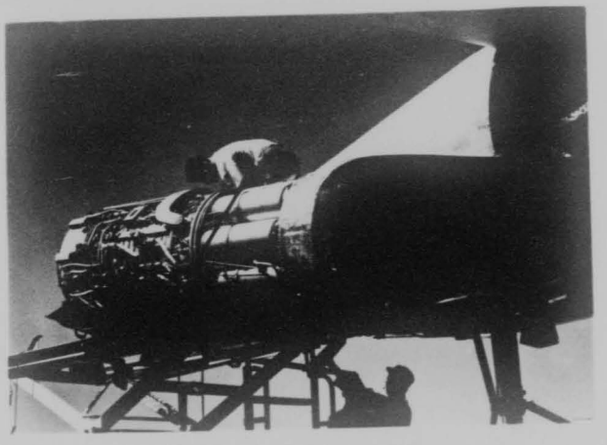
93D BOMBARDMENT WING
·MEDIUM·



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AUTH: Comdr, 93d BW
DATE: 3 Nov 54
NAME: W. Kuhn

HISTORY

OF

93D BOMBARDMENT WING, MEDIUM

Castle Air Force Base, California

SEPTEMBER 1954

Prepared
by
First Lieutenant Charles S. Tilghman

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FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND,
UNITED STATES AIR FORCE

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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COMPTROLLER

Base Manpower. Headquarters Fifteenth Air Force message DPLM 4605, 28 August 1954, informed this headquarters that the August Manning Authorization Program would reflect a change in T-33 maintenance overage authorization from six 43151H (three Staff Sergeants and three Airmen First Class) to the following: 43151H 3 A/1C 43151H 2 S/Sgt 43153 1 S/Sgt

This station was advised[1] that the ratio of 3.25 medical officers (including interns and resident physicians) per 1,000 troops strength represented an Air Force-wide ratio and was not to be construed as the desired ratio for each command or base. It was requested that each commander review the requirements for officers, airmen and civilian personnel within his command. The review was to be accomplished by showing the assigned strength in Section II, AF Form 376.

Fifteenth Air Force message DPLM 5735, 4 September 1954, advised this office that Headquarters, Strategic Air Command had approved the reallocation of two upgraded civilian spaces from Travis Air Force Base, California, to this station, effective 1 January 1955. These spaces were to be used as heating specialists for the new hangar. Interim employment by overhire was approved.

Headquarters SAC Manning Authorization Program indicated that an authorized overage of eleven personnel, all machine accountants and key punch machine operators, would be effective 1 October 1954. Subject personnel were to be assigned to the Statistical Services Section.

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Of the 63 applications received for the Base Level Management Course, 15 airmen in supervisory positions (mostly in the Maintenance field) were selected to attend the class commencing 5 October 1954.

Acceptance of the Management Instructor position was received from Mr. Roy Armitage. He was due to report on or about 12 October.[2]

Fifteenth Air Force message DPLM 9669, 30 September 1954, advised that two of the three civilian authorizations for the Armament and Electronics Maintenance Squadron would be transferred to the 93d Operations Squadron. The one remaining civilian space was to be withdrawn effective 1 January 1955.

Management Analysis. Following are the September forecast scores for items being rated in the SAC Air Base Group Management Control System compared to the official scores received for August 1954:[3]

	Percentage of Maximum Points	
	August (Official)	September (Forecast)
Manning in Required Specialties		
Officer MIRS	40	30
Airman MIRS	100	80
AWOL Rate	30	70
Ground Safety	60	50
Reenlistment Rate	60	30
Officers' and NCO Messes		
Officers' Mess	100	80
NCO Mess	40	Date Not Available
Reports of Survey	100	100
Supply Management	71	60.5
AIO Costs	40	30
Standard Base Support	Not Rated	

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Flying Safety	100	100
Synthetic Trainer Utilization	10	20

The September forecast predicted the attainment of 61 percent of the maximum points (740) compared to 67 percent of maximum points (740) received in August. A discussion of the major problem areas follows.

Reenlistment Rate. Of the 200 receiving discharges over the three-month period ending 30 September, 61 reenlisted. Indications were that the reenlistment rate would remain at or near the same level in future months.

Supply Management. The low score in this category was directly attributable to the lack of points scored in the following areas: number of vouchers out of file over five days; supply effectiveness; flyaway kits; local purchase store inventory turnover rate per month; Clothing Sales Store inventory turnover rate per month and synthetic trainer utilization.

Headquarters Squadron 93d Air Base Group won the Unit Rating System Plaque for September with a Quarterly Improvement Score of plus 19 percentage points.[4]

Finance. During September, the Travel/Per Diem Section experienced some problems resulting from differing interpretations of regulations. These were solved by requesting decisions from higher headquarters.

Requests were made for alterations within the Finance Office Building, including repainting of the complete interior. The completion of this work was expected sometime in October 1954.

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The Work Performance Data Report for September showed an office average of 101 per cent. Total disbursements for the month were $1,071,051.20.[2]

INFORMATION SERVICES:

The Information Services Office prepared a total of 126 news releases during September 1954. In addition, 19 releases were made via telephone to radio and other news media.

"National Kids' Day", 25 September, was considered a big success. Approximately 1,500 children toured the base and were treated to a static display of all types of aircraft assigned here, a simulated fire-fighting demonstration and refreshments.

Community relations activities included: two judo exhibitions to civil organizations in near-by communities; three speeches by Castle AFB personnel to civilian groups and one demonstration of the Air Force emergency survival kit. In addition, one B-47 crew made an appearance on a Fresno television station 30 September. The crew discussed the B-47, mid-air refueling and the Strategic Air Command.[6]

F O O T N O T E S

1 Headquarters 15th Air Force 1st Ind to Headquarters SAC letter DPLMD, 16 August 1954, Subject: Review of Medical Requirements.

2 Base Manpower Historical Report for September.

3 See, Forecast of SAC Management Control System Scores, dated 22 October 1954, Exhibit "A".

4 Management Analysis Historical Report for September; see, Unit Rating System Scores - September 1954, Exhibit "B".

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FOOTNOTES (Continued)

5 Interview with Assistant Finance Officer, 22 October.

6 Information Services Office Activities Report for September.

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CHAPTER II

OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING

WING OPERATIONS:

The 93d Bombardment Wing conducted four missions in which our B-47s operated in conjunction with missile tests conducted at Point Mugu Naval Station, California. On 26 September a B-47 flyover was conducted for the Oakland Air Fair. A C-124 from Castle Air Force Base was used for static display on the same occasion.

Thirteen KC-97 sorties were flown in support of Operation "Flytrap". In this operation, our KC-97s supported B-47s from Davis-Monthan Air Force Base, Arizona, which were involved in early warning radar calibration for the Western Air Defense Command. Refueling the same B-47 outbound from and inbound to Davis-Monthan AFB involved an average transfer of 68,000 pounds of fuel. These missions were originally scheduled for three days per week, throughout September. The actual number of sorties flown differed from the originally scheduled total because of weather conditions and the number of tests actually accomplished.

This Wing was designated for partial support of "Globetrotter" missions conducted by the 6th Air Division at MacDill Air Force Base, Florida. Three fully loaded KC-97s - two primary refuelers and one airborne spare - were to be furnished for each mission.

Plans were made for two bomber stream missions, one day and one night, to be flown in October. Fifteen combat ready crews were to participate in each mission. It was the hope of the Director of Operations that these missions would afford experience in preparation and briefing of B-47 efforts, as well as an overall evaluation

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of Wing capabilities.

Colonel Sam J. Byerley was assigned to this headquarters on 25 September as Wing Director of Operations. Arriving from Davis-Monthan Air Force Base, Arizona, he replaced Colonel Arthur S. Cresswell, who was reassigned to Headquarters, Strategic Air Command.[1]

GROUND TRAINING:

The 93d Bombardment Wing accomplished 32,660 man hours of ground training during September; the 328th, 329th and the 330th Bombardment Squadrons accomplished 9,331 man hours of this total.[2]

Off base quotas included seven men of the 93d Air Refueling Squadron to Advanced Survival on 7 September and nine bomb squadron personnel to this training on 21 September. Nine men attended the five-day KC-97 emergency procedures MTD (Mobile Training Detachment) at March AFB, California. Four bomb squadron pilots initiated the OQ gunnery training schedule at Davis-Monthan AFB, Arizona, on 17 September. With four pilots attending OQ gunnery every Friday, all pilots were expected to have met initial requirements of SAC Regulation 50-43 by December 1954.[3] No altitude indoctrination was accomplished during the month, because of chamber inoperation.

One basic survival class of 12 men was completed 11 September. Subsequent classes were cancelled, due to the hazard of deer hunters.[4]

WING STANDARDIZATION BOARD:

During September, Major Hill and Major Goris flew a number of standardization rides with crews of the three bombardment squadrons. Major Hill received orders appointing him an instructor pilot early in the month and was able to check three crews before the end of the month.[5]

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Following instructions from Headquarters SAC, the Wing MTD gave a fuel management refresher course to all pilots. The Wing Standardization Board prepared and administered an examination covering the subject.

Other activities of the board included assembling and administering a new pilots' emergency procedures examination, and participation in a special weapons exercise. This latter was conducted by the Wing Special Weapons section in preparation for a coming inspection.

The 90th Air Refueling Squadron (ARS) Standardization Crew checked five combat ready crews and one non-ready crew during the month. The crew also assisted the 90th ARS in conducting classes on the fuel system and fuel management procedures.

The 93d ARS Standardization Crew checked four crews during the month. The crew also prepared new emergency procedures examinations which were to be administered by 15 October.[6]

MUNITIONS:

Atomic, biological and chemical defense training accomplished during September and the desired optimums were as follows: Phase I (Individual Indoctrination Training) - 1,204 of the optimum 4,797 man hours were accomplished. The goal was not attained because of conflicting higher priority training and commitments. Phase II (Unit Officers and NCO Training) - approximately 30 per cent of the personnel required had not completed this training; 31 November 1954 was tentatively set as the completion date. Phase III (Combat Crew Countermeasure Training) - approximately 60 per cent of the aircrew monitors had received this training, and a three-hour refresher

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course was initiated in conjunction with special weapons training.

A special 20-hour monitors' course for ground crew chiefs and assistant crew chiefs was initiated during September, and scheduled for completion on 15 October. As of 30 September, 1,340 man hours had been accomplished in this training.7

SPECIAL WEAPONS:

Twenty-one Aircraft Commanders completed four days of special weapons refresher training during September. Nine pilots and thirteen observers completed two days of this training.

Following is a statistical breakdown, by squadrons, of training accomplished during the month of September:

SQUADRON	CREWS COMPL LOADINGS	PERS COMPL REF. TNG.	PERS COMPL IFI-IFE- TNG.	CREWS COMPL T-59 DROPS
328S	8	19	14	4
329S	9	22	18	6
330S	8	8	14	5

Individual IFI or IFE accomplished - 68

The Supply Squadron special weapons handling team received continuation training in bomb handling. Each four-man team received at least four loadings; two loadings were received on special, evaluated missions. All loadings were considered satisfactory.

Six officers of the Armament and Electronics (A & E) Maintenance Squadron received eight hours of ringout, post-loading and loading training. Seven loading supervisors of that squadron received a minimum of 16 hours of loading training, each man completing at least four loadings.

Eleven airmen received a minimum of ten hours post-loading training.

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The chart below indicates the training status of personnel in the Supply Squadron and in the A & E Maintenance Squadron. For comparison, 93d Bombardment Wing requirements for optimum status (for the implementation of SAC Regulation 82-2) are also listed.

Supply Squadron	Status of Tng	Optimum Status
Munitions Officer	Trained in Spec Wpns know-how	At least one officer trained in Spec Wpns know-how
Loading-Handling	Six four-man teams trained	At least six four-man teams trained
Teams (Airmen)	Trained	Trained
A & E Maint. Sq		
Ringout Officers and Airmen	Nine Officers, 26 Airmen trained	At least ten Airmen trained
Loading Supervisors	Nine Officers, eight Airmen trained	At least three Officers, twelve Airmen trained
Post-Loading Officers and Airmen	Nine Officers, 24 Airmen trained	At least six Officers, ten Airmen trained

This Wing gained six Bomb Commanders and lost one during September. As of 30 September, there were 140 pilots and 52 observers serving as Comb Commanders, with 146 of these commanders assigned to combat crews. Following is a breakdown of those assigned to crews:

SQUADRON	AIRCRAFT COMMANDERS	PILOTS	OBSERVERS
328S	16	15	14
329S	17	17	17
330S	17	17	16

93d Bombardment Wing Operations Order 204-54 was implemented twice during September. Both missions were considered satisfactory, with definite improvement noted between the first and second.[8]

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GUNNERY:

One indoctrination class in the A-5 Fire Control System was conducted in September and the next class was scheduled for 11 October. Indoctrination for all co-pilots in the Wing was expected to be completed with the end of the October class. A flexible, six-hour indoctrination course was outlined for staff personnel arriving in the future.

Housing space for the A-5 System was allocated in Building T-238, but at tne end of September, installation awaited the construction of sufficiently large doors on the building.

Six students attended 144 student hours of gunnery training. Utilization of the T-1(A) trainer was 81.3 per cent.[9]

INTELLIGENCE:

During September, a standard squadron intelligence inspection check list was prepared and the semi-annual squadron inspections were begun with a visit to the 328th Bomb Squadron.

Several Wing briefings were given. Captain Green briefed intelligence personnel on flak intelligence. Major Gudith briefed key personnel and the 328th Bomb Squadron on Soviet radar. Training for intelligence personnel continued.[10]

Several problems which had existed formerly were resolved during September by the introduction of new procedures concerning Top Secret material and the scheduling of Wing Intelligence lectures. These new procedures provided for the logging and Control of Top Secret working papers, briefing notes and aids by the Top Secret Control Officer; and for the scheduling of Wing Intelligence lectures by Ground Training.

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Before this latter procedure was effected, attendance at Wing Intelligence lectures was frequently unsatisfactory, due to conflict with other scheduled training. The objective of the new scheduling procedure was to integrate the Wing Intelligence lectures with squadron activities and include them in the regular training schedule.

The 329th Bomb Squadron remained without an intelligence officer throughout September, although several new officers were promised to this Wing.[11]

COMMUNICATIONS:

The Wing Control Room facilities were improved by the installation of an ARC-27 UHF (ultra-high frequency) radio. Work was begun on an annex to Building T-241 to house the communications equipment. The noise generated by the blower motor of the ARC-27 necessitated removing the equipment from the control room.

The supply problem remained a major obstacle to completion of the navigational aids program. The follow-up action on requests for supply items was initiated by Base Supply.

BASE OPERATIONS:

There were thirteen operational aircraft assigned to the Base Flight section during September. Flying time per type of aircraft was as follows: TB-25J, 32:35; TB-25N, 20:40; C-47D, 196:20; C-45G, 160:50; T-33A, 137:10 - for a total of 547:35 hours. A total of 131 flights were scheduled.

Six per cent of the M-Day pilots attached for proficiency flying had completed AFR 60-2 training requirements for the current six-month period. Of all pilots assigned to Base Flight 38 per cent

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had completed AFR 60-2 requirements.

Of the 532:00 hours scheduled in Link trainers, 423:15 hours were utilized. The B-47 Flight Simulator was utilized for 153:30 of the scheduled 157:00 hours. Eleven of 168:00 available hours were used for training operators.[13]

OPERATIONAL PLANS:

Documents prepared and published by the Plans Section during September included: Amendments #4 and 5 to 93d Bombardment Wing Operations Plan 50-54, Amendment #5 to 93d Bombardment Wing Operations Plan 40-54, and 93d Bombardment Wing Operations Plan 101-54. The section also worked with the Director of Materiel to revise the Wing Mobility Plan.

On 22 September, Major Renneisen conferred with officials of the 28th Air Division, Hamilton Air Force Base, California, and of the 5th Strategic Recommaisance Wing, Travis AFB, California, concerning orbit points to be incorporated into 93d Bombardment Wing Operations Plan 10-53.[14]

STAFF OBSERVER:

At the request of Headquarters Fifteenth Air Force, all K-System O-15 and O-23 photography was reviewed during September. Accepted photographs were forwarded to Fifteenth Air Force for possible use in target folders which were to be prepared for distribution to all wings of that command.

The Staff Observer Section initiated the supplying of standardized RBS target study kits to each Bomb Squadron Staff Observer. Subject kits contained all target study material necessary to conduct comprehensive briefing for RBS mission.

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At a meeting with the Wing Deputy Commander, the Armament and Electronics Maintenance Squadron Commander, the bombardment squadron commanders and technical representatives, a discussion was held concerning problems arising from the SAC policy restricting ground time on the K-System. It was decided to start engines five minutes earlier, to allow sufficient time for the K-System to get into the third timing period prior to take-off. It was also decided that visual bombing should be scheduled a minimum of one and one-half hours after take-off. It was the opinion of the Staff Observer section that adherence to these two procedures would aid appreciably in establishing a true bombing platform.

A Wing regulation outlining the proceedings of a Gross Error Board was formulated, and was due for publication soon.

Two important problems were encountered during September. First, depletion of film supply sharply curtailed O-23 photography. Secondly, the supply of practice bombs remained a limiting factor to training.[15]

FLYING SAFETY:

During September, 4,213 man hours were expended in accident prevention and flying safety meetings, and no accidents occurred involving Castle Air Force Base aircraft.

A briefing team from the Fourth Air Rescue Group at Hamilton AFB conducted the Wing Flying Safety meeting on 18 September. They discussed air rescue procedures and capabilities.

The crew commanded by Captain John W. Easterling of the 93d Air Refueling Squadron was selected as the 93d Bombardment Wing crew of the month for September.[16]

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F O O T N O T E S

1 Interview with Flying Training Officer, 21 October 1954.

2 Wing Ground Training historical report for September.

3 Interview with Ground Training Officer, 21 October 1954.

4 Ground Training historical report. See "Flying and Ground Training for September 1954, Exhibit 'C'".

5 Interview with Major Hill of Wing Standardization Board, 21 October 1954.

6 Wing Standardization Board historical report for September.

7 Interview with Wing Munitions Officer, 21 October.

8 Special Weapons Section historical report for September.

9 Gunnery Section historical report for September.

10 Wing Intelligence historical report for September.

11 Interview with Wing Intelligence Officer, 21 October.

12 Wing Communications historical report for September 1954.

13 93d Operations Squadron historical report for September 1954.

14 Plans Section historical report for September.

15 Staff Observer historical report for September.

16 Interview with Wing Flying Safety Officer, 22 October 1954.

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CHAPTER III

PERSONNEL

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CHAPTER III

PERSONNEL

OFFICER:

A total of 171 classification actions were accomplished on officers during the month of September 1954. These actions consisted primarily of downgrading and/or deleting of additional AFSCs. Action was initiated to delete AFSC 1231/4 with appropriate suffix from the records of all officers who possess fully qualified Pilot AOB, AFSC 1245.

An information copy of Headquarters Strategic Air Command message DPPCM 23386 was received, advising Fifteenth Air Force that aircraft observers (AFSC 1525E) with insufficient retainability for upgrading might be utilized in support positions, providing every effort had been made to retain officers on indefinite status. Authority was received from Headquarters Fifteenth Air Force to utilize four such observers as navigators on KC-97 crews, and at the end of September this headquarters was awaiting authority to use one observer (AFSC 1525E) in a support position.

Classification interviews and records reviews were completed on all officers assigned to this Wing, in accordance with Fifteenth Air Force Regulation 36-2.

Reproduction and forwarding of photostats of the DA Forms 66 of all Captains and First Lieutenants assigned to this station was completed in accordance with AFR 36-23. All photostats were screened and organizations notified of discrepancies prior to forwarding of photostats to Headquarters USAF.

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During the month of September a total of 65 USAF Officer Effectiveness Reports, 12 Training Reports, 12 Comprehensive Evaluations and 7 DA Forms 66 were accomplished, screened and forwarded to higher headquarters.

Completed Fifth Cycle Promotion Rosters (Captain to Major), in addition to the photostats of DA Forms 66 of those eligible officers, were forwarded to Fifteenth Air Force. Comprehensive evaluations, where appropriate, were requested from organizations on officers eligible for Lieutenant Colonel and Colonel. These evaluations were scheduled for completion prior to 25 October 1954. Comprehensive evaluations were prepared only on eligible officers who had not received complete effectiveness reports since 1 January 1954.[1]

Officer effective manning for the month of September was 82.2%. The low percentage of manning was due to the authorized overage for the B-52 testing program, with insufficient personnel to fill these positions.[2]

Following is a breakdown by number and AFSC of all officers assigned, reassigned and released from active duty during the month:[3]

INCOMING		OUTGOING		
AFSC	NUMBER	AFSC	NUMBER	REL OR RSG
1234C	6	1044A	1	Rsg
1245	1	1234C	1	Rsg
1435	1	1435	1	Rsg
1525B	1	1525B	2	Rsg
1534A	6	1525D	1	Rsg

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INCOMING		OUTGOING		
AFSC	NUMBER	AFSC	NUMBER	REL OR RSG
3034	1	1534A	1	Rels Fr AD
6416	1	3024	1	Rel Fr Ad
7724	1	3054	1	Rel Fr AD
7924	1	4304	1	Rel Fr AD
TOTAL	19	9754	1	Rel Fr AD
		9826	1	Rel Fr AD
		6424	1	Rel Fr AD
		TOTAL	13	

AIRMAN

During the month of September 1954, 49 airmen were reassigned to overseas areas, ten airmen were reassigned to zone of interior areas and 50 departed this station on temporary duty (TDY) to schools.

Of the 112 airmen assigned this station during the month, 34 were assigned for support of the B-52 Phase VI Test Program. This made a total of 69 airmen presently assigned this station for the support of this program. An additional 64 airmen were known to be assigned to this station for this purpose.[4]

An increase in authorization of eleven petroleum personnel was received and was expected to alleviate the heavy work load involved in refueling the types of aircraft assigned to this station. Higher headquarters indicated that airmen would be assigned in December 1954 to fill these positions.

One airman scheduled to attend the B-52 Training Program was diverted, due to his low potential for this program. Records

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revealed that the airman had completed only seven years of schooling, had attained very low Aptitude Index scores, and had only two months' experience in bombardment type aircraft. Further, he had received a Summary Court Martial.[5]

RECRUITING:

Thirty-six airmen reenlisted to fill their own vacancies; nine of these were from other stations. Forty-five airmen were interviewed concerning reenlistment. Two airmen extended their enlistments to fill overseas quotas.[6]

OJT ADMINISTRATION:

During the month of September, five visits were made to squadrons of this Wing to coordinate reporting of personnel on OJT. Two hundred forty-two (242) airmen were placed on OJT and 164 removed. At the end of the month, a total of 934 personnel were on OJT.

Skill up-grading accomplished during September was as follows:

1 to 3	3 to 5	5 to 7	TOTAL
19	90	7	116

Two thousand five hundred (2,500) AF Forms 623 were received from Base Publications and distributed to all squadrons on the base.

T/Sgt Gerald A. Resch, NCOIC of the OJT Section, left 25 September for approximately three weeks TDY to Amarillo, Texas, to attend the OJT Administrative Supervisor Course #75000.[7]

GROUND SAFETY:

In September, the Ground Safety Office initiated an extensive safety drive, with the objective of reducing all types of accidents involving Castle Air Force Base personnel and equipment. The

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slogan chosen for the campaign was "Safety for September", that month being chosen because it included the Labor Day weekend. (During the Labor Day weekend, no private motor vehicle accidents occurred in which military personnel were injured.) Campaign activity included the following:

1. A policy letter was disseminated to all Squadron Commanders, outlining the campaign objective, and the cooperation necessary to the success of the campaign. The letter also announced that the squadron experiencing the lowest over-all accident rate during the month would receive a perpetual trophy. The trophy was won by the 90th Air Refueling Squadron, which had an over-all accident rate of 0.00 for the campaign period.

2. Publicity for the campaign was as follows:

   a. Front page publicity in the base newspaper, including a banner headline, a message from the Base Commander and numerous articles relative to safety and the safety campaign.

   b. The slogan, "Safety is Everyone's Responsibility", was printed on the bottom of the Daily Bulletin throughout September.

   c. A large cloth banner, stressing safe driving on one side and the campaign objective on the other, was placed over the Main Gate.

   d. A large, permanent billboard, stressing safe driving was placed adjacent to CAFB Gate #3.

   e. Additional permanent safety signs were placed on all flight line gates and at the BX Service Station.

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f. A traffic safety film, entitled "Mr. District Attorney", was obtained from ZIV Television Productions, Inc., and was shown to personnel at the Base Theater, 22 through 24 September. A short talk on local traffic hazards and regulations was delivered by an officer of the California Highway Patrol prior to each showing of the film. Approximately 2,000 personnel attended the safety programs.[8]

The month-long safety campaign was considered successful, inasmuch as Castle Air Force Base experienced a substantial reduction in the military injury rate compared to previous monthly rates. During September, there were seven cases of reportable lost time injury to military personnel, no reportable government motor vehicle accidents and no reportable cases of injury to civilian personnel.[9] No ground aircraft accidents were reported during this period.

Ground Safety inspections accomplished during the month of September included the following:

1. Electrical grounding procedures. Most prevalent discrepancies were non-utilization of static electrical ground cables to ground aircraft properly and non-utilization of chocks for parked aircraft. Discrepancies were brought to the attention of respective engineering officers for action.

2. Base housing units. This inspection was prescribed by higher headquarters to insure that unused refrigerators were secured so that children could not play in them.

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A private motor vehicle accident on 14 September resulted in the death of one CAFB airman and serious injury to another. After proper coordination and approval, Ground Safety personnel had the wrecked vehicle placed near Castle AFB Main Gate as a safety reminder to all personnel. Subject vehicle was displayed 14 through 16 September.

The Fire Investigation Board reconvened 13 through 16 September 1954 to inquire further into the cause of the refueling fire which occurred here on 5 June 1954. The Ground Safety Officer was recorder for the Board.[10]

COMBAT CREW RESOURCES:

Considerable progress was made during the month of September 1954 in the B-47 training program. Seventeen additional crews were upgraded to combat ready status, giving the Wing a total of 27 combat ready crews. Several other crews within the three Bombardment Squadrons were expected to attain combat ready status during the first part of October.

Crew Changes. Changes within B-47 crews were held to a minimum during September.

Crew changes within the 93d Air Refueling Squadron (ARS) were made primarily to replace crew members who were scheduled for separation during this period. Eight boom operators and two scanners were among personnel due for discharge. One crew, T-11, was downgraded to non-combat ready status on 4 September, due to the engineer's failing his annual standardization board check. Subject crew was upgraded to combat ready status on 28 September after successfully completing standardization board recheck.

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Crew changes in the 90th ARS were moderate. There were no crews upgraded during this period; however, two non-ready crews were expected to be upgraded soon.[11]

Radio Operators. Both air refueling squadrons suffered serious shortages of radio operators. As of 30 September 1954, neither the 90th nor the 93d ARS possessed any spare radio operators. Moreover, these squadrons anticipated a loss of five operators in the next three months, due to normal separation. At the end of the month, efforts were being made to procure additional personnel to alleviate the shortage.[12]

CIVILIAN PERSONNEL:

Strength: Federal employees on rolls 1 September 1954 - 371 (138 Graded, 233 Wage Board). Turnover in September: Gains - 7; losses - 10. On rolls 30 September 1954 - 370 (138 Graded, 232 Wage Board). Authorized strength: 373 (140 Graded, 233 Wage Board).

The authorized strength for civilian positions on this base was increased one graded space by Personnel Augmentation Voucher, 27 August 1954. This space was added to the Budget Accounting Section for Base-level accounting.

One civilian position was established, and recruitment opened, for the 2641st Air Reserve Center, Fresno, California. This position was to be serviced by the Civilian Personnel Office of Castle AFB.

Information was received concerning the elimination of restrictions on permanent promotions to permit permanent employees to be given permanent promotions. Exceptions were promotions to positions vacated by permanent employees to enter military service,

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or transferred with reemployment rights.

One displacement action was ordered by the Civil Service Commission, and effected, against an employee whose original application for employment did not contain questionable data revealed in subsequent investigation.

The transfer of the payroll section from Civilian Personnel to the Accounting Office was coordinated with the Base Comptroller. This move involved the transfer of one position and employee to the Comptroller Section, and was to be effective 10 October 1954.

Awards totaling $165.00 were presented to four civilians for beneficial suggestions.[13]

PERSONNEL SERVICES:

Library. The total book circulation for September was 1,473 books, and the total attendance was 2,060. The closing of the library for inventory during the first 19 days of the month accounted for the low circulation and attendance figures.

Catalog revision and processing of new books continued. Approximately 400 worn and obsolete books were pulled from the collection and processed for salvage turn-in. Sixty new books were added.

Paper books and magazines were sent to the hospital wards, but book truck tours were discontinued during the inventory.

Airman Second Class Hansen was scheduled for separation on 3 October. His replacement, although promised, had not arrived as of 30 September. Due to the shortage of personnel, the operating hours of the library were changed to:[14]

Monday through Friday: 0900 - 1700 hours
Saturday and Sunday : Closed

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Education. Merced Evening High School classes in English and typing ended with 54 men completing the courses. Elementary classes in English and science started 20 September, with 51 men enrolled.[15]

Proficiency tests in the 43, 64 and 70 career fields were administered to approximately 540 men, the largest number in Castle Air Force Base history.

Civil Aeronautics Administration officials administered A&E Mechanic and Private Pilot's License written examinations to 13 Castle airmen.

Enrollments for new Merced High School and Modesto Junior College classes were being accepted at the end of the month. Classes were scheduled to begin on 4 and 5 October. A Spanish class began on the base on 20 September with 30 students enrolled.[16]

Service Club. The Service Club reopened 12 September with an attendance of 390; it had been closed since 6 July for redecoration. Total attendance for September was 3,293. Total number of musical instruments checked out during the month was 52. One hundred twenty-six men used the music room.

The Club Director gave two brief talks to personnel of the 330th Bombardment Squadron on the history, motives and program of the Service Club.

Sunday coffee hours were generally well attended, but the attendance on 26 September established a record: 428 persons. Ten passes to the Merced Theatre were given away each Sunday night.

Wednesday night crafts instruction was initiated.

Attendance at Monday dance classes was meagre, from 20 to 25 men; it was expected to increase with the introduction of Junior

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Hostesses who would learn and practice with the airmen.

Western Night, on Tuesdays, was not well attended, but participation in the regular Friday night dances was at a maximum.

Gymnasium. The Castle AFB softball team, after winning the Pacific Coast Championship, travelled to Andrews AFB, Maryland for the World-Wide Air Force Tournament, 9 through 13 September. Castle placed second, losing to the Lackland AFB team. The season's record was 27 wins and eight losses.

There were 20 men on the base boxing team. One of the team, Bobby Saiz, won the Northern California Amateur Boxing Championship in the feather-weight division.

The Judo Team won the Sqn Joaquin Valley Judo Championship for the third consecutive time. USAF champion, Morris Autis, upset Onizuka of Stockton before 400 spectators in the Base Gymnasium.

Practice was started for flag football and badminton teams. Both teams were to enter conference play.

Two men from Castle (Captain Arthur T. Dryden and A/1C Robert Nichols) were scheduled to play in the Northern Division, Pacific Coast Conference tournament at March Air Force Base.

Theater. CinemaScope projection equipment was installed in the Base Theater, and two CinemaScope movies were shown during September.

Personal Affairs. During the month, there were 105 clearances, 207 allotments processed, 111 insurance cases handled, 45 applications for loans and 36 loans approved for the total amount of $3,132.50.

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Hobby Shop. Approximately 1,050 people made use of the Hobby Shop's facilities during September. Hobby Shop personnel assisted in preparations for the Base Carnival on 2 and 3 October.[17]

F O O T N O T E S

1 Personnel Historical Report for September 1954.

2 Interview with Personnel Officer, 19 October 1954.

3 Personnel Historical Report for September 1954.

4 In an interview on 19 October 1954, the Personnel Officer explained that the additional 64 airmen were TDY to Bolling AFB and would be permanently assigned to Castle AFB upon completion of that duty.

5 Personnel Historical Report for September 1954.

6 Ibid.

7 Ibid.

8 Ibid.

9 See "Accident Summary", Exhibit "D".

10 Personnel Historical Report for September 1954.

11 Ibid.

12 Interview with Combat Crew Resources Officer, 19 October.

13 Personnel Historical Report

14 Ibid.

15 Personnel Services Historical Report for September 1954.

16 Interview with Education Officer, 18 October 1954.

17 Personnel Services Historical Report for September 1954.

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CHAPTER IV

MATERIEL

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MATERIEL

SUPPLY:

Two major projects were undertaken during the month of September which were expected to have considerable effect upon supply accounting. The first of these was the transfer of property accountability from Base Supply to the units for all items formally carried as "Plant Account Property", in accordance with a new SAC procedure. Under this procedure, unit supply officers were made accountable for unit support equipment, as well as for unit mission equipment. The records were made subject to audit by the USAF resident auditor, rather than staff inspection as in the past.

The second project was the completion of the annual unit authorization inventory (RCS: AF-S-32) in accordance with AFR 67-83 and implementing instructions. These inventories were completed within the allotted time, reviewed by the Base Equipment Review Board and hand-carried to Headquarters Fifteenth Air Force.[1]

LOGISTICS:

The Air Refueling Squadron (Separate deployment) Mobility Plan was completed in September and submitted to Headquarters Fifteenth Air Force for approval. The 93d Task Force Plan was included in this plan.

Panels were appointed to assist in Equipment Review Board action. Each panel included a chairman and a recorder. Major Alva M. Hoover was assigned as Logistics Officer.[2]

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TECHNICAL ORDER COMPLIANCE UNIT:

A vigorous technical order compliance (TOC) program continued in effect during September, with TOs being scheduled for compliance at any time aircraft were out of commission for maintenance. A total of eight B-47E and nine KC-97 type aircraft were scheduled for TOC while undergoing periodic inspection.

A total of 235 TOs were complied with on B-47E aircraft and 155 on KC-97 type aircraft.[3]

QUALITY CONTROL:

During the month, 17 B-47E aircraft were inspected on the flight line and six were inspected in the periodic maintenance docks. There were 17 power plant discrepancies, 79 airframe discrepancies and 9 armament and electronics discrepancies on periodic maintenance inspections; on flight line inspections, there were 22 power plant, 147 airframe and 129 armament and electronics discrepancies.

Twelve KC-97 aircraft were inspected on the flight line and seven in the periodic maintenance docks. There were 98 airframe, 63 power plant and 80 A&E discrepancies on flight line inspections; in periodic maintenance there were 21 airframe, 22 power plant and four A&E discrepancies.[4]

The AOCP rate for September was as follows: Bomb Squadrons - 5.35 per cent; 93d ARS - 4.51 per cent; 90th ARS - 4.76 per cent. The overall wing average was 4.89 per cent, or an average of 4.5 aircraft per day.[5]

MAINTENANCE STANDARDIZATION TEAM:

Plans were formulated to convert the mechanized bench stock from Remington Rand to IBM machines simultaneously with the

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reduction of all bench stock levels from 30 to 15 days. The target date for the completion of this program was 26 October.

In accordance with SAC Regulation 66-22, an oral evaluation of mechanics' proficiency was completed in the 90th and 93d Air Refueling Squadrons and in the 93d Periodic Maintenance Squadron. A check on Base Flight maintenance procedures was also accomplished during September.

Base Supply was requested to establish levels on 246 items required to support B-47 and KC-97 aircraft.

Eleven Maintenance Instruction Letters and two Maintenance Information Bulletins were published during September.[6]

REPORTS AND ANALYSIS BRANCH:

During September, the Reports and Analysis section was in the process of reorganizing, as machine accounting was to become a Base function following submission of September reports.

The section lost seven personnel during the month and gained three. Among the new personnel was WOJG Edward F. Hennessy, the new officer in charge.[7]

TECHNICAL REPRESENTATIVES:

K-4A Bomb-Navigation System. Seven representatives were assigned to Castle Air Force Base to work on this equipment; four from the Sperry Gyroscope Company, two from Western Electric Company and one from General Mills, Incorporated. Instruction in this equipment totaled 2,163 hours to 162 students.

A specialist training course on -4 Optics, made possible by the arrival of the Coordinate Converter Tester, was expected to begin soon. The new course was to be run independently of the established training program.[8]

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J47-GE-25 Engines. It was estimated that the services of the two General Electric representatives would be required at Castle for six months, and that the services of one representative would be required for one additional year.

All equipment malfunctions were thoroughly investigated and unsatisfactory reports were submitted where appropriate.[9]

E-4 Autopilot. The representative assigned for assistance on this equipment was scheduled to depart Castle Air Force Base on 29 September. He was not to be replaced, as it was felt that full time technical assistance was no longer required on E-4 Auto-pilots. The representative assigned to A-12D Autopilots was expected to provide any necessary assistance on that equipment.[10]

A-12D Autopilot. One of the two men assigned to this base for assistance on the A-12D Autopilot departed on 14 September; a replacement was not expected.

Formal classroom training was resumed and was to be given daily until all autopilot maintenance personnel were trained. A total of 15 students received 357 student hours of instruction in A-12D maintenance and trouble shooting. Mr. Hopkins summarized the training status thus: "The A-12D training status, in general, is good and the quality of maintenance is satisfactory. A total of forty (40) men have been trained."[11]

Sperry Engine Analyzer. Mr. McPartland of the Sperry Gyroscope Company departed this base on 27 September. Replacement for him was not anticipated, as it was felt that full time coverage on the Engine Analyzer was no longer required here. Seven students received 15 student hours' instruction in general theory.[12]

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A-5 Fire Control System. Forty hours of instruction were presented to four men designated to perform dock inspections of this equipment. The training emphasized test equipment and system adjustments. An increase in malfunctions was noted during September. It was the opinion of Mr. Hayes that this increase

> "...provided an excellent opportunity for OJT in trouble shooting on the aircraft. Flight Line personnel were given eighty (80) hours of this type training. The malfunctions afforded Field Maintenance Personnel the same opportunity and approximately sixty (60) hours of OJT were given".[13]

ECM, Communications and Navigational Equipment. Seventeen students received 69 hours of instruction during September. A noise survey was being conducted, and as of 30 September 200 reports had been turned in and were being tabulated. The ARC-27 and ARN-6 were considered the biggest contributors to noise or malfunctions.[14]

APS-42, Rendezvous and AIC-10. During September, a schedule was set up for training flight line mechanics to tune the RT-11A Transmitter in the aircraft. Six men received a total of twelve student hours of this training. Other training accomplished during the month totaled 55 student hours for 14 students.[15]

Fuel Quantity System. Two students received 60 student hours of training in this equipment. Only three equipment malfunctions were reported during the month. It was suggested that fuel quantity systems be recalibrated at each periodic inspection.[16]

B-47E Aircraft. The practice of not filling the main fuel tanks completely prior to take-off was causing a nose-heavy condition. Thus, utilization of the transfer procedures outlined in TO 1B-47E-1H required approximately six units of NOSE UP trim. It was suggested that carrying a larger quantity differential between aft main and

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other main tanks would alleviate the trim situation.

A group of Boeing and Air Force personnel visited Castle Air Force Base on 27 and 28 September to discuss B-47 maintenance and operational problems. The group held discussions with each of the bomb squadrons' operations and maintenance personnel, Wing Operations, Field Maintenance, Periodic Maintenance and A&E.[17]

KC-97 Type Aircraft. There were several reports, during September, that relief valves of the Aerial Refueling hydraulic system were not functioning properly. This "malfunction" occurred when only one A-1 fuel pump was being operated to transfer fuel. Although this was adjudged normal operation under that condition, the Boeing Company advised that it could be prevented by proper use of the isodraulic control on the part of the pump operator. It was suggested that MTD instructors present in their lectures procedures for handling this situation.

Some reports were received of aileron buffet from the external tanks on KC-97G aircraft. The cause of this difficulty was discovered to be a small gap (approximately ¼ inch) between the external tank strut and the lower surface of the wing. Installation of a strip of doped fabric to close the gap was suggested as corrective action.[18]

F O O T N O T E S

1 Interview with Wing Supply Officer, 26 October.

2 Materiel Historical Report for October.

3 Ibid.

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4 Maintenance Control Historical Report for October.

5 Materiel Historical Report for October.

6 Maintenance Control Historical Report for October. See, "Maintenance Instruction Letters, Exhibit 'E'", and "Maintenance Information Bulletins, Exhibit 'F'".

7 Materiel Historical Report for October.

8 See Monthly Technical Report to Sperry Gyroscope Company, Exhibit "G".

9 See Monthly Technical Report to General Electric Company, Exhibit "H".

10 See Monthly Technical Report to Sperry Gyroscope Company, Exhibit "I".

11 See Monthly Technical Report to Sperry Gyroscope Company, Exhibit "J".

12 See Monthly Technical Report to Sperry Gyroscope Company, Exhibit "K".

13 See Monthly Technical Report To Crosley Division of AVCO, Exhibit "L".

14 See Monthly Technical Report to Philco Corporation, Exhibit "M".

15 See Monthly Technical Report to RCA Service Company, Inc., Exhibit "N".

16 See Monthly Technical Report to Avien-Knickerbocker, Inc., Exhibit "O".

17 See Monthly Technical Report to Boeing Airplane Company, Exhibit "P".

18 See Monthly Technical Report to Boeing Airplane Company, Exhibit "Q".

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SUPPORTING DOCUMENTS

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SUPPORTING DOCUMENTS

EXHIBIT	SUBJECT
"A"	Forecast of SAC Management Control System Scores
"B"	Unit Rating System Scores - September 1954
"C"	Flying and Ground Training Schedule for September
"D"	Accident Summary
"E"	Maintenance Instruction Letters
"F"	Maintenance Information Bulletins
"G"	Monthly report to Sperry Gryoscope Company
"H"	Monthly report to General Electric Company
"I"	Monthly report to Sperry Gyroscope Company
"J"	Monthly report to Sperry Gyroscope Company
"K"	Monthly report to Sperry Gyroscope Company
"L"	Monthly report to Crosley Division of AVCO
"M"	Monthly report to Philco Corporation
"N"	Monthly report to RCA Service Company
"O"	Monthly report to Avien-Knickerbocker
"P"	Monthly report to Boeing Airplane Company
"Q"	Monthly report to Boeing Airplane Company

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A

93D BOMBARDMENT WING (M)
Monthly Analysis, RCS: 15-U2
September 1954

22 OCT 1954

SECTION I - Forecast of SAC Management Control System Scores

		Max Pts	Aug % of Max	* Sep % of Max	Sep Pts Earned
A.	PERSONNEL				
	1. Manning In Required Specialties				
	a. Officer	30	50	50	15
	b. Airman	75	30	30	22.5
	2. AWOL Rate	30	100	100	30
	3. Ground Safety	25	60	70	17.5
	4. Reenlistment Rate	40	60	50	20
	5. MTD Utilization	20	100	100	20
	6. Total Personnel Score	220	58	57	125
B.	MATERIEL				
	1. Flying Hours as a % of Required	60	96.7	97.2	58.3
	2. Reports of Survey	20	100	95	19
	3. Status of TO Compliance	Not Scored			
	4. Total Materiel Score	80	98	97	77.3
C.	USCM and Flying Safety				
	1. USCM	Not Scored			
	2. Flying Safety	40	90	100	40
D.	OPERATIONS	Not Scored			
E.	GRAND TOTAL	340	71	71	242.3

*Local forecast percentages for August were used for comparative purposes in this column.

SECTION II - Computational Data and Factors Influencing Performance Scores

A. PERSONNEL

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CAFB Control No. 54-6828-C

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938W, Monthly Analysis, RCS: 13-U2, Sep 54

1. Manning in Required Specialties

a. Officer

(1) 81 vacancies existed in the authorized strength of 537 officers for an MIRS index of 84.9%, which gives 50% of maximum score.

(2) The following shortages existed in the AFSC's indicated: 1234B - 27; 1234C - 18; 1245 - 6; 1416 - 1; 1435 - 3; 1525B - 7; 2044 - 1; 2054 - 2; 3016 - 1; 3234 - 2; 4334 - 2; 4344 - 2; 6416 - 1; 7324 - 3; 9356 - 2; 9416 - 1; 9446 - 1; 9734 - 1.

(3) An increase in the authorized crew to aircraft ratio from 1.25 to 1.5:1 effective 1 July 1954 continues to be the principal factor in the reduced scores in this area. Projected input and output appears to be relatively static. Improvement in officer manning will be dependent upon the outcome of current requisitioning.

b. Airman

(1) 441 shortages existed out of 2045 authorized AFSC's, giving the wing a 78.4% MIRS index and resulting in a score of 30% of maximum points.

(2) The specific AFSC's in which the bulk of the shortages existed were: 32150E, 32171E, 32350C, 43151J and 43179.

(3) The MIRS indices for the Months of August and September were identical at 78.4%. Upgrading accomplished during September was almost exactly offset by discharge and transfer losses of qualified airmen in authorized positions.

2. AWOL Rate

a. For the four-month period ending in September, there were 15 AWOLs and a total mean strength of 11136. The AWOL rate per 1000 population was 1.3, resulting in a score of 100% of maximum points.

3. Ground Safety

a. For the four-month period ending in September, the military disabling injury rate per 100,000 man-days of exposure was 5.83, based on 20 injuries with an exposure of 342,787 man-days. There was one (1) government motor vehicle accident in 137,240 miles of driving for an accident rate of 0.73. There were no civilian disabling injuries. The total Ground Safety Index was 6.56. Total accident cost was $3,567 divided by a total mean strength of 11,497, giving an Accident Cost Index of $0.31. The combination

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of the foregoing indices earns 70% of maximum score.

b. The number of disabling injuries for the period (20) was responsible for the entire loss of 30% of maximum points. Private motor vehicle accidents were responsible for 14 of the 20 disabling injuries. However, it was gratifying to note that there were no private motor vehicle accidents involving Castle personnel over the Labor Day weekend.

c. The Ground Safety Office initiated an aggressive base-wide campaign, using the slogan "Safety For September". Some highlights of the program were:

(1) Initiation of a monthly safety contest with a trophy award to the winning squadron.

(2) Distribution of safe driving handouts prior to the Labor Day weekend.

(3) A static and mobile safety display of a wrecked vehicle. A band accompanied the mobile display to enhance its effectiveness.

(4) Showing of a television traffic safety film in conjunction with talks by the California Highway Patrol on pertinent traffic rules and regulations.

4. Reenlistment Rate

a. For the three-month period ending in September, there were 88 immediate reenlistments and 223 airmen were discharged under the applicable codes cited in SAC message COA 8394, 4 August 1954. The reenlistment rate was 39.5%, resulting in a score of 50% of maximum points.

b. A recapitulation of the reenlistment survey forms for September revealed that the desire to attend school was the principal reason given for failure to reenlist.

c. There was a marked increase in the number of airmen discharged prior to expiration of term of service. (AFR 39-14). Of the twenty-eight (28) airmen discharged under the cited regulation, seventeen (17) planned to attend school and seven (7) accepted seasonal employment.

5. Mobile Training Detachment Utilization

a. Average monthly B-47 MTD (Mech) utilization was 7287 hours versus a desired utilization of 3500 hours. Average monthly B-47 MTD (Elect) utilization was 2214 hours versus a desired utilization of 1500 hours. The foregoing earns 100% of maximum points.

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B. MATERIEL

1. Flying Hours as a % of Required

a. For the quarter ending in September, flying hours required were as follows: B-47, 4344; 90th ARS, 1976 and 93d ARS, 1861. For the same period, flying hours accomplished were as follows: B-47, 4471; 90th ARS, 1817 and 93d ARS, 1795. The combined totals (eliminating flying time overages) were 7956 hours flown versus 8181 hours required for a percentage of 97.2%, earning 58.3 of the 60 maximum points.

2. Reports of Survey

a. For the four-month period ending in September, fifteen (15) reports of survey were registered totaling $925.14 giving an average cost per survey of $61.68. The combined military and civilian strength was 11,013. The number of reports of survey per 1000 population was 1.3. The combination of the foregoing indices earns 95% of maximum score.

b. The loss of 5% of maximum points in this area was entirely due to an increase in the average cost per survey from $42.14 in August to $61.68 in September. The specific report of survey causing the increase was in the 90th Air Refueling Squadron. It was in the amount of $340.92 and involved the theft of personal equipment while on temporary duty.

3. Status of Technical Order Compliance - Not Scored.

C. USCM AND FLYING SAFETY

1. USCM - Not Scored

2. Flying Safety

a. For the four-month period ending in September, a total of 10,312 hours were flown by wing aircraft, with one (1) minor accident to a KC-97F aircraft, occurring in June. The aircraft accident rate per 100,000 hours flown was 9.7, resulting in a score of 100% of maximum points.

D. OPERATIONS - Not Scored

SECTION III - Analysis of Air Training

Not applicable.

SECTION IV - Commander's Comments

A. In the coming month, the wing is expected to become minimum operationally ready through the upgrading of non-ready crews and the elimination of existing equipment deficiencies.

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93BW, Subj: Monthly Analysis, RCS: 15-U2, Sep 54

SECURITY ANNEX: This document is classified CONFIDENTIAL in accordance with paragraph 24a, Air Force Regulation 205-1 dated 15 December 1953, as amended.

WILLIAM E. EUBANK, JR.
Colonel, USAF
Commander

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

GO 11 October 1954

SUBJECT: Unit Rating System Scores - September 1954

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Rating System Scores for September 1954.

2. Headquarters Squadron 93d Air Base Group showed the highest Quarterly Improvement Score for September 1954 and they also had the highest raw score with 97% of maximum points.

3. Five (5) of the nineteen (19) units had 90% or more of maximum points and eleven (11) showed an improvement over the previous three (3) months.

4. Inclosure 2 is an organizational summary of the recorded delinquencies for September 1954.

BY ORDER OF THE COMMANDER:

Dwight E. Dutcher

DWIGHT E. DUTCHER
1st Lt, USAF
Assistant Adjutant

2 Incls
1. Unit Rtg Sys Scores Sep 54
2. Summary of Delinquencies

DISTRIBUTION: B

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UNIT RATING SYSTEM SCORES - SEPTEMBER 1954

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d AEG	93d Fld Maint	93d Per Maint	Medics	2d SSS	90th Air Rflg	Hq 93d AEGp	93d Oprs	93d Air Police	93d Installations	93d Food Service	93d Supply	93d Mtr Veh	52d AAA Bn
		Percent of Maximum Score Received																		
1. Pass Violations	60	50	10	60	100	40	80	10	100	100	80	100	100	100	100	20	100	100	100	80
2. AWOL	130	100	100	100	100	10	100	70	100	100	100	50	100	100	100	10	10	100	10	10
3. Serious Incidents	90	100	60	100	100	100	100	100	100	100	100	100	100	100	100	100	100	70	100	100
4. Drunk and/or Disorderly	60	100	100	60	100	100	100	100	80	100	100	100	100	90	100	100	100	100	70	70
5. Uniform Violations	20	100	70	100	100	100	100	90	100	100	90	100	100	100	80	100	100	100	40	90
6. Minor Accidents (Other)	20	100	80	40	90	60	90	70	100	100	60	90	100	100	90	40	40	90	70	100
7. Major Accidents (Other)	50	100	100	100	60	100	100	90	100	100	100	100	100	100	100	100	60	100	30	100
8. Moving Traffic Violations	50	70	40	80	80	90	80	70	40	100	100	50	100	70	100	80	70	100	50	100
9. Driving While Intoxicated	90	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
10. Major Vehicle Accidents	50	100	100	100	100	100	50	100	100	100	100	100	100	100	60	100	100	100	100	100
11. Minor Vehicle Accidents	20	100	100	60	100	100	100	100	100	100	100	100	100	70	100	100	100	100	100	100
12. NCO Mess Membership	30	80	100	100	70	100	80	80	70	90	70	100	90	100	100	70	100	90	80	10
13. Delinquent MPO's	60	10	80	30	50	10	50	60	10	10	70	20	60	70	40	60	10	10	10	10
14. M/R Errors	70	70	90	100	100	100	100	90	100	60	100	70	100	100	80	70	70	80	100	MR
TOTAL (% of Maximum)	800	84	81	85	91	73	89	80	87	89	94	85	97	94	91	70	70	88	66	68
Total Points Received		674	651	680	729	580	715	642	695	715	751	678	773	755	724	559	561	700	527	500
QUARTERLY IMPROVEMENT SCORE		-21	-2	-15	+13	-47	-8	-23	+5	+10	+12	+1	+19	+4	+8	-29	+3	+7	+1	-4
Total Item Weight for all Squadrons - 800																				
Total Item Weight for 52d AAA Bn - 730																				
Relative Standing		16	12	15	2	19	14	17	7	4	3	10	1	8	5	18	9	6	11	13

Incl 1

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UNIT RATING SYSTEM - SEPTEMBER 1954

(Summary of Delinquencies)

ORGANIZATION	Average PPD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Accidents (Other)	Major Accidents (Other)	Moving Traffic Violations	Driving While Intoxicated	Major Vehicle Accidents	Minor Vehicle Accidents	NCO Membership Non-Members	Delinquent MTOs	M/R Errors
Hq 93d Bomb Wg	166	1	0	0	0	0	0	0	2	0	0	0	15	6	4
328th	196	3	0	1	0	1	1	0	[illegible]	0	0	0	1	2	2
329th	203	1	0	0	2	0	3	0	1	0	0	1	1	13	1
330th	208	0	0	0	0	0	1	1	1	0	0	0	8	4	1
93d Air Rflg	296	2	4	0	0	0	3	0	1	0	0	0	0	42	1
93d A&E Maint	357	1	0	0	0	0	1	0	2	0	2	0	15	10	1
93d Fld Maint	478	7	2	0	0	1	4	1	4	0	0	0	14	9	4
93d Per Maint	144	0	0	0	1	0	0	0	3	0	0	0	7	7	0
Medics	138	0	0	0	0	0	0	0	0	0	0	0	2	8	4
2d SSS	318	1	0	0	0	1	3	0	0	0	0	0	18	8	1
90th Air Rflg	315	0	1	0	0	0	1	0	6	0	0	0	2	28	6
Hq 93d ABGp	177	0	0	0	0	0	0	0	0	0	0	0	6	2	1
93d Operations	223	0	0	0	1	0	0	0	2	0	0	1	0	5	0
93d Air Police	203	0	0	0	0	1	1	0	0	0	1	0	3	6	3
93d Installations	214	2	3	0	0	0	3	0	1	0	0	0	6	4	4
93d Food Service	210	0	2	0	0	0	3	1	2	0	0	0	0	7	5
93d Supply	240	0	0	1	0	0	1	0	0	0	0	0	9	9	3
93d Motor Vehicle	121	0	2	0	1	1	1	1	2	0	0	0	5	22	0
52d AAA Bn	330	1	4	0	3	1	0	0	0	0	0	0	35	26	NR
TOTAL		19	18	2	8	6	26	4	31	0	3	2	147	220	41

Incl 2

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

ODCT 27 August 1954

SUBJECT: Flying and Ground Training for September 1954

TO: See Distribution

1. FLYING:

a. Scheduled Flying Days:

(1) Bombardment Squadrons - every normal duty day.

(2) Refueling Squadrons - every normal duty day.

b. Flying training priority for September is as follows:

(1) Bombardment Squadrons

(a) Missions ordered by higher headquarters

(b) Field checks for combat crews

(c) SAC Reg 50-43 training for combat crews

(d) Field checks for staff personnel

(2) Air Refueling Squadrons

(a) Missions ordered by higher headquarters

(b) Aerial refueling for the 93d Bombardment Wing

(c) SAC Reg 50-8 training

(d) Non-ready crew training

(e) Staff proficiency training

2. OFF BASE COMMITMENTS:

a. Advanced Survival: The 93d ARS will supply one (1) crew to report to Stead AFB, Nevada, NLT 1200 hrs, 7 Sep 54 for a two week course.

b. Altitude Indoctrination: No Altitude Indoctrination will be

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scheduled during the first two weeks of September. Further scheduling for Chamber Flights at Mather AFB can be obtained through ODCT, ext 613.

c. OQ Gunnery Training at Davis-Monthan AFB: In order to implement SAC Reg 50-43 dated 12 Jul 54, squadrons will send pilots to the Sahuarita Gunnery Range in accordance with the following schedule. This schedule will continue until 10 Dec 54 when all pilots will have met initial requirements of SAC Reg 50-43. Pilots will report to 803d Operations Sq as soon as possible after arrival.

	328S	329S	330S
17 Sep 54	1	2	1
24 Sep 54	1	1	2
1 Oct 54	2	1	1

Squadrons will submit name, rank and serial number of personnel to attend to ODCT one week in advance of attendance.

d. KC-97 Flight Simulator Refresher: The Air Refueling Squadrons will send one (1) crew per week to the Flight Simulator at March AFB IAW the following schedule. Crews are to report to Comdr, 807th Operations Sq, March AFB NLT 1600 hrs one day prior to class starting date. This one week KC-97 Refresher Course is designed for experienced crew personnel.

7 Sep 54	90th ARS	27 Sep 54	93rd ARS
13 Sep 54	93rd ARS	4 Oct 54	90th ARS
20 Sep 54	90th ARS		

3. WING LEVEL SCHOOLS:

a. Wing Basic Survival School: Each Bomb Squadron will send a minimum of three (3) men to Wing Survival School 7 Sep 54. Personnel scheduled for this training will report to Bldg T-127 at 0800 hours on the date indicated for a one week course.

b. Wing Instrument School: A five day course in Wing Instrument School will begin at 0800 hrs 7 Sep 54 in the Wing Briefing Room. Pilots who have instrument cards due to expire within 90 days should attend. Squadrons are requested to inform ODCT by IOM NLT 3 Sep of personnel to receive this training.

c. Wing Gunnery School: A four day Wing Gunnery School for B-47 Pilots will begin at 0800 hrs Tuesday, 7 Sep 54 in Bldg T-243.

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d. T-1A Trainer: Allotted periods for T-1A utilization are given in Incl #1. The T-1A Trainer is located in Bldg T-443.

e. Bomb Commanders Course: A four day Bomb Commanders Course for A/Cs is scheduled to begin at 0730 hrs in the Special Weapons Area on the following dates. Each Squadron is required to send a minimum of two A/Cs, two pilots and two Observers to each course. The Pilots and Observers will attend only the first two days of this course.

13 September

20 September

Individuals concerned will be scheduled by direct coordination between the squadrons and Special Weapons Section.

f. Loading Training: Scheduling for Loading Training will be coordinated between Bomb Squadrons and Special Weapons Section (Ext 628)

g. B-47 MTD: Aerial Refueling and B-3 Changes MTD will be scheduled through ODCT, Ext 613.

h. B-47 Flight Simulator: Allotted periods for B-47 Flight Simulator, located in Bldg T-[illegible], are given in Incl #2. A/C's and Pilots will maintain crew integrity.

i. Physical Conditioning: Allotted periods for the Physical Conditioning Unit and Combative Measures Instruction are given in Incl #3 & 4.

j. Code Training: Allotted periods for the code room are given in Incl #5.

k. Power Unit Fire Guard School: At 0800 hrs on 14 Sep 54, a two hr Fire Guard School will be conducted for training and certification of those personnel required to appear on orders as qualified fire guards.

l. Water Survival: Water Survival Training is held at 0900 hrs in Bldg T-127 every Monday, Wednesday and Thursday. Each Bomb Squadron will send a minimum of three men, and the 90th and 93rd ARS will send a minimum of seven men each Monday, Wednesday and Thursday. Personnel attending are required to have:

1. Coveralls or Flying Suit
2. Bathing Suit
3. Pair of old shoes

A special swimming class will be held every Tuesday at 0900 hrs at the Firman's Swimming Pool. These classes are conducted for aircrew personnel unable to swim 200 yards to meet requirements of SAC Reg 50-14.

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m. The Air Force Story: Two chapters remain of the Air Force Story. One new chapter will be shown each week at 1300, 1400 & 1500 hrs on Wednesday, Thursday and Friday and at 0600 hrs on Saturday in the Base Theatre. This film will resolve AIP requirements under AF Reg 34-3 and CAFB 34-2.

n. Character Guidance: In order to implement Castle AFB Reg 35-5 dated 10 Aug 54, Character Guidance Lectures will be scheduled at the Base Gymnasium for all personnel on dates as indicated. It is mandatory that all personnel attend at least one (1) lecture per month. Officers and NCO's may be excused from the Character Guidance Lecture if they attend a Moral Leadership Lecture scheduled by their Squadron Commander.

(1) Officers: At 0900 hrs on 4 and 11 Sep 54.

(2) Non-commissioned Officers: At 0900 hrs on 18 and 25 Sep 54.

(3) Airmen E-1 thru E-4: At 1000 hrs on 4, 11, 18 and 25 Sep 54.

o. ABC Training: In order to implement SAC Reg 55-43, a 20 hour ABC Training Course for B-47 crew chiefs and asst crew chiefs will begin approximately 20 Sep 54. This training will be given to B-47 pilots at a later date. Specific dates for all classes will be given later.

4. SQUADRON LEVEL TRAINING:

a. Flying Safety: Flying Safety Instruction of two hours for aircrews and one hour for maintenance personnel will be given during September by Squadron Flying Safety Officers.

b. Instrument Training: Squadrons will accomplish four hours instrument training, two hours of which may be flying safety instruction, for all A/Cs and pilots.

c. Small Arms Firing: Base Range facilities have been allotted in Incl #5.

d. Loran Training: Until Conversion of AN/APN T-4 is completed, scheduling for proficiency may be accomplished by coordination with Sgt McNermarra, Ext 773.

BY ORDER OF THE COMMANDER:

Charles P. Bialka

CHARLES P. BIALKA
Lt. Col., USAF
Deputy Director of Operations

5 Incls
1. Inst (Link) Tng Scd&T-1A
2. B-47 Flt Simulator
3. Phys Cond Scd
4. Combative Meas Scd
5. Small Arms & Code Scd

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ODCT, Subj: Flying and Ground Training for September, 27 Aug 54

DISTRIBUTION:

Cmdr 93d BW	2
328S	5
329S	5
330S	5
ODC	5
MDC	5
90ARS	5
93ARS	5
93d FMS	3
93d AES	3
HSQ Wg	3
BCTO	2
Base Phy Cond O	2
Base Tng Aids	3
Wg Historian	4

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INSTRUMENT (LINK) TRAINER SCHEDULE

Each squadron will utilize four (4) trainers during the assigned periods (2 C-8, 1 P-3, 1 C-11). Normal requirement are two (2) hours for each pilot.

Sep 54	AM	PM	Sep 54	AM	PM
1	326	329	17	329	330
2	330	90ARS	20	93ARS	838
3	93ARS	328	21	328	329
7	329	330	22	330	90ARS
8	90ARS	93ARS	23	328	329
9	838	328	24	329	330
10	330	90ARS	27	90ARS	93ARS
13	93ARS	838	28	326	329
14	328	329	29	330	90ARS
15	90ARS	93ARS	30	93ARS	838
16	838	328			

T-2A TRAINER

Each Bomb Squadron is allotted two periods a day, one man each period. If unable to utilize scheduled period, request you notify trainer personnel, Ext 480.

Sep 54	0800&0900	1000&1300	1400&1500	Sep 54	0800&0900	1000&1300	1400&1500
1	328	330	330	17	330	328	329
2	329	330	328	20	328	329	330
3	330	328	329	21	329	330	328
7	328	329	330	22	330	328	329
8	329	330	329	23	328	330	330
9	330	328	330	24	329	330	328
10	328	329	330	27	330	328	329
13	329	330	328	28	328	329	330
14	330	328	330	29	329	330	328
15	328	330	330	30	330	328	329
16	329	330	328				

Incl #1

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SEPTEMBER	[illegible]	[illegible]	1245-2600 Hrs
1	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	[illegible]
13	[illegible]	[illegible]	[illegible]
14	[illegible]	[illegible]	[illegible]
15	[illegible]	[illegible]	[illegible]
16	[illegible]	[illegible]	[illegible]
17	[illegible]	[illegible]	[illegible]
20	[illegible]	[illegible]	[illegible]
21	[illegible]	[illegible]	[illegible]
22	[illegible]	[illegible]	[illegible]
23	[illegible]	[illegible]	[illegible]
24	[illegible]	[illegible]	[illegible]
27	[illegible]	[illegible]	[illegible]
28	[illegible]	[illegible]	[illegible]
29	[illegible]	[illegible]	[illegible]
30	[illegible]	[illegible]	[illegible]

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PHYSICAL CONDITIONING

Periods are one (1) hour in length, and subdivided into three (3) twenty-minute workouts. Since there are four massage tables, squadrons will supply four crew personnel each twenty-minute workout period, or a total of twelve (12) men for each hour. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout, in order to receive credit for that training period. The periods beginning at 0750 and 1250 each day will require only eight (8) personnel instead of twelve (12). Staff personnel are to attend 1430 and 1530 hours.

September	0750	0830	0930	1030	1250	1330
1	328	329	330	90ARS	93ARS	SSS
2	329	330	90ARS	93ARS	SSS	328
3	90ARS	90ARS	93ARS	93ARS	SSS	SSS
7	330	90ARS	93ARS	SSS	328	329
8	90ARS	93ARS	SSS	328	329	330
9	93ARS	93ARS	SSS	SSS	90ARS	90ARS
10	93ARS	SSS	328	329	330	90ARS
13	SSS	328	329	330	90ARS	93ARS
14	SSS	SSS	90ARS	90ARS	93ARS	93ARS
15	328	329	330	90ARS	93ARS	SSS
16	329	330	90ARS	93ARS	SSS	328
17	90ARS	90ARS	93ARS	93ARS	SSS	SSS
20	330	90ARS	93ARS	SSS	328	329
21	90ARS	93ARS	SSS	328	329	330
22	93ARS	93ARS	SSS	SSS	90ARS	90ARS
23	93ARS	SSS	328	329	330	90ARS
24	SSS	328	329	330	90ARS	93ARS
27	SSS	SSS	90ARS	90ARS	93ARS	93ARS
28	328	329	330	90ARS	93ARS	SSS
29	329	330	90ARS	93ARS	SSS	328
30	90ARS	90ARS	93ARS	93ARS	SSS	SSS

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COMBAT WEATHER

In accordance with CAC Reg 50-2, all combat crew personnel are required to complete a fifteen hour course in radiative measures. The 90ARS, 93ARS & SSS are to supply nine (9) crewmen for each period assigned. The 328, 329 & 330th are to supply a minimum of three (3) crewmen each for a total of 9 for each period indicated as Bomb Squadrons (BS).

September	0800	0900	1000	1400	1500
1	BS	BS	90ARS	93ARS	SSS
2	90ARS	90ARS	93ARS	SSS	BS
3	93ARS	93ARS	SSS	BS	90ARS
7	SSS	SSS	BS	90ARS	93ARS
8	BS	BS	90ARS	93ARS	SSS
9	90ARS	90ARS	93ARS	SSS	BS
10	93ARS	93ARS	SSS	BS	90ARS
13	SSS	SSS	BS	90ARS	93ARS
14	BS	BS	90ARS	93ARS	SSS
15	90ARS	90ARS	93ARS	SSS	BS
16	93ARS	93ARS	SSS	BS	90ARS
17	SSS	SSS	BS	90ARS	93ARS
20	BS	BS	90ARS	93ARS	SSS
21	90ARS	90ARS	93ARS	SSS	BS
22	93ARS	93ARS	SSS	BS	90ARS
23	SSS	SSS	BS	90ARS	93ARS
24	BS	BS	90ARS	93ARS	SSS
27	90ARS	90ARS	93ARS	SSS	BS
28	93ARS	93ARS	SSS	BS	90ARS
29	SSS	SSS	BS	90ARS	93ARS
30	BS	BS	90ARS	93ARS	SSS

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SMALL ARMS RANGE SCHEDULE

The following periods have been allotted for firing at the Small Arms Range. A maximum of fifty (50) men may fire carbine or thirty (30) men the pistol. Squadrons will notify the range officer, Ext 773 not later than 1500 hours the preceding day of the type of weapon they intend to fire.

Sep 54	AM	PM	Sep 54	AM	PM
1	328	329	20	93ARS	SSS
2	330	90ARS	22	328	329
8	93ARS	SSS	23	330	90ARS
9	329	330	27	93ARS	SSS
13	90ARS	93ARS	29	329	330
15	SSS	328	30	90ARS	93ARS
16	330	90ARS			

CODE

Sep 54		Sep 54	
1	328	20	90ARS
2	329	21	SSS
7	330	22	93ARS
8	90ARS	23	328
9	SSS	27	329
13	93ARS	28	330
14	328	29	90ARS
15	329	30	SSS
16	330		

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ACCIDENT
SUMMARY

AUG.-SEPT. 54

CASTLE AIR FORCE BASE . CALIFORNIA

Clowns at a circus
Are funny as heck
But clowns at the wheel
Are a pain in the neck

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Saint Christopher's Complaint

by Margaret M. Hickey

I'm very tired. Poor fools, they look to me
For help. They cruise along at eighty-three.
Trusting my medal, like a potent charm,
To keep their foolish selves secure from harm.
Do they not know I lived at slower pace
And Hubert was the patron of the chase?
Yet they try to outrun his swiftest arrow.
They drive at turnpike speed on crooked, narrow
Country lanes where little children play.
These gentle ones who hesitate to slay
A small black fly. They place their children's lives
In danger, risk the safety of their wives;
And speed, as to outrun the secret, still,
Small voice that whispers, "Man, thou shalt not kill."

I'm weary, Lord, watching Thy careless sons.
Please send me back where the deep torrent runs
And I can ford it in my own slow way.
Tell them, in voice of thunder, not to say,
"Saint Christopher, protect me," and go mad
With speed. It's hard to face a grieving Dad.
I'll help them all—hot rod or cadillac—
For love of Him I bore upon my back.
I'll try to get them home unhurt, alive—
If they but hold it under fifty-five.

Reprinted courtesy Columbia Magazine.

RESPECT for traffic law enforcement—a vital ingredient in highway safety—is lacking in all too many drivers. Traffic officers are often abused by the very people whom they seek to protect. Some drivers carry this chip-on-the-shoulder attitude into traffic court. In the Court of Special Sessions, Rockville Centre, N. Y., Police Justice Maurice J. Moore handles pugnacious traffic violators with a minimum of friction.

So You Don't Like Cops!

When a violator expresses a "gripe" against the officer who issued the summons, said driver is handed a copy of "So You Don't Like Cops!" an editorial reprinted from the *Long Island News* and *The Owl*, which reads:

". . . So you don't like cops? You sort of get a kick out of outsmarting a cop, don't you?

"The traffic officer—like any other policemen—represents you. You pay his salary and you want the protection he is hired to give. You would, in fact, make a loud complaint if he weren't around when you needed him.

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FOLLOW the arrow around these pages, from upper left to lower right, and you'll see what happens to drinking drivers in Gary, Indiana. When the evidence shows they're driving "under the influence," they go to jail.

All our accident statistics show that drinking and driving don't mix. Three hundred eighty-nine drinking drivers were involved in traffic accidents in Gary last year. Five of the accidents were fatals. So, Gary police use chemical tests to determine degree of intoxication of suspect drivers.

The tests do not determine how much a person has had to drink. They measure the amount of alcohol in the blood stream at the time of the test. When two people have the same blood alcohol readings, they will be equally intoxicated insofar as driving an automobile is concerned regardless of the number of drinks each consumed.

We're tough on drunks. "Driving under the influence" is a serious charge and carries rather severe penalties. A conviction means loss of driving privilege for at least one year, in addition to a fine and possible jail sentence.

Last year in Gary, we made 549 arrests for driving "under the influence of intoxicants." Of these, 450 were found guilty, 54 not guilty, eight dismissed.

Use of chemical tests to determine degree of intoxication serves two purposes. First, it protects the innocent motorist from being unjustly charged. Secondly, it provides indisputable evidence that is needed to rid our streets of the menace created by irresponsible individuals who insist on drinking and driving.

The medical profession reports more than 100 medical conditions that superficially resemble intoxication. The most common are persons in diabetic shock, suffering from blows on the head, strokes, cerebral hemorrhages and shock. Many have died in jail before they received proper medical care. That's why we run a test when there is any doubt about a person's condition. Prompt action in dealing with these medical conditions can save a life. THE END

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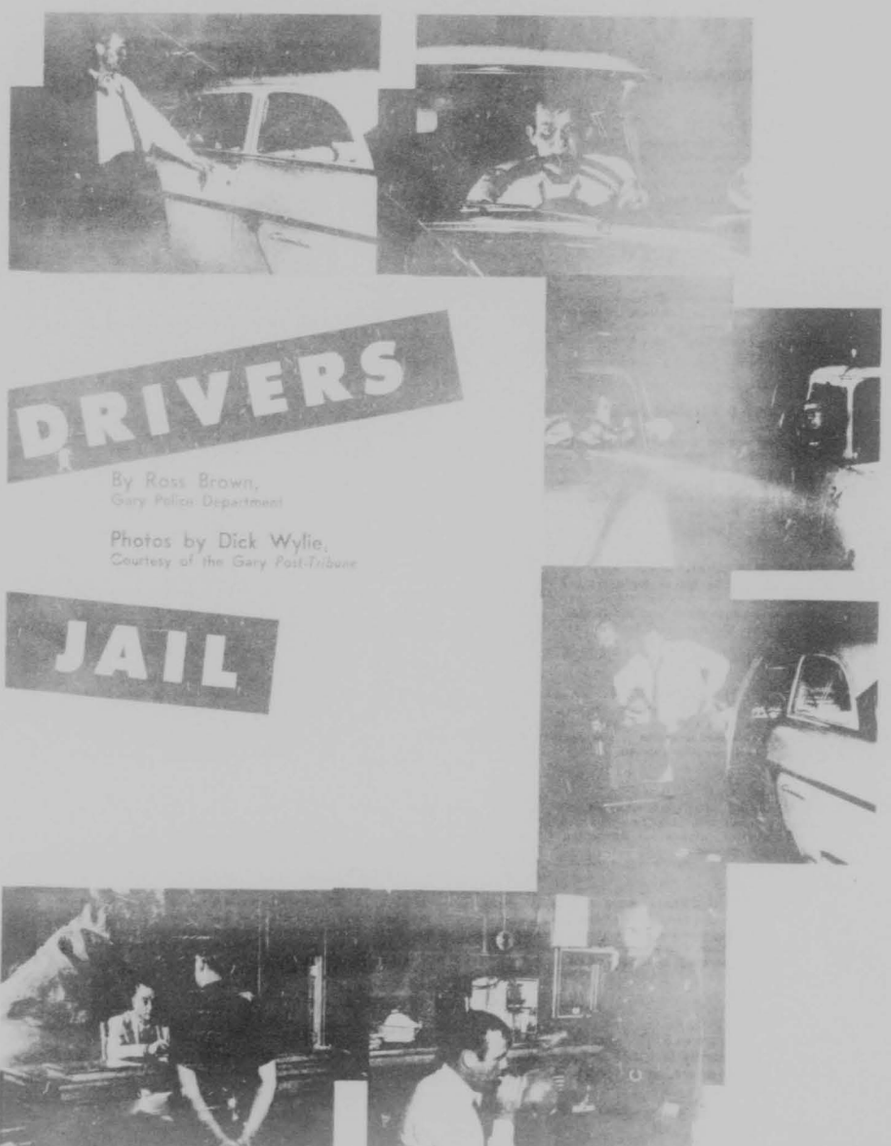

DRIVERS

By Ross Brown,
Gary Police Department

Photos by Dick Wylie,
Courtesy of the Gary Post-Tribune

JAIL

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WHAT KIND OF *S.P.* ARE YOU?

"S.P." means . . . . . .

SMART PEDESTRIAN—Thank goodness we have this kind of pedestrian. He or she is an intelligent person, who recognizes the danger of automobiles to persons on foot. This person has learned the simple rules of safe walking and observes them. Good habits are being formed, which will afford protection all through life. Everybody should be this kind of an S. P., for his own protection.

STUPID PEDESTRIAN—A stupid pedestrian is one who ignores the traffic regulations for pedestrians. He doesn't even know the rules for safe walking. We worry about him. He may wind up in a hospital or funeral home.

SORRY PEDESTRIAN—He is a pedestrian who didn't know or didn't heed the rules for safe walking. He was hit by a car because he jay-walked. His address is one of the hospitals. Send him flowers or candy or cigarets. He'll be trussed up in traction splints for two or three more weeks. His doctor says he may be able to walk normally again. We hope so.

SENILE PEDESTRIAN—This person does not hear or see as well as he thinks he does, and cannot move as fast as he used to. He learned to walk in horse-and-buggy days, and did not adjust to the motor age. Drivers must look out for him.

"SHEEPISH" PEDESTRIAN—"Sheepish" in this case means like a sheep. Follows the leader, even if he knows better. Waits on curb for signal, but if someone starts across against the red light, he follows like a sheep.

SHIFTY PEDESTRIAN—Can't tell what he will do. Starts across street but changes mind and turns back. May stop to think about something or to talk to another pedestrian.

SLEEPY PEDESTRIAN—This individual probably had too much lunch and should take a nap instead of trying to walk across streets. He appears to be in a trance, and walks out into danger without looking to see if it is safe to do so.

STARTLED PEDESTRIAN—This person starts across a street without making sure it is safe to do so, and when a car looms up, he is shocked into consciousness and jumps out of the way. Often he escapes, usually due to the good work of the driver.

SOUSED PEDESTRIAN—This fellow is a perfect set-up for an accident. He has had a few too many drinks, and doesn't know for sure whether he is on the street or still in the tavern. He may wander out into the path of a car without warning. We have buried several fellows like him, and others have sobered up in the hospital.

SUPERSTITIOUS PEDESTRIAN—This guy believes that if your "number is up", you will have an accident, and if not, you will not have one. He can't think straight. He doesn't believe in cause and effect.

SLUGGISH PEDESTRIAN—This person crosses the street at a snail's pace. He looks neither to left nor right. His fate is in the hands of the drivers, who may or may not be able to protect him.

"SUPERIOR" PEDESTRIAN—This is a "big shot." He is a prominent citizen. He considers the traffic regulations are made for common folks—not for him. He crosses the streets as he pleases, when he pleases. He seems to think no automobile is big and heavy enough to hurt him. He acts as if all drivers will recognize his importance a block away and slow down for him. Well, we hope he is right, but we fear he is taking dangerous chances. And if he is so important, he should set a good example for lesser folk, if he doesn't need the protection of good habits, they do.

SILLY PEDESTRIAN—One who knows enough to walk with the signals and not to cross the streets between intersections, but he continues to violate the rules. He doesn't seem to realize that safe habits in walking on the streets will be valuable to him, and may save him from death or injury in later years.

SCRAPPY PEDESTRIAN—Has a chip on his shoulder, and takes chances, just daring a car to hit him. Glares at drivers and often makes uncomplimentary remarks to them. He's a taxpayer and has his rights.

Copyright 1954, Walter Ladd, St. Joseph, Missouri.

THE booklet, "You are an S.P.*"—has been copyrighted by Walter Ladd mainly to insure its use as an educational piece for the prevention of pedestrian accidents. Starting with 45 definitions, he reduced the working list to 14, found a sympathetic printer and an artist. Result: One lively leaflet which should help cut traffic accidents.

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How Many Will Kill . . . ?

By Very Rev. Msgr. Thomas A. Meehan
Editor, *The New World*

Reprinted courtesy of *The New World*, official Catholic newspaper of the Archdiocese of Chicago.

HOW many of us will kill a little child before the summer is over? How many will kill the father of a family, or an aging grandparent, or a young mother? How many will be left helpless and dependent to mourn and grieve, because some of us will crush the life out of our fellow men? During the terrible battle of Okinawa in World War II, 140 American boys were killed every day for three months. They were killed, of course, because the enemies of our country aimed lethal weapons at them. Last weekend 290 civilians, hoping for a peaceful and happy holiday, were killed because we forgot that an automobile is a lethal weapon.

It is hard for us to keep this in mind when we slide behind the steering wheel of an automobile. We have here a wonderful machine, made by man with his God-given intelligence to be an extremely useful and practical thing. The automobile has accomplished great things for us. It has helped tremendously in expanding and developing our nation's commerce. In its manufacture and its use, it has provided work, a means of livelihood for many thousands. It has brought fresh air and sunshine and broadened the horizons of many a family. It has saved the lives of many as a carrier on errands of mercy. We could go on indefinitely listing its accomplishments, but we are still faced with a very gruesome fact—in our hands it is our nation's number one killer.

Have you ever talked to a driver who has killed someone—a little child, or anyone young or old? If you have, you have seen a sick and broken man—even in those instances where he may have been completely free of fault. But usually there has been some fault, some carelessness or recklessness which will haunt him for the rest of his life. He has seen for a brief flash the terror in the face of his victim. He has felt the sickening impact of his car smashing bone and flesh. He has heard the one cry of anguish. And why?

Maybe he was hurrying to the office because he didn't get up on time. Maybe he glanced away from the road for a moment to view some passing scene. Maybe he was passing another car on a crowded road or on the rise of a hill. Maybe he was sleepy and failed to pull off the road. Maybe he was just a speed-artist. Maybe he was drunk. Whatever the cause, he killed someone.

At one time or another almost everyone who has ever driven a car has caught himself in some carelessness. We would all do well to meditate a little on the heavy responsibilities that belong to any driver. Anytime a driver steps into his car he is responsible for the life of every pedestrian or motorist who comes within the range of his auto—not to mention his passengers. He has definite moral obligations—an obligation to be physically and mentally alert, to watch the streets carefully, to watch especially for heedless children in congested areas, driving slowly enough so that he can stop his car in a split second.

He must make allowances, too, for the possible carelessness of other drivers. He never knows who might bolt out of that blind crossroad.

Safety Councils in all our cities can provide drivers with a list of rules of caution. All drivers should be completely familiar with such rules. There is no room for uncertainty or confusion on the road.

Most drivers try to be careful. There are, of course, a few who are actually criminals, but accidents are usually the result of a moment's thoughtlessness. A good experienced driver may be inclined to be over-confident. All most of us need is a little reminder. Perhaps an aspiration to St. Christopher every time we open the car door.

The summer is still young. While past experience has proved that many of us will kill someone before the summer is over, a little reflection on our responsibilities may save a few lives. Let's remember then that each of us is obliged to avoid with the greatest care anything that would endanger the life or health of our neighbor. Let's remember that cars were made to be useful vehicles, not things to be played with. Let's remember that God made the human body of bone and flesh, a dwelling place for the soul, a masterpiece of creation. But He did not make it strong enough to withstand the rush of our speeding car. We may destroy a human body unless we are very careful.

THE END

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CUMULATIVE ACCIDENT COSTS

93d Bombardment Wing (M) (For Year 1954, upto 30 September, Incl.

SQUADRON	Lost Time Injuries		Man Days Lost	Lost Time Injuries Rate Per 100,000 Man Days	1st Aids	TOTAL INJURY COSTS	USAF Mtr Veh Acc	USAF Mtr Veh Acc. Costs	Prop Damg Cases	Prop Damg Costs	TOTAL ACCIDENT COSTS
	On Dy	Off Dy									
93d Air Refueling	1	5	50	6.47	17	$1619					$1619
93d A & E Maint		6	41	6.01	18	1356					1356
93d Field Maint (*)	1	5	22	4.75	38	32,426	1	$51			32,477
93d Medical		2	16	4.77	1	487					487
328th Bomb	1		3	1.50	8	146					146
329th Bomb	1	1	7	2.92	14	308					308
330th Bomb	2	2	19	5.66	13	661					661
90th Air Refueling		6	36	6.27	18	1206			1	$112	1318
93d Period Maint (*)	1	7	33	15.21	12	32,574					32,574
Hq Sq Sec 93d Bm Ag		1	4	1.98	7	169					169
WING TOTALS	7	35	231	5.48	146	$70,953	1	$51	1	$112	$71,115

93d Air Base Group

93d Food Service	1	5	21	9.38	45	$ 945					$ 945
93d Instl	5	1	64	9.90	27c 29	2312	2	$150			2462
93d Operations		1	2	1.64	6	102					102
2nd S.S.	1	7	397	8.06	23	12,071					12,071
93d Mtr Vehicle	4	3	40	18.87	1c 10	1,277	4	2378			3,655
93d Air Police(*)	3	1	15	5.43	19	32,083	2	93			32,176
93d (*) Supply	3	4	99	9.21	12c 7	34,603			2	$243	34,846
Hq Sq 93d AB Gp	1		3	1.87	4	118					118
GROUP TOTALS	18	22	641	7.62	183	83,511	8	2621	2	243	86,375
CAFB TOTALS	25	57	872	6.35	329	$154,464	9	$2672	3	$355	$157,490

(Each c - indicates civilian employee first aid accident)
(Each * - indicates a military fatality)

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BY ORGANIZATIONS

(For Month of September 1954)

SQUADRON	Disabling Injuries		Man Days Lost	Lost time Injuries Rate Per 100,000 Man Days	1st Aids	TOTAL INJURY COSTS	USAF Mtr Veh Acc.	USAF Mtr Veh Acc. Costs	Prop Damg Cases	Prop Damg Costs	TOTAL ACCIDENT COSTS
	On Dy	Off Dy									
93d Air Refueling					3	$21.00					$21.00
93d Field Maintenance		1	7		4	238.00					238.00
93d Period Maintenance											
93d A & E Squadron		2	20		1	607.00					607.00
93d Medical											
328th Bomb					1	7.00					7.00
329th Bomb					4	28.00					28.00
330th Bomb		1	3		1	97.00					97.00
Hq SQ Sec 93d Bm Wg											
93d Food Service	1		1		3	51.00					51.00
93d Instl Squadron					3	21.00					21.00
93d Operations					1	7.00					7.00
93d Mtr Vehicle	1		5		1	157.00					157.00
93d Air Police		1*			1	31,507					31,507
2nd S.S.					3	21.00					21.00
93d Supply					1	7.00					7.00
Hq Sq 93d AB Gp											
90th Air Refuel					1	7.00					7.00
Civilian Personnel					2	14.00					14.00
CAFB Totals	2	5	36		30	32,790					32,790

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AUGUST & SEPTEMBER LOST TIMERS

2 August 1954 - 0200 Hours - Off Duty, Off Base. PRIVATE VEHICLE ACCIDENT. A 1st Lt. of the 2nd Strategic Support Squadron was traveling east on highway 152, at an approximate speed of 60 mph. The officer stated that as he was driving, he felt very sleepy and that after stopping & walking around, he started driving down the road again. After driving for 5 or 10 minutes, he apparently crossed over into the west-bound lane & hit an on-coming vehicle which was approaching from the opposite direction. EXTENT OF INJURIES: Fractured left leg, dislocated right ankle, fractured left great toe, 2nd & 3rd right toe. TIME LOST: 90 Days. COST: $2700.00.

2 August 1954 - 2300 Hours - Off Duty, Off Base. PRIVATE VEHICLE ACCIDENT. An A/3C of the 90th Air Refueling Squadron was riding as a passenger in a private motor vehicle. The driver had just started to negotiate a curve when the vehicle hit loose gravel. The driver lost control of vehicle and in an attempt to regain control, the right front wheel hit a rough spot in the road causing the car to overturn. EXTENT OF INJURIES: Lacerations of right leg. TIME LOST: 7 Days. COST: $210.00.

10 August 1954 - 1500 Hours - On Duty, Off Base. USAF VEHICLE ACCIDENT. An A/2C of the 93d Motor Vehicle Squadron was driving a USAF vehicle on highway #99, near the intersection of highway #99 & Kiernan Road. Airman stated that he had just crossed over from the right hand side of road to the left side, in order to make a left hand turn. When he pulled steering wheel back to the right, in order to straighten vehicle up in left hand lane, the steering mechanism failed to respond causing vehicle to hit the highway dividing barrier & cross over into wrong side of divided highway. EXTENT OF DAMAGE: 4 tires blown, front differential bent, left front wheel damaged. TIME OUT OF SERVICE: 14 Days. COST: $548.00.

1 August 1954 - 1400 Hours - On Duty, On Base. OCCUPATIONAL ACCIDENT. An A/2C of the 2nd Strategic Support Squadron was preflighting a C-124 aircraft on the flight line, Castle AFB, California. During the preflight, subject airman was walking on the aircraft's wing to secure a latch on the left forward life raft compartment door. As he neared the trailing edge of the wing he stepped in some oil on the wing surface and started sliding toward the edge. As he came near the landing flap he jumped to keep from going through the flap. He landed on the ramp on his heels which resulted in injury. EXTENT OF INJURIES: Fracture of both heels. TIME LOST: 14 Days. COST: $420.00.

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22 August 1954 - 0200 Hours - Off Base, Off Duty. HITCH-HIKING ACCIDENT. An A/1C of the 93d Air Refueling Squadron was hitch-hiking on highway #99, north of Madera, California. As airman was walking on the shoulder of the road, a vehicle approached from the direction in which he was walking from and struck him. While he was laying on the pavement, another vehicle approached and apparently ran over him. EXTENT OF INJURIES: Lacerations of right arm and chin, bruises of hips and stomach. TIME LOST: 3 Days. COST: $90.00.

15 August 1954 - 0300 Hours - Off Duty, Off Base. RECREATIONAL ACCIDENT. An A/3C of the 93d Periodic Maintenance Squadron was returning to the base when another vehicle almost collided with him just outside of Gate #1. Airman and his passengers followed the vehicle down Puhach Road & stopped between Gate #1 and Gate #3. Subject airman then got out of his vehicle, at which time the occupants of the other vehicle also dismounted, and a fight insued. EXTENT OF INJURIES: Laceration of left eye, bruises of back and chest. TIME LOST: 4 Days. COST: $120.00.

19 August 1954 - 2100 Hours - Off Duty, Off Base. MOTORCYCLE ACCIDENT. A S/Sgt of the 93d Air Refueling Squadron was driving on Santa Fe Drive at an estimated speed of 55 mph. Sgt stated that apparently the rear-end of the cycle hit a rough spot in the road causing him to lose control. Sgt. was thrown from the cycle. EXTENT OF INJURIES: Bruised right shoulder, lacerations of face and hands. TIME LOST: 4 Days. COST: $120.00.

8 July 1954 - 0900 Hours - Off Duty, Off Base. RECREATIONAL ACCIDENT. An A/2C of the 93d Installations Squadron was hiking through the mountains while on a fishing trip. As he was walking downhill, he slipped on some hardened snow, lost his balance and fell, rolling downhill about 200 feet. During the course of his fall, his left ankle hit a rock causing injury. EXTENT OF INJURIES: Broken left ankle. TIME LOST: 42 Days. COST: $1260.00.

23 August 1954 - 1300 Hours - On Base, On Duty. OCCUPATIONAL ACCIDENT. An A/3C of the 93d Installations Squadron was in the process of cutting grass in the 93d A & E Squadron area, CAFB, when he noticed something rubbing against the wheel. He disengaged the the blade, but left the motor idling while he reached underneath the carriage to pull the "bumper" out. While his hand was under-neath the mower, the blade started rotating, cutting airman's fingers. EXTENT OF INJURIES: Amputation of end of 4th finger & laceration of 3rd finger, right hand. COST: $180.00.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 13)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
4 September 1954

MASTER REPAIR SCHEDULE
(This MIL supersedes MIL No. 13, 2 Feb 54)

1. PURPOSE: The purpose of this directive is to insure immediate repair of all aeronautical property reparable items during the time they are on work order to the 93d Field Maintenance or 93d Armament & Electronics Squadron.

2. SCOPE: This directive is applicable to the 93d Field Maintenance Squadron, 93d Armament and Electronics Squadron, 93d Supply Squadron and Maintenance Control, 93d Bombardment Wing (M).

3. PROCEDURE:

a. Once each month on a date selected by the Base Supply Officer, the Service Unit will prepare a base critical items list. The list will include all items on which consumption has been experienced within the past thirty days or which the current stock position is zero as well as those items which are critical Air Force wide. The list will be prepared in quintuplicate and distributed as follows: Original to the Reparable Processing Unit, duplicate to the Supervisor of Maintenance, 93d Field Maintenance Squadron, triplicate to AEMO, 93d Armament and Electronics Squadron, quadruplicate to the Priorities Section, Service Unit and the quintuplicate to the Supply Unit, Maintenance Control.

b. The Reparable Processing Unit, Base Supply will be responsible for processing all locally reparable aircraft spares to the Materiel Control Section of the 93d Field Maintenance Squadron or 93d Armament and Electronics Squadron, as appropriate, under the following priorities:

(1) Priority 3A for any item listed in the Base Critical Items list.

(2) Priority 3B for all other items.

c. The Materiel Control Section of the 93d Field Maintenance Squadron or 93d Armament and Electronics Squadron will immediately process all reparable material received into the appropriate shop for repair action. In the event this action will result in exceeding the backlog limitation imposed by SAC Manual 66-14, the reparable material will be held in Materiel Control pending alleviation of this condition. Outstanding work orders awaiting material will not be included in backlog count.

d. Upon delivery of the reparable items to the shop, the shop will take immediate action to determine the bits and pieces required to effect repair. In the event all parts required are not available from the shopstock or pre-issue levels, these parts will be ordered on the Service Unit by the shop personnel. The Service Unit will effect delivery of all available parts in accordance with SAC Manual 65-2.

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(1) If all parts required to repair an item on work order are available, the shop will complete repair of the item as rapidly as possible and return it to serviceable stock.

(2) If all parts required are not available, the shop responsible for repairing the item will retain the item along with all available parts, properly identified, in the shop. Storage of all AWP material will be in accordance with standard storage practices outlined in AFM 67-1.

e. The Materiel Control Section of the 93d Field Maintenance Squadron or 93d A&E Squadron is responsible for insuring that all material is stored in accordance with existing directives and that follow-up action is taken on each outstanding request each thirty days in accordance with SAC Reg 67-1. Whenever follow-up action indicates that the supplying depot cannot furnish any required part for an AWP item, the work order will be closed out and the AWP part will be returned to Base Supply for off base shipment. Similar action will be taken whenever the depot indicates that the required repair parts will not be available for sixty days or more. At this time, the bits and pieces on hand to repair the reparable item will be returned to the appropriate shop stock (if on the approved shop stock list) or to Base Supply, as appropriate.

f. Should storage capacity of the Field Maintenance or Armament and Electronics Squadron become saturated, a request may be made to the Base Supply Officer through the Chief of Maintenance for such storage space as is necessary. Responsibility for the property and proper storage thereof will remain with the organization having the property on work order under the supervision of the Chief of Maintenance.

4. GENERAL: The Materiel Control Section of the 93d Field Maintenance Squadron and the 93d Armament and Electronics Squadron will maintain close coordination with Supply Unit, Maintenance Control to insure adequate parts and supplies are available for work order completion. Particular emphasis will be placed on parts requirements generated by improved shop facilities which will permit repair of items not previously reparable at this station.

BY ORDER OF THE COMMANDER:

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Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 58)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
8 September 1954

POSTFLIGHT INSPECTION OF B-47 AIRCRAFT RADOMES

1. PURPOSE: To establish a uniform procedure of inspection and disposition of all radomes after each flight.

2. RESPONSIBILITY: The A&E and Tactical Squadron Maintenance Officers are responsible for the compliance of the contents of this MIL.

3. PROCEDURES:

a. After each flight, specialists from the A&E Maintenance Squadron will lower and inspect the radomes for damage, oil, hydraulic fluid, grease, moisture and for obstructions in the drain hole.

b. Should the radome be damaged or soaked with oil or hydraulic fluid, the A&E specialist will immediately notify his immediate supervisor and the aircraft crew chief.

(1) The A&E supervisor will inspect the radome to determine whether radome replacement is necessary.

(2) The aircraft crew chief will check to determine the oil or hydraulic leakage source and take immediate steps for connection. The cleaned or new radome will not be relatched until the leak has been repaired.

c. If a small amount of oil or hydraulic fluid is found the A&E specialist will clean the radome surfaces with solvent such as Toluene Spec #TT-T-584, in accordance with TO 1B-47-387.

d. If excessive moisture is found, the radome will be checked, dried and/or processed in accordance with TO's 1B-47-387 and 1B-47-387A. In case a small amount of moisture is found, the radome will be wiped dry with a soft cloth and radome will remain lowered until thoroughly dry. If this condition is found during inclement weather, the radome will be wiped dry and relatched.

e. Extreme caution will be exercised by the crew chiefs and their assistants when removing the urine can and also when removing the water drain screw, which drains the forward pressure compartment, to insure against spilling water and hydraulic fluid on the radome. It must be cleaned immediately so that the fluid will not contact the rim of the radome. The radome rim is unprotected and will permit seepage into the radome structure.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 64)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
8 September 1954

OPERATION AND UTILIZATION OF THE WASH RACK

1. PURPOSE: To establish responsibilities and procedures for manning, operating and utilizing wash rack facilities.

2. RESPONSIBILITY: It will be the responsibility of all maintenance supervisory personnel to insure compliance with the contents of this directive.

a. The wash rack is assigned as a function of the 93d Periodic Maintenance Squadron and it is operated under the direction of the Periodic Maintenance Officer.

b. The Periodic Maintenance Officer will appoint an NCOIC of the wash rack and assign a sufficient number of personnel to that activity to provide a capability for washing four bombardment and/or tanker type aircraft each eight hour working day.

c. The NCOIC of the wash rack is responsible for:

(1) The maintenance of equipment and cleaning facilities so as to provide a maximum availability of serviceable equipment.

(2) Ascertaining that batteries are disconnected on all power equipment; that aircraft are properly grounded; and that a serviceable fire extinguisher is available prior to washing.

(3) Monitoring the utilization of cleaning compound to prevent waste, NOTE: One part of cleaning compound (Gunk)will be mixed with eight parts of cleaning solvent. Mixture will be sprayed on surface to be cleaned and allowed to remain for ten minutes after which it will be washed down with large quantities of cold water under pressure. Obstinate spots should be dried, resprayed, and scrubbed with brushes provided for that purpose. Do not spray cleaning solutions on plastic surfaces.

(4) Refilling tanks with cleaning solvent, policing around work area, washing down the entire wash rack, and coiling hoses at the completion of each job and at the end of the working day.

(5) Instructing the driver of the T-3 pump truck as to the proper procedures for reclaiming solvent from the reclaiming pit.

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(6) Supervising the personnel of other maintenance activities who are utilizing the wash rack to insure compliance with the provisions of paragraphs (1), (2), (3) and (4) above.

d. Each crew chief will accompany his assigned aircraft to the wash rack and assume his duties as assistant to the NCOIC. Crew Chiefs will be responsible for washing the accessory sections of engines with pure solvent.

e. Maintenance Officers who have aircraft scheduled to be washed will make every effort to insure that aircraft arrive at the wash rack on time.

f. The Maintenance Officer of the 2nd SS Squadron will assign a sufficient number of personnel to the washing of C-124 aircraft to insure that the job is accomplished in the optimum time so as not to tie up the wash rack for an excessive period.

g. All activities that have a requirement for washing their assigned aircraft (other than bombardment and refueling aircraft), refueling trucks, maintenance pick-up trucks, ground servicing equipment, maintenance motor scooters, and maintenance auxiliary equipment (work stands, etc) will utilize the wash rack facilities as installed. In some instances, spray nozzles have been removed to permit discharge of larger quantities of solvent when the requirement was for elbow grease.

3. GENERAL: The wash rack is provided primarily to maintain tactical aircraft in a clean airworthy condition, free from corrosion and fire hazards, and only enough cleaning compound and solvent is allocated to accomplish this mission. However, sufficient quantities of reclaimed solvent are available to permit the washing of maintenance vehicles and auxiliary equipment. Maintenance activities that have a requirement for utilizing wash rack facilities will contact the Job Control Unit of Maintenance Control.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 67)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
8 September 1954

PURGING HEATER ASSEMBLY B-47E

1. PURPOSE: To establish a procedure for regular inspection to preclude the development of a hazardous condition.

2. SCOPE: This directive is applicable to all Maintenance Officers and maintenance personnel.

3. RESPONSIBILITY: It will be the responsibility of Flight Line, Periodic Maintenance and Field Maintenance Officers to insure compliance with this directive.

4. GENERAL: Whenever the purging control circuit breakers are inadvertently left on it allows a 28 volt source of power to get to the heater elements whenever there is a flow of fuel. When there is no dry ice in the purging containers this condition could become very dangerous. It scorches the blanket and/or burns a hole in the containers.

5. PROCEDURES: Purging power circuit breakers will be pulled when purging tanks are not filled with dry ice. Location of circuit breakers: Forward Main Power Shield, Main Tanks, Forward Center and Aft. Located in Right Aft Power Shield.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 68)

HEADQUARTERS 930 BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
3 September 1954

MAINTENANCE OF AUXILIARY POWER PLANT, USAF TYPE D-2
(This MIL supersedes MIL #68, 22 Dec 52)

1. PURPOSE: To insure the application of proper maintenance technique and the accomplishment of preventive, organizational and field maintenance, so that units that can be restored to service at base level are not returned to overhaul facilities.

2. GENERAL: A survey conducted by OCAMA revealed that numerous unit received for overhaul should have been restored to service at base level. This action has created an unusually heavy demand for overhaul parts. Uni falling in this category are those which require only the scope of organizational or field maintenance as prescribed in paragraph 5 of T.O. 00-25-45, dated 25 July 1952. For example: Units have been removed and forwarded for overhaul with only a sheared generator shaft, PN 4213-102613, Class 03-C. (This is an item of issue for replacement at base level).

3. RESPONSIBILITY: It will be the responsibility of all Flight Line Maintenance Officers concerned to have the publications listed in paragraph 4, below, entered on familiarization charts and to insure that they are complied with.

4. PROCEDURES: The procedures outlined in the following publications will be adhered to by all personnel concerned:

a. Par 5 of TO 00-25-45, 25 Jul 52, "Field Maint Responsibilities".

b. Par 1, Sec XII of TO 00-20A-1, 25 Jul 52, "Maintenance of AF Form 60B".

c. Sec III, IV and V of TO 2RA7-2, "Operation, Maintenance and Service Instructions".

d. TO 19-1-49, "Preservation Procedure".

e. TO 2R-1-11, "Preservation Procedure".

f. Sec XXI, USAF Manual 67-1, "Condition Tagging".

g. TO 00-10-1, UR Digest entries, Sec VII "Ground Powered Power Plants". (Corrective action reflected in items 10, 11, 32, 39, 101, 118, 122, 124, 125, 144, 146, 163, 165, 167 and 176 should be accomplished as applicable when deemed advisable to extend the service life of subject units)

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h. TO 00-35D-54, "Submission of Unsatisfactory Reports".

i. TO 00-25-65 and 65A, "Procedure Governing Units in an Uneconomical Repair Status".

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 69)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
23 September 1954

AIRCRAFT GUN CLEARANCE SAFETY PRECAUTIONS

1. PURPOSE: To establish safe procedures to be implemented during the loading and unloading of ammunition in B-47 aircraft guns.

2. SCOPE: The following instructions are applicable to all B-47 type aircraft assigned the 93d Bombardment Wing. Procedures as outlined herein are the responsibility of the Combat Squadrons and the Armament and Electronics Maintenance Squadron.

3. RESPONSIBILITY: It will be the responsibility of the Crew Chiefs A&E Specialists and the A&E Flight Line Maintenance Supervisors to insure that the following procedures are implemented and adhered to.

4. GENERAL: The aircraft will be unloaded in the area and manner prescribed by 93BMR 137-4. In order to show the condition of an aircraft relative to guns and gun ammunition, notices will be displayed as follows:

a. On the control panel inside the aircraft.

b. At the entrances to the aircraft. Entrances to the aircraft are through the bomb bay and the normal entrance up the ladder.

c. On the barrels of the guns where access to the interior of the turrets or to guns and ammunition is possible without using the normal entrance to the aircraft.

d. Notices will be in the form of placards, size 5" X 8" and 24" X 24". One side of each placard will read "HOT GUNS". This will be construed to mean that ammunition is in the guns or in the feed chutes. The reverse side of each placard will read "GUNS CLEARED AND ALL AMMUNITION REMOVED". This will be construed to mean that ammunition has been removed from guns and all ammunition has been removed from the feed chutes.

5. PROCEDURES: It will be the responsibility of the Crew Chief to insure that required placards are available for installation. (Ref 15AFR 137-4, dated 23 June 54).

a. The A&E Squadron Specialist dispatched to perform the pre-flight inspection and supervise the ammunition loading will accomplish the following:

(1) Obtain the placards from the Crew Chief.

(2) Upon completion of the ammunition loading, the 5" X 8" placard will be placed on the gunnery system control panel. The side reading HOT GUNS will be showing.

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(3) The 24" X 24" placards will be hung from the tail turret guns of the aircraft and from each entrance to the aircraft. The side reading HOT GUNS will be showing.

(4) Placards will be in position prior to presenting the SJR to the Crew Chief for signature.

b. The placards will be removed by the Crew Chief immediately prior to take off.

c. When an aircraft has returned from a gunnery mission and immediately after parking, the A&E Specialist meeting the aircraft will accomplish the following:

(1) Obtain the placards from the Crew Chief.

(2) Check to insure that guns are clear of ammunition and ammunition has been removed from feed chutes.

(3) Hang the 24" X 24" placard from the turret gun barrels and from the entrances to the aircraft. The side reading "GUNS CLEARED AND ALL AMMUNITION REMOVED THIS DATE_____ BY _____."

(4) Hang the 5" X 8" placard from the gunnery system control panel. The side reading "GUNS CLEARED AND ALL AMMUNITION REMOVED" will be showing.

(5) Insure that all switches on the gunnery system control panel are in the OFF or SAFE position.

(6) Place the turret SAFE switch in the SAFE position.

(7) After completion of gunnery analysis inspection the placards will be removed by A&E personnel performing the inspection and returned to the Crew Chief.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 70)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
28 September 1954

INSTALLATION OF TAIL TURRET AND GUN COVERS B-47 AIRCRAFT

1. PURPOSE: It is the intent of this directive to outline the procedures to be taken to protect the A-5 Turret and guns from the elements by installation of tail turret and gun covers.

2. SCOPE: This directive is applicable to all maintenance personnel concerned with maintenance on B-47 aircraft.

3. RESPONSIBILITY: Commanders are responsible for insuring compliance with this directive.

4. PROCEDURE:

a. All tail turret covers will be installed by the Crew Chief or his assistant after termination of Non-Gunnery mission.

b. B-47 tail turret and gun covers will be reinstalled upon completion of inspection and or maintenance on all aircraft.

c. Armament & Electronics personnel will be responsible to replace tail turret and gun covers removed by them upon completion of inspection and/or maintenance.

d. Gun covers will be installed at all times, unless the aircraft is loaded and scheduled for a gunnery mission.

e. Crew Chiefs will insure availability of turret and gun covers after their aircraft have landed.

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 71) Castle Air Force Base, California
29 September 1954

TRIM COORDINATION

1. PURPOSE: To establish a procedure prior to and during flight when trim coordination is to be accomplished.

2. SCOPE: The provisions of this directive are applicable to all aircraft commanders and pilots flying B-47E aircraft.

3. RESPONSIBILITY: It is the responsibility of the Bombardment Squadron Commanders to insure compliance with this directive.

4. GENERAL: It is necessary that a flight trim coordination procedure be accomplished subsequent to: Flight Control change, flight control rigging, each periodic inspection, adjustments of controls or other changes effecting flight control surfaces.

5. PROCEDURE: Prior to a trim coordination flight, the ground crew will pull the circuit breakers for the trim coordination motor on the lower DC power panel and then remove the actuator motor plug from the dummy receptacle and connect it to the power receptacle. The Aircraft Commander will ascertain that the circuit breakers are pulled and actuator motor power plug is connected to the power source before proceeding with other checks. Additionally, he will insure that the aircraft has sufficient fuel to reach 15,000 feet at a gross weight of 125,000 pounds, a CG limit of 20% to 25% MAC and the recommended airspeed as specified below.

a. At 250 knots I/S at 15,000 feet: (Aileron, Rudder, and Elevator Checks).

(1) With all surface power control switches in ON (NORM) position, trim airplane to fly straight and level, "hands off".

(2) Turn left aileron power control switch to OFF; left wing should have a control wheel force of 10 to 20 pounds or less (estimated) to raise left wing. If force appears to be greater than 20 pounds or less than 10 pounds, move left aileron tab coordination switch to RAISE OR LOWER LH WING position until force is adjusted to approximately 20 pounds (estimated) and turn left aileron power control switch back to ON (NORM).

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(3) Turn right aileron power control switch to OFF; right wing should have a control wheel force of 10 to 20 pounds or less (estimated) to raise right wing. If force appears to be greater than 20 pounds, move right aileron tab coordination switch to RAISE OR LOWER RH WING position until force is adjusted to approximately 20 pounds (estimated).

(4) Turn left aileron power control switch OFF. With both aileron power control systems OFF, forces will be zero if properly equalized in steps 5a(2) and 5a(3) above. NOTE: The ailerons should not be trimmed individually to zero force at this time. The purpose of a check at this airspeed is to ascertain that no uncontrollable forces exist before going to higher airspeeds.

(5) Record rudder and elevator trim with rudder-elevator power control switch in ON (NORM), then turn switch to OFF position. Elevator force will be checked and a pull force of 20 to 30 pounds may be allowed to remain. Use elevator trim coordination switch only if pull force exceeds approximately 30 pounds (estimated); rudder trim coordination switch will be used to trim out any yaw tendancies. WARNING: If during an elevator check, appreciable elevator force remains with power control switch OFF, the force should be relaxed and the control column moved momentarily to the dead zone as the power control switch is moved to the ON position. This procedure applies for all elevator trim coordination checks at any speed. If, at any of the following airspeeds, the elevator forces assume excessive proportions (100 pounds or more), do not proceed to a higher altitude or IAS until further ground maintenance checks have been performed.

b. At 304 knots IAS at 15,000 feet (Aileron, Rudder and Elevator Check).

(1) With all surface power control switches in ON (NORM) position, trim airplane to fly straight and level, "hands off". Make certain no yaw tendencies are evident. Check to see that thrust is equal on both sides since unequal thrust would effect lateral trim. Shake all controls slightly to eliminate effect of cable friction and to insure accurate trim.

(2) Turn left aileron power control switch to OFF. Control wheel force should be zero. Use left aileron trim tab coordination switch to zero any force which might be present, and turn power control switch back to ON (NORM).

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(3) Turn right aileron power control switch to OFF and use right aileron tab coordination switch to zero any force which might be present. NOTE: If unable to attain satisfactory trim with full travel of actuator, continue trimming procedure with aileron trim tab control knob. In such a case, be sure to record number of trim tab control knob units required to complete trimming.

(4) Turn left aileron power control switches to OFF. With both aileron power control systems off, forces should be equal. If any force should be noticeable on control wheel to hold wings level, repeat steps 5b(2) and 5b(3) above until zero force is obtained with both aileron power control switches OFF. NOTE: Any out-of-trim condition which remains if steps 5b(2) and 5b(3) have been properly completed will probably be due to inaccurate trim with power control on. Tolerance on aileron trim indicator reading for trimmed condition is $\pm$ 1 unit of trim with power control system on. When forces are neutralized, turn aileron power control switches back to ON (NORM); aileron forces should be zero with either or both aileron power control systems on or off at this speed only. WARNING: If it appears impossible to zero any particular control force, additional maintenance checks should be made before proceeding to higher speeds or altitude, for such forces may prove to be uncontrollable. In questionable cases, forces may be checked at successive 25 knot increments until more definite characteristics can be recognized. It will generally be possible, however, to zero all forces by using the normal procedure.

(5) Check rudder and elevator as previously instructed, and trim out any yaw force with rudder trim coordination switch. Elevator may be trimmed out with 10 to 20 pounds pull force left on.

c. At 310 knots and 26,500 feet (Check rudder and elevator as listed below).

(1) CAUTION: Due to the flight limitation of 310 knots the rudder-elevator trim coordination flight will be performed at 310 knots and 26,500 feet. When the restriction has been lifted trim coordination will be flown at 350 knots and 15,000 feet. Record rudder-

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elevator trim with rudder-elevator power control switch in ON (NORM) then turn switch to OFF position. Rudder and elevator force should be zero.

(2) If force is experienced in elevator system with control power off, it should be trimmed out by means of elevator tab coordination switch. If it becomes necessary to use manual trim in addition to that provided by trim tab actuator, record number of trim tab control wheel units required. NOTE: Tolerance on rudder trim indicator reading for trimmed condition is ≤ 1/2 unit of trim with power control system on.

(3) On landing the pilot will check to see that each actuator motor power plug has been removed from the power source and plugged into dummy receptacle adjacent to actuator. This measure will preclude possibility of inadvertent variation in trim coordination during normal flight operation.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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Check List

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TRIM COORDINATION CHECK LIST

A. Trim coordination procedures outlined in MIL 71, 29 Sep 54 should be read and understood before flight.

B. Circuit breakers for trim actuators motors pulled prior to installation of actuator motor cannon plug.

C. Actuator motor cannon plug installed.

D. 15,000 feet 250 knots IAS, 125,000 lbs gross weight, 20% to 25% MAC and trim actuator motors circuit breakers in.

1. Manually trim aircraft to fly "hands off".

2. Left aileron power control off, allowable 20 lbs force to lift left wing. Use trim motor to remove excess force.

3. Left aileron power control on.

4. Complete step #2 above with right aileron power control and leave control off.

5. Left power control off. All forces should be zero. If force are not zero repeat steps 2 through 4.

6. Both power controls on.

7. Rudder and elevator power control off. Allowable elevator force 20 to 30 lbs. Use elevator trim motor to remove excess force. Use rudder trim motor to relieve any yaw tendency.

8. Rudder and elevator power control on.

E. 15,000 feet, 304 knots IAS.

1. Manually trim aircraft to fly "hands off".

2. Left aileron power control off. Use trim motor to zero force.

3. Left aileron power control on.

4. Right aileron power control off. Use trim motor to zero force. Leave power control off.

5. Left aileron power control off. If any force is now noticeable turn both power controls on and repeat steps 1, 2, 3, and 4 of E above.

6. Turn both power controls on.

7. Check rudder and elevator as previously instructed in steps 7 and 8 of D above. Allowable elevator force 10 to 20 lbs pull.

F. 26,500 feet, 310 knots IAS (35,000 feet, 284 knots IAS).

1. Rudder and elevator power control off and zero allforce with elevator trim motor. Use rudder trim motor to reliwve any yaw tendency.

2. Rudder and elevator power control on.

G. If trim motors can not zero forces on any surface, record additional trim required in Part II, AF Form 1.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 80)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
3 September 1954

FLIGHT RESTRICTION OF AIRCRAFT WITH PROPELLER SYSTEM MALFUNCTIONS - ALL AIRCRAFT
(This MIL supersedes MIL #80, 17 Jun 53)

1. PURPOSE: To prevent accidents resulting from propeller system malfunctions, which were previously reported and inadequate corrective action taken and to insure compliance with TO 3-1-6, 27 Nov 51.

2. RESPONSIBILITY: It will be the responsibility of all Squadron Operations and Maintenance Officers to disseminate the information and to assure compliance with the contents of this directive.

3. PROCEDURES:

a. The contents of TO 3-1-6 will be immediately brought to the attention of all maintenance personnel and Air Crew members.

b. Malfunctions encountered in flight or during ground run-up or operational check will be recorded in the applicable part of AF Form 1. A Red Cross will be used to denote the malfunction.

c. Qualified propeller specialists will be utilized to thoroughly check the propeller system and isolate the causes of malfunctioning. Corrective action such as, "Engine run-up and ground checked satisfactorily", is not acceptable.

d. If causes of trouble cannot be isolated, shop testing of propeller and control components will be required and necessary repairs accomplished. Activities not equipped with propeller test and repair facilities will replace propellers or components found defective.

e. Aircraft involved in propeller difficulties will not be released for flight until the specific cause of malfunction is known and corrected.

f. Whenever corrective action is taken covering reported malfunc the propeller system will be given a complete operational check through at least five cycles of operation.

g. Red Cross symbol entries will be released by an Aircraft Maintenance Officer or designated qualified Maintenance Supervisor.

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h. In cases when specific cause for malfunction could not be determined, replacement of components were made and operational cycle check indicates satisfactory operation the aircraft will be test flown. Test flights will be conducted in such a manner so as to duplicate in so far as possible conditions under which the malfunction was previously reported. This requirement in no way restricts performance of additional flight tests deemed necessary by the Maintenance Officer.

i. All inspections and maintenance of propeller system will be performed by qualified specialists with the exception of pre-flight and post-flight inspections which are designed to be visual checks for condition and security and are the responsibility of the crew chief.

j. Propellers and propeller controls will be bench checked before installation. Installation of propellers and control components, setting of clearances, etc., will be performed by or under the direct supervision of qualified propeller specialists. SAC Manual 66-1, TO 01-1-300, 03-20-39 and applicable handbooks covering specific type propellers will be referred to for additional details covering maintenance of propeller systems.

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Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
NUMBER 89) Office of Chief of Maintenance
Castle Air Force Base, California
28 September 1954

BENCH CHECK AND PRE-ISSUE

(This MIL supersedes MIL No. 89, 12 Nov 53 and MIL No. 102, 23 Feb 54)

1. PURPOSE: To establish procedures for drawing and issuing expendable recoverable aircraft spare parts under the pre-issue concept of SAC Manual 65-2, and bench-checking malfunctioning or inoperative parts removed from aircraft.

2. SCOPE: This directive is applicable to all organizations maintaining and supporting aircraft maintenance of the 93d Bombardment Wing (M) and requires the support and cooperation of Base Supply as outlined herein.

3. DEFINITIONS:

a. Pre-issue: Pre-issue is a quantity of recoverable items issued to the Armament & Electronics and Field Maintenance Shops in advance of actual requirements.

b. Bench Check: Bench check is the removing of an aircraft accessory that appears to be malfunctioning or inoperative and transporting to the Field Maintenance or Armament & Electronic Shop having the capability to perform bench check, calibration, minor adjustment, or repair of the item.

4. GENERAL: The following items will normally be maintained in the pre-issue stocks.

a. When a consumption rate of at least five or more per week is experienced.

b. Items requiring build-up, calibration, inspection, bench check or other technical action prior to installation on an aircraft.

c. Bulky and slow moving items requiring special handling, uncrating, etc., i.e. control surfaces, canopies, IFR booms, etc.

5. PROCEDURES:

a. Preparation and publication of pre-issue lists.

(1) Each shop of the Field Maintenance and Armament & Electronics Squadrons will prepare and submit to their maintenance supervisor an initial list of items to be included in the pre-issue stocks.

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(2) After review by the maintenance supervisor, the list will be forwarded to the Maintenance Control Supply Unit for screening and coordination with the Base Supply Officer. Whenever consumption data does not substantiate inclusion of certain items, such items will be referred back to the requesting squadron for justificat

(3) After approval by all concerned, this list will be returned to Maintenance Control for publication and distribution of a master list to all activities concerned.

b. Review and revision of Pre-issue Master Lists.

(1) After publication of the original master list, additions, deletions or changes thereto may be requested in the same manner as outlined in paragraph 6a above.

(2) Pre-issue Master Lists will be reviewed at least once every ninety days by the Maintenance Control Supply Officer and the Service Unit Officer to insure adequacy of line items and quantities. If consumption data necessitates any deletion or addition, such changes will be coordinated with the appropriate Maintenance Supervisor and the Base Supply Officer prior to publication of revised lists.

c. Initial requisition, replenishment and turn-in of pre-issue stocks.

(1) Initial requisitions for pre-issue items will be submitted on AF Form 446 in accordance with AFM 67-1 by the materiel control sections of the Field Maintenance and Armament & Electronics Squadrons. A statement will be placed in the "Basis of Authorization" block indicating: "Accountability Terminated in accordance with provisions of paragraph 21, SAC Manual 65-2".

(2) As reparable items are received in the shops and/or A&E pre-issue in exchange for serviceable items and determined not reparable, a replacement item will be requested from the Supply Controller. If immediate delivery is made, the shop and/or A&E pre-issue will exchange the reparable item for the serviceable item in lieu of signing debit hand receipts. If immediate delivery is not possible due to an out of stock condition, the shop and/or A&E pre-issue will turn over the properly tagged reparable item to the reparable pick-up driver in exchange for a credit hand receipt.

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(3) If items are deletdd or authorized quantities reduced on master pre-issue lists, the shop and/or A&E pre-issue will turn in to the appropriate Materiel Control Section all serviceable or reparable items or credit hand receipts covering items previously turned in. The Materiel Control Section will prepare turn-in slips, AF Form 447, for these items and include in the body of the form the statement "Reduce Pre-issue Levels Accordingly". A separate turn-in slip will be prepared covering items previously turned in marked "Paper Work Only" and credit hand receipts attached thereto as supporting documents.

d. Bench Check Procedures.

(1) When a mechanic or specialist discovers a functional item which appears to be malfunctioning or otherwise unserviceable, the item will be removed and transported to the Field Maintenance or Armament or Electronics Shop having the capability to perform bench check, calibrati minor adjustment or repair of the item. This action, e cept as listed in paragraph 6d(1)(a) below, will be accomplished prior to requesting a serviceable replacement from the Supply Controller. Normally the specialist dispatch vehicles will be utilized for transporting of items to and from shops for bench check.

(a) In the case of an aircraft being readied for an immediate flight, the shop and/or A&E pre-issue maintaining the pre-issue level is authorized to exchange a serviceable for reparable item without prior bench check. Similarly, functional items not included in pre-issue levels may be ordered from the Service Unit without bench check or the unserviceable item when required for an aircraft scheduled for immediate flight. In cases of this nature, the reparable item will be bench checked at earliest possible time.

(2) The manhour expenditure for bench checking of any one item on blanket work order is limited to one clock hour for Field Maintenance and two clock hours for Armament & Electronics. Whenever it is possible to return the item to serviceability by making minor adjustment, calibration or repair within the clock hour limitation just cited, the item will be repaired and reinstalled on the same aircraft. The only exception to this procedure is listed in paragraph 5d(1) above. In the event bench check reveals that manhour requirements for repair of the assembly will exceed this maximum, one of the following actions will be taken.

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(a) When like or substitute serviceable items are contained in pre-issue levels and are exchanged for a reparable item, action will be taken by the shop foreman to advise the Maintenance Supervisor of the estimated manhour requirement to repair the removed item and obtain separate work order number from Work Order Section, Job Control Unit. Upon completion of repair, the item will be returned to the pre-issue level.

(b) When like or substitute items are not available in Field Maintenance Shop pre-issue stocks for exchange a replacement item will be requested from the Aircraft Service Unit. In the event the requested item is not in stock, the reparable part will not be held until a replacement is received but will be turned in for a credit hand receipt which will be exchanged for the serviceable item when it is received.

(c) When like or substitute items are not available in Armament & Electronic pre-issue stocks for exchange and item is reparable locally, a replacement assembly will not be requested from the Service Unit. The required repair parts will be ordered under the appropriate maintenance priority (1A, 1 or 2) against the aircraft serial number from which the reparable item was removed. If the item is not reparable locally, a replacement will be requested from the Service Unit and the reparable item will be turned in to the Base Supply Officer immediately.

e. REPAIR PROCEDURE: If the required parts are available within the shop stock to repair a pre-issue item, the item will be repaired and returned to serviceable pre-issue stock as rapidly as possible. When required parts are not available within the shop stock, a request will be made on the Service Unit for the required bits and pieces. If the Service Unit delivers all bits and pieces to repair the unserviceable item, the item will be repaired and returned to pre-issue stock without delay. In the event all bits and pieces are not delivered by the Service Unit within twenty-four hours, the reparable item will be considered as being in AWP status. To maintain the pre-issue stock at maximum possible efficiency, whenever a pre-issue item becomes AWP the shop will telephone the Reparable Processing Unit and obtain a work order number and a credit hand receipt. This will effect turn in of the AWP item without physical movement of the item and permit ordering a serviceable item from the Service Unit. Copies of the work order and one copy of the credit hand receipt will be delivered by the Reparable Processing Unit to the appropriate shop and/or Materiel Control.

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f. INVENTORY: Once each quarter, on a date to be selected by the Base Supply Officer, an inventory will be made jointly by shop personnel and a representative of the Supply Unit, Maintenance Control. If the inventory reveals any shortages, the Supply Unit will notify the appropriate Supervisor of Maintenance who will cause a report of survey to be prepared for such shortages.

g. WING TDY: In the event the 93d Bombardment Wing is ordered TDY, each Supervisor of Maintenance will insure that all pre-issue items are turned in to the Base Supply Officer prior to departure of the Wing. Turn-in slips will be prepared as outlined in paragraph 5c(3).

6. REPORTS: To provide consumption data necessary to control the items and quantity of items authorized on pre-issue levels, each Materiel Control Section will submit a weekly listing of items which were exchanged for reparables removed from aircraft and upon which the reparables were later repaired in the shop and replaced in pre-issue levels. This listing will be forwarded so as to reach Maintenance Control by 1200 hours each Monday.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 91) Castle Air Force Base, California
24 September 1954

MAINTENANCE OF SAC FORM 10

(This MIL supersedes MIL No. 91, 25 Aug 53)

1. PURPOSE: To establish a uniform procedure for maintaining SAC Form 10 in accordance with SAC Manual 66-13, dated August 1952.

2. RESPONSIBILITY: It is the responsibility of the Tactical Squadron Maintenance Officers, A&E Maintenance Supervisor and the Maintenance Control Officer to prepare and maintain the SAC Form 10.

3. DEFINITIONS:

a. In Commission - Equipment is operational although minor discrepancies may exist.

b. Out of Commission - Equipment is definitely not operational.

c. Symbols - Status will be indicated in accordance with T.O. 00-20A-1.

d. KC-97 Systems:

(1) Search - APS-42
(2) Beacon - APN-11
(3) Rendezvous - APN-12, APN-76
(4) Altimeter - BC-718
(5) Loran - APN9, APN-70
(6) IFF - APX-6
(7) HF - ART-13, BC-348
(8) VHF - ARC-3, ARC-21
(9) UHF - ARC-27
(10) Intercom - AIC-10
(11) Omni - ARN-14
(12) Compass - ARN-6
(13) Fan Marker - ARN-12
(14) Aux Receiver - Self Explanatory
(15) Auto pilot - Self Explanatory

e. B-47 Systems:

(1) Bomb Nav System - K System
(2) Compass - N-1
(3) Auto Pilot - Self Explanatory
(4) Releases - Bomb Release Systems etc.
(5) Rendezvous - APN-76
(6) IFF - APX-6
(7) UHF - ARC-27
(8) Intercom - AIC-10
(9) Compass - ARN-6
(10) Omni - ARN-14
(11) Fire Control - A-5, APG-32 Weapons

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(12) Camera - O-15, O-22, K-38
(13) All installed ECM equipment

f. The remarks column will be used for a concise explanation of the symbol entries.

4. FORMS:

a. The following overlays will be used at the top and bottom of each Form 10 for the aircraft as indicated:

ARMAMENT - ELECTRONICS STATUS RECORD (FOR B-47 AIRCRAFT)

DATE	BOMBING					RADAR			RADIO			A5				REMARKS
	BOMB NAV	SYSTEM	COMPASS	AUTOPILOT	RELEASES	RENDEZVOUS	IFF	UHF	HF	INTERCOM	COMPASS	OMNI	FIRE	CONTROL	CAMERA	ECM	

ARMAMENT - ELECTRONICS STATUS RECORD (FOR B-47 AIRCRAFT)

DATE	RADAR								RADIO							AP	REMARKS
	SEARCH	BEACON	RENDEZVOUS	ALTIMETER	LORAN	IFF	HF	VHF	UHF	INTERCOM	OMNI	COMPASS	FAN	MARKER	AUXILIARY	RECEIVER	AUTOPILOT	

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5. GENERAL: In compliance with SAC Manual 66-13, entries on SAC Form 10 will be made in accordance with status information reported by armament-electronics maintenance personnel. Whenever doubt exists as to the status of a system, the A&E Specialist Dispatch Unit will be contacted for clarification.

6. PROCEDURES:

a. SAC Form 10 will be maintained in a Cardex file, grouped according to squadron assignment and in aircraft numerical order.

b. SAC Form 10 will reflect the true status of A&E system at all times.

c. The A&E specialist performing work on an aircraft will make pertinent entries in AF Form 1A, Part II immediately following any inspection or maintenance operation.

d. Tactical Squadron maintenance activities will maintain the SAC Form 10 using information from the AF Form 1A, Part II. The Tactical Squadron maintenance activities will forward this information to the Job Control Unit (15AF Msg DM6S-50241) and compare Form 10 entries with the A&E Specialist Dispatch Unit once each working day.

e. Upon receipt of the Specialist Job Record in the A&E Specialist Dispatch Unit, entries will be made on the Form 10 in accordance with information reported on the SJR.

f. Immediately upon completion of the Form 10 by the A&E Specialist Dispatch Unit the status change will be forwarded to the Maintenance Control Unit.

g. The Maintenance Control Unit will maintain the SAC Form 10 using information reported by the A&E Specialist Dispatch Unit.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M)
CASTLE AFB, CALIF.

[illegible] [illegible]

HOT STARTS

1. It is of extreme importance that all maintenance and operations personnel be thoroughly familiar with the subject of "hot starts" of J-57 engines. Failure to comply with the proper procedures of recording "hot starts" and mandatory inspections made necessary by "hot starts" could result in the explosion of the turbine wheel and possibly the loss of an aircraft in flight.

2. A "hot start" or engine over-temperature operation (during starting operations or acceleration) during which the exhaust gas temperature (EGT) reaches 1000°C (1832°F) or higher for any period of time requires a mandatory Over-Temperature Inspection of the engine and a mandatory engine turbine wheel assembly replacement prior to the next flight.

3. Any five starts and/or accelerations during which the EGT reaches or exceeds [illegible]°C (1600°F) for any length of time will constitute over-temperature operation and requires that the engine receive an Over-Temperature Inspection. A total of ten such "hot starts" requires an engine Over-Temperature Inspection and the replacement of the turbine wheel assembly prior to the next flight.

4. The above criteria [illegible] SAC message DM[illegible] [illegible].

5. Any five starts and/or accelerations during which the EGT reaches or exceeds 715° C (1320°F) FOR OVER TWENTY SECONDS constitutes over-temperature operation and requires that the engine receive an Over-Temperature Inspection. A total of ten such "hot starts" requires an engine Over-Temperature AND the replacement of the turbine wheel assembly prior to the next flight.
Inspection

6. To maintain necessary over-temperature records, the occurrence of exhaust gas temperature exceeding 715°C (1320°F) for over twenty seconds, 870°C (1600°F) and 1000°C (1832°F) should be always recorded in USAF Form 1A and USAF Form 60[illegible].

7. A normal engine which is rigged properly and operated properly should not produce a "hot start". However, there are many reasons for a "hot start". A variety of minor equipment malfunctions, improper maintenance procedures, and ground and air operating procedures can cause this condition. It is not a "black mark" on anyone's record to have an occasional "hot start", but it may be a "white cross" over somebody if the damage is not repaired. However, repeated "hot starts" or over-temperature operations are a definite indication of incorrect procedures or faulty equipment which should be corrected immediately.

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MTR # 3-54 "Hot Starts" Cont'd

8. One condition which results in over-temperature operation is compressor stall at any time. Under engine operating conditions during B-47 Aerial Refueling, compressor stalls can very readily occur. Compressor stalls are accompanied by high and, in some cases, excessive EGT's. The difficult part for the flight crew in catching compressor stalls during these operations is that the pilot has the EGT gages but is unable to monitor them closely as he must keep a close watch on the tanker and the refueling operation. The co-pilot, who could monitor EGT gages, does not have these instruments. Because of these difficulties and the possibility of high EGT's going undetected during this type of operation, it is vitally important that all observed cases of high EGT's in the over-temperature operation range be accurately recorded and the SOP religiously adhered to. When the pilot returns from an Aerial Refueling mission, ask him if he noticed anything that might indicate that he had stall or over-temperatures.

LANDING GEAR STRUT COMPRESSION RATIO

Much has been said about compression ratio in the main landing gear strut. We feel a few words may clear up the confusion. Compression ratio is the ratio of the air volume in the strut when fully extended to the air volume in the strut when fully compressed. The compression ratio in the old "hard strut" that was formerly in the TO 01-20EM-231 approaches 40 to 1 at -65°C. However, the "soft strut" compression ratio varies with temperature and is actually indefinite.

OPERATIONAL RESTRICTIONS ON USE OF 32 PLY RATING MAIN GEAR TIRES

1. With the introduction of 32 ply main landing wheel tires on production airplanes, the question of operational restrictions governing use of these carcass has arisen repeatedly.

2. The only restriction presently applicable to use of 32 ply tires is that taxi speeds shall not exceed 25 knots per hour at gross weights above 185,000 pounds. No restrictions with regard to taxi speeds or cooling periods apply at gross weights less than 185,000 pounds.

3. The -1 and -2 handbooks will be revised 30 May 1954 for the B-47B and 30 June 1954 for the B-47E. These revisions will incorporate the above noted 25 knots maximum speed limit at gross weights above 185,000 pounds.

DRIPPING OF FUEL FROM CENTER MAIN TANK SADDLE VENT

The aft vent float valve presently installed in the fuel tanks has an allowable leakage rate of 60 drops per minute per D9700. It is calculated that, at this rate, no leakage should occur during the first 12 hours of standing with a full (filler neck level or above) center main tank. This time period is based on the time required to fill the vent elbow and line up to the saddle vent at which time fuel may drip overboard from the vent saddle. No steady flow of fuel should be permitted but dripping at a rate of up to 60 drops per minute is to be expected. Partial defueling of the center main tanks will stop the dripping if AF Maintenance takes a dim view of spillage on the ramps.

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M)
CASTLE AFB, CALIF.

NUMBER 4-54 — 30 SEPTEMBER 1954

J-47 ENGINE, REVERSE FLOW

It has been noticed on trips to the flight line that many engines are being operated, for test purposes, with the engine cowling removed. While there is no objection to operating these engines without the cowling, there are two things to remember:

1. Without the cowling, there is a strong reverse flow of air toward the inlet of the engine. Pieces of wire, nuts, bolts and washers, etc. which are laying on top of the engine can be sucked into the inlet of the engine during high RPM.

2. Operating the engines at high RPM with the nose cowling greatly increases the angle in which objects that are in the slip stream (due to high winds or blasts from other aircraft), can enter the compressor.

It is suggested, that a careful check be made by the operator of the engine for any loose objects laying on top of the engine, and that the nose cowling be re-installed for any high RPM operation.

USE PROPER SCREWDRIVER

Considerable difficulty continues in maintenance activities because of the extensive misuse of Reed and Prince screwdrivers on Phillips head screws and the use of Phillips screwdrivers on Reed and Prince screws. Inexperienced men in the field do not recognize the difference between the two types of recessed heads. Consequently, they often select the wrong screwdriver to extract or drive a screw.

The major misuses in extracting and driving Phillips head screws are:

1. Use of Reed and Prince screwdrivers.

2. Wrong size Phillips screwdrivers.

3. Dull and damaged Phillips screwdrivers.

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MIB NO. 4-54, 30 SEP 54

Phillips head screws differ from Reed and Prince head screws in the recessed head. Visual inspection of the heads of both types will disclose a difference in the corners of the recess, cone point of the recess, and the depth of the recess. These differences are graphically shown in the accompanying sketches.

Both types of screws require the use of a closefitting and proper screwdriver in order to obtain optimum service. The use of a Reed and Prince screwdriver on a Phillips head screw will cause the screw to become burred or reamed, and render it unfit for further use. The ream may be serious enough to prevent the removal of the screw other than by drilling or chiseling. Also, the use of a Phillips screwdriver on a Reed and Prince head screw will cause the burring or reaming of the screw, or the driver, or both.

Phillips screwdrivers come in three sizes. To obtain satisfactory results, the following table of sizes should be adhered to:

SIZE OF SCREW	SIZE OF DRIVER
10-32	2
1/4-28	3
1/16-24	4
3/8-24	4

A Phillips screwdriver, which is too small, will cause the unsatisfactory reaming action described above.

The use of dull and damaged tools on either type of screw can only result in serious and unnecessary damage to the fasteners.

The importance of using the correct screwdriver to extract or drive a Reed and Prince or a Phillips head screw should be brought to the attention of maintenance personnel so that action may be taken to prevent damage that occurs as a result of the misuse of these two screwdrivers.

APPROACH CHUTE

To prevent injury to personnel and damage to equipment the following procedure, outlined on the decal on lower RH side of approach chute compartment should be followed:

To isolate [illegible] circuit, pull circuit breaker in tail compartment power shield [illegible].

Alvin A. Williams
MARTIN S. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L. I., New York

1 October 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is the Technical Report for month ending 30 September 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Company
A. Larson	Western Electric Company
H. Magee	Sperry Gyroscope Company
W. Milani	Sperry Gyroscope Company
J. Montain	General Mills Inc.
L. Ruple	Sperry Gyroscope Company
C. Zaluga	Westren Electric Company

II. EQUIPMENT: K4A Bomb Navigation System

III. TRAINING ACTIVITIES:

Subject Taught	A-1A MAINT.	Y-4 MAINT.	APS-23 MAINT.	K-4A MAINT.	K-4A OPER.
Airmen Trained	28	2	28	69	35
AFSC	32130E (16)	32130E	32130E (16)	32130E (50)	1521B
AFSC	32150E (12)	32171E	32150E (12)	32150E (11)	
AFSC				32171E (8)	
Instructor Hrs	112	24	28	740	55
Student Hrs	448	48	112	1450	105
Type Training					
Fundamentals	X	X	X	X	
Advanced					X
Cross Training					
O.J.T.				X	
Informal Classroom					X
Formal Classroom	X	X	X		

Of the above 740 instructor hours shown under "K-4A Maintenance", 400 were O.J.T. by Sperry Representatives, 225 by Western Electric Representatives and 115 by General Mills Representative.

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IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instruction in the operation and maintenance of Air Force equipment (K-4A).

V. EQUIPMENT MALFUNCTIONS:

1. During the period covered by this report several malfunctions have occurred involving the Constant Speed Motor. In every case, subsequent investigation has revealed that excessive quantities of Molycote (Molybdenum Disulphide) has been applied to the governor assembly at the factory. As a result of this discrepancy a program has been initiated wherein all of the Constant Speed Motors at this base are being checked. Thus far all of the defective units were installed in Tracking Computers bearing serial numbers between 3300 and 3600.

2. With the exception of the above, the equipment malfunctions encountered were random and displayed no particular trend. In general, it is felt that the number of malfunctions were not excessive.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. None.

IX. GENERAL REMARKS:

1. Further investigation of the trouble reported in this paragraph of last month's report reveals that the "Radar Function Switch", in the K-System Fly-away benches, bypasses several other Primary Control Circuits. The bypassing of these circuits is undesireable since, under certain conditions, malfunctioning system components will operate normally when connected to the benches. The correction of this difficulty requires a major wiring change and it is requested that some action be initiated to effect a modification of the circuits involved.

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Subj: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 Sep 54

2. Due to the recent arrival of the Coordinate Converter Tester, TSY 7107, it is now possible to start a specialist training course on Y-4 Optics. This course will be run independently of the already established training program. The General Mills Field Engineer is placing particular emphasis on this training effort so that several Y-4 Optics Specialists will be available in the Armament and Electronics Maintenance Squadron before his departure from this base.

A. CALHOUN
Coordinating Field Engineer
Sperry Gyroscope Company
Division of the Sperry Corporation

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SUBJECT: Monthly Technical Report

CONTRACTOR: General Electric Company
Aircraft Gas Turbine Division
Evendale, Ohio

TO: COMMANDER
93rd Bomb Wing Jet (L)
Castle AFB, California

REFERENCE: Air Force Regulation 66-18
RCS 3AMS-U19 (SAC-1)

The following is the Technical Report for the month ending 30, September 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. Submitted: Frank P. Simmons
James W. Anderson

II. Equipment: J47-GE-25, J47-ST-25, J47-PM-25 Engines
BH4-B1 Turbosuperchargers.

III. Training Activities:

	Engine Operation	Engine Conditioning	Trouble Shooting	Minor Repair	Engine Build
No. of Airmen trained -----	51	49	44	30	9
AFSC ----------	2-43170	1-43170	5-43170	1-43170	1-431
----------	1-43152	1-43152	11-43152	1-43152	
----------	18-43151	22-43151	10-43151	9-43151	4-43
----------	30-43131	25-43131	18-43131	19-43131	4-4
No. of instructor hours ---	33	42	37	24	1
No. of student hours ------	1683	2058	1628	720	1
Type of Training:					
Advanced ----------	X	X	X	X	
Cross Training ----------	X	X			X
O.J.T. ----------	X	X	X	X	
Informal Classroom Training	X	X	X	X	

IV. Utilization:

1. Brief descriptions of assigned duties: It is the intention of the undersigned to provide any assistance to aid in the proper maintenance and operation of the J47 Engine and the General Electric Turbosupercharger, and to provide a direct contact between the contractor and the using activity.

2. The Services of two General Electric Representatives will be required for 6 months. The services of one General Electric Representatives will be required for an additional year.

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V. Equipment Malfunctions:

1. The following screen actuator motors failed in operation this month. These failures can probably be attributed to either the limit switches, in the actuator motor, being defective or the original adjustment of them being improper. At present the General Electric Co. and AMC are working on the design of an improved actuator motor.

Engine #	Model #	Time	Pos.	A/C	S/N
702-116	J47-ST-25	99:15	1	52-466	3947MZ-1
702-399	"	104:40	2	"	4364M4
075-349	J47-GE-25	127:55	3	"	1710RX
075-494	"	127:55	4	"	1183RX
702-433	J47-ST-25	104:40	5	"	P-5995
702-079	"	57:45	1	52-469	53-3510
702-551	"	5:20	1	52-477	53-3245
702-438	"	43:15	2	52-479	53-3252
702-494	"	43:15	5	"	53-3229
702-429	"	70:50	3	52-518	RO41490R
23-1518	J47-PE-25	154:00	2	52-432	RG2537GR
702-383	J47-ST-25	110:25	1	52-458	71F4A9
702-258	"	99:15	6	52-466	3948MZ-1

2. The engines listed below were removed from aircraft this month for compressor damage beyond repairable limits as defined in T.O. 2J-J47-355. These engines were sent to OCAM for overhaul.

Engine #	Model #	Time	Pos.	A/C
702-081	J47-ST-25	93:10	5	52-467
702-552	"	15:55	5	52-448
702-421	"	38:50	4	52-442

3. Engine #062-745 J47-GE-25, Time 63:35, Pos.#4, A/C 52-476.
On three successive flights the starter generator relay mounting bracket, on the above engine, broke at the joggle. The engine was checked with a vibration indicator and was found to be maintaining a steady state vibration of eight mils, at 8800 RPM, in the forward frame. The engine was removed from the aircraft and sent to OCAM for overhaul. Another engine was installed and the aircraft was returned to flight status.

4. Engine #23-1773 J47-PM-25, Time 149:45, Pos.#5, A/C 52-467
On a complaint of RPM dropoff to 65% at altitude, the main fuel regulator altitude compensation section was suspected of failing. The main fuel regulator S/N 8781 was replaced and the aircraft was returned to flight status.

5. The following flow dividers were removed and replaced this month due to the drip and drain valves sticking in the open position allowing a drainage in excess of the allowable limit of 70cc/min.

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V. Equipment Malfunctions (continued)

5. The following flow dividers were removed.

Engine #	Model	Time	Pos.	A/C	P/N	S/N
702-079	J47-3T-25	41:00	1	52-46[illegible]	326C308	[illegible]7626-2S
702-[illegible]02	"	89:25	3	52-49[illegible]	"	PS-4316

6. Engine #702-176 J47-3T-25, Time 127:05, Pos. #2, A/C 52-450. During Periodic Maintenance inspection it was found that the #2 transition liner was cracked at the support post. The engine was removed and sent to minor repair where the transition liner was removed, welded and reinstalled in the engine. Another engine was in the aircraft and the aircraft was returned to flight status.

VI. Maintenance Engineering Difficulties Encountered:

On three successive flights of an aircraft, it was found that the starter generator relay mounting bracket was broken at the joggle. There was no indication in the cockpit, either in instrumentation or in the throttle, that excessive vibration was occuring. It is suggested that whenever the starter generator relay mounting bracket or the nose dome mounting pins are found to be broken, that the engine be checked for vibration beyond limits. The General Electric Technical Representatives at this base have in their possession a light beam vibration indicator which is available.

VII. Operational Difficulties Encountered:

A condition has arisen where the fuel flow transmitter gives an indication of fuel flow dropping to one half of its original value or to zero for a period of time. This is due to the installation of the fuel flow transmitter being in such a position that the outlet end of the transmitter is installed downward from the horizontal centerline. The transmitter is also at a high point in the system, therefore it can trap air. A change in fuel selection at high altitude is also conducive to air lock in the fuel flow transmitter.

There are several methods available to purge the transmitter:

(a) At any safe altitude raise the wing, on the side of the aircraft that the system is to be purged, 20° to 30°. This will allow the trapped air to pass on to the engine.

(b) On the ground or at low altitude, increase the RPM to exceed 3,000 to 4,000 PPH fuel flow. This will allow the transmitter to purge itself. Another method is described in (a) this section.

(c) At high altitude, due to low fuel flow requirements, the pilot can lower altitude to such a point that the fuel flow can be increased to 3,000 PPH fuel flow. Another method is described in (a) this section.

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VIII. Special Developments:

No Comments

IX. General Remarks:

No Comments:

James W. Anderson

General Electric Representative

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

30 September 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for month ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 September 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: Robert J. Hanna (departure date 27 September 1954)

II. EQUIPMENT: E-4 Autopilot, J-2 Compass System, and Flight Instruments (C-5, C-5C Directional Gyro and A-1, A-2 Vertical Gyro Indicators).

III. TRAINING ACTIVITIES:

1. Subject Taught:	E-4 Autopilot	J-2 Compass System
No. of Airmen Trained	2	1
AFSC's	43171 43156	43156
No. of Instructor Hours	11	1
No. of Student Hours	12	1
Type of Training:		
Fundamental		
Advanced	X	X
OJT	X	X
Informal Classroom		
Formal Classroom		

IV. UTILIZATION:

1. The writer has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

2. Technical assistance will no longer be necessary on Sperry manufactured flight instruments or E-4 Autopilots on a full time basis.

V. EQUIPMENT MALFUNCTIONS:

1. E-4 Autopilot in C-124A Type Aircraft:

a. Two cases occurred this month where loss of Autopilot control on the elevator axis was due to a broken lead at the Elevator Servo Torque Limiting Resistor on aircraft #49-243 and #50-093. (One other case had occurred about six months ago.) Cause of failure was determined to have been from vabration of the resistor and/or the wires

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leading to the resistor resulting in fatigue of the soldered tab attached to the resistor. The 2nd SIS Instrument man will monitor this situation if any future trouble of this nature occurs. No fix is required as yet.

b. Component failures for this month included: One Vertical Gyro Control, P/N 2240-656518B, UR 93BM-54-760; One Trim Servo Motor and Drive, P/N 2240-654872-11, UR 93BM-54-750; One B-7A Amplifier, P/N 2240-653822, UR 93BM-54-748.

2. J-2 Compass System in T-33 Aircraft: None.

3. Flight Instruments:

a. Vertical Gyro Indicator, P/N 6040-654514-11, Type A-1: One failure was listed. UR 93BM-54-827.

b. Directional Gyro Indicator, P/N 6040-652191, Type C-5: Four (4) C-5 Directional Gyros were removed due to excessive precession and one for shorted rotor windings; UR-'s 93BM-54-952, -984, -1018, -1026, -1028.

c. Directional Gyro Indicator, P/N 6040-674090, Type C-5C: One was removed for excessive precession, UR 93BM-54-1027.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. As a general rule, during the past year, the greatest number of malfunctions with the B-4 Autopilot in the C-124A aircraft were elevator "jitter" originating in the K-2 Vertical Gyro Control. This jitter is due to severe aircraft vibration of the pitch synchro stator inside its housing, which results in an erroneous signal being sent to the elevator surface proportional to the amplitude and frequency of the Vertical Gyro Control mounting. A fix has been determined by Sperry in that the pitch synchro stator is cemented into its housing so that no relative motion between the two shall occur. (See Sperry Field Service Bulletin #89, dated 1 February 1952). Most of the Vertical Gyro Controls in use in the aircraft at this base have not had this modification and are being removed when jitter is determined to originate from this unit. A few of the recently received overhauled units have incorporated this fix.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. None

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Subj: [illegible] Technical Report, RCS: 3-[illegible]C-U19 (Cont'd)

IX. GENERAL [illegible]:

1. The writer returned from a two week vacation on 14 September 1954

2. The writer has been working with Mr. H. McPartland in developing and testing a portable vibration harness to be used with the [illegible] on the Mobile Engine Test Stand for [illegible].

3. [illegible] to the [illegible] [illegible].

4. The writer will [illegible] on [illegible] September 195[illegible]. [illegible] will not be required. Mr. J. [illegible] at this station, will provide [illegible] and [illegible]

[illegible]

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L. I., New York

1 October 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is the Technical Report for month ending 30 September 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: John Hopkins
Wilmer Cummins (Departure Date: 14 September 1954)

II. EQUIPMENT: A-12D Auto-Pilot

III. TRAINING ACTIVITIES:

1. Subject Taught: A-12D Maintenance and Troubleshooting

Number of men	3	3	4	5
AFSC	40433 (2)	40433 (2)	40471	40471 (2)
AFSC	32150F	32150F	32170	30150F
AFSC			40433	32130E (2)
			32130E	
Instructor hours	58	6	105	15
Student hours	134	18	180	25
Type Training				
Fundamentals	X	X		X
Advanced			X	
Cross Training	X	X	X	X
Informal O.J.T.			X	
Planned O.J.T		X		
Informal Classroom				X
Formal Classroom	X			

2. Formal classroom training was resumed this month and will be given daily until all Auto-Pilot maintenance personnel have been trained.

3. Planned O.J.T., given in the aircraft, was given to one (1) class this month. Each student was thoroughly checked out on the operation of the A-12D.

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4. Informal O.J.T. involved assisting the Field Maintenance personnel in designing and constructing an A-12D Mock-Up. The Mock-Up is about seventy (70) percent complete and should be in operation within the next few weeks. Mr. R. Hanna, Sperry Field Engineer, also assisted in this project.

5. Informal classroom training is given to flight line and field maintenance personnel when auto-pilot troubleshooting problems arise.

6. The A-12D training status, in general, is good and the quality of maintenance is satisfactory. A total of forty (40) men have been trained. Seventeen (17) are performing A-12D maintenance and the remainder are assigned to other duties, mainly K-system. Most of the men trained are K-system mechanics, temporily assigned to A-12D because sufficient instrument specialists were not available. As more instrument specialist arrive the K-system men are being returned to their primary duty function.

IV UTILIZATION:

1. The writers are assigned to this station to assist and instruct in the operation and maintenance of the A-12D Auto-pilot.

2. Technical assistance will be necessar at this station for approximately thirty-one (31) months.

V EQUIPMENT MALFUNCTIONS:

1. Five (5) malfunctions were traced to low cable tensions. The auto-pilot section has been warned concerning the possibility of an increasing number of low cable tension malfunctions. Apparently cable tensions on new aircraft have a tendency to slacken during the the initial operating period.

2. Four (4) instances of auto-pilot jitter were attributed to poor inverter regulation. A memo was distributed by the A&E Maintenance Officer to all squadrons to remind aircraft commanders of the tolerances on auto-pilot jitter, as listed in AF Form 263C, Par VI. A fix for this malfunction is to incorporate speed feed back in the autonilot. The aircraft wiring portion of this modification is covered by T.O. 1B-47E-355 and is currently being compiled with in 93rd BW aircraft. Six (6) aircraft have been modified. To complete the fix, a modification will also have to be made in the auto-pilot B-18 amplifier.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Since the A-12D Mock-Up is not complete, satisfactory testing of components has not been possible. This situation should be relieved when the Mock-Up is completed next month.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

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VIII. SPECIAL DEVELOPMENTS:

1. Technical Order 1B-47E-227, subject: Resetting of Elevator Trim Tab Servo Limit Switches, was received. When aircraft were scheduled for compliance with this Technical Order, it was found that all 93d Bombardment Wing aircraft had this modification performed, therefore, it was not necessary to reset the subject limits.

2. Technical Order 1B-47E-355, subject: Aircraft Wiring Revision to Incorporate Speed Feedlock, was received. Six (6) aircraft have been completed.

3. A TWX (15AF Msg DM3A3E114 14023) was received on the 24 August 1954 concerning A-12D Drum and Bracket Assemblies. All aircraft were checked for the assemblies listed in the message and none were found.

4. A-12D training films, TF 1-4974 and TF 1-4975, have been received and are being used in conjunction with formal classroom training.

IX. GENERAL REMARKS:

1. Mr. W. Cummins terminated his assignment at this station on the 14 September 1954. He has resigned from the company and will not be replaced.

2. Mr. R. Cochnar, Sperry Gyroscope Company Field Engineer, completed a four (4) week TDY assignment to this station on the 13 September 1954. He is now assigned to Mountain Home Air Force Base.

3. Due to other changes in company personnel at this station, full time coverage on Sperry manufactured flight instruments, engine analyzers and E-4 auto-pilot will no longer be available. For details please refer to Monthly Activity Reports for September 1954 written by Mr. R. Hanna, E-4 Auto-Pilot and Flight Instruments and Mr. H. McPartland, Engine Analyzer. The writer will provide any assistance that might be necessary on this equipment.

John Hopkins

JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, Long Island, New York

4 October 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is the Technical Report for month ending 30 September 1954, submitted in accordance with Air Force Regulation 66-18, dated 16 May 1951, and SAC Regulation 66-4, dated 11 April 1952.

I. SUBMITTED BY: H. McPartland (Departure Date: 27 September 1954)

II. EQUIPMENT: Sperry Engine Analyzer (Ignition and Vibration Analysis)

III. TRAINING ACTIVITIES:

Subject Taught	Engine Analyzer - General Theory
Number of Airmen Trained	7
AFSC	43171C (5)
AFSC	43170C (2)
Number of Instructor Hours	15
Number of Student Hours	15
Type of Training:	
Advanced	X
Fundamentals	X
Cross Training	
O.J.T.	X
Informal Classroom Training	
Formal Classroom Training	

IV. UTILIZATION:

1. The writer was assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by the Sperry Gyroscope Company.

V. EQUIPMENT MALFUNCTIONS:

1. None.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

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Subj: Monthly Technical Report, MCS: 3-[illegible]-019, for Month ending 30 Sept 54

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. A new portable vibration harness, adaptable to an R-4360-59B engine mounted on the Mobile Test Stand, is planned with more durable components that have been requistioned. In the fabrication of the new harness assembly additional features will be included designed to increase the service life of the harness, decrease man hours in harness maintenance, and to reduce man hours in the installation and removal of the harness from the engine. Actual construction of this harness will be begun as soon as the Engine Analyzer components are on hand.

2. Upon completion of the new harness assembly Engine Analyzer instruction in both ignition and vibration analysis will be given to Engine Build-up personnel of the 93d Field Maintenance Squadron. This planned training will also include technique procedures on the installation and removal of the harness from the engine.

IX. GENERAL REMARKS:

1. Full time coverage on the Sperry Engine Analyzer is no longer required at this base. Mr. McPartland's assignment here was terminated 27 September 1954. He will not be replaced.

2. When assistance on this product is necessary, Mr. Hopkins, Sperry field engineer who is assigned to the A-12 Autopilot at this station will be available.

John Hopkins
Field Engineer
Sperry Gyroscope Company

PREPARED FOR: H. McPartland
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Crosley Division of AVCO
Evendale Plant # 8 - Box 116
Cincinnati 15, Ohio

1 October 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is the Technical Report for month ending 30 September 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes - Senior Engineer
A. Harden - Field Service Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. Forty (40) hours of formal training were presented to four (4) men who will be performing Dock Inspections. The training emphasized test equipment and system adjustments. In addition to the above training, thrity two (32) hours of O.J.T. were given on the aircrafts arriving at the docks under the new inspection procedure.

2. The increase in malfunctions provided an excellent opportunity for O.J.T. in trouble shooting on the aircraft. Flight Line personnel were given eighty (80) hours of this type training. The malfunctions afforded Field Maintenance Personnel the same opportunity and approximately sixty (60) hours of O.J.T. were given.

Subject Taught	A-5 Fire Control
Number of men	20
Number of Student Hours	4240
Number of Instructor Hours	212
AFSC	32330C
Fundamentals	
Advanced Training	X
O.J.T.	X

IV. UTILIZATION:

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1. Field Service Engineers stationed at Castle Air Force Base for Administration and Instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical services of contractor technicians will be required through Phases I, II and III of the B-47 program. At present this Wing is approximately sixty five (65) percent through Phase I.

V. EQUIPMENT MALFUNCTIONS:

1. Nine (9) malfunctions were recorded this month and this is an increase over last month. The malfunctions are as follows:

Faulty Part	Location
1. Antenna AZ Drive Motor	Antenna
2. Blower	External R. F. Head
3. (a) Transformer T901	Radar Central (Antenna
(b) Coils L701 & L702	Control Amplifier)
4. Tubes: 1. V205 (5R4GY)	Radar Central (Low Voltage
2. V207 (6J6)	Rectifier)
5. Relay K-50	Gun Charger
6. Firing Connector	Saddle Junction Box
7. Spin Motor	Antenna
8. Relay K-60	Gun Charger
9. Turret Drive Motor	Turret

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED:

1. On three (3) occasions this month, Flight Line Personnel have been seriously shocked on the Keep A Live Rectifier located in the R.F. Head. This Rectifier contains a voltage which is dangerous to life (-850VDC) and the personnel are aware of this. The accidents have occurred because of the tight location involved in tuning the local oscillator with the high voltage exposed. T.O.T.C. 16-35RF51-102 now in writing adds a protective boot which will be supplied in kit form. The Terminals containing this high voltage are being taped to correct the condition until such time as the above kits are available.

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. Preplanned maintenance inspection (SAC Manual 66-15) is now

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taking place in the docks on the B-47. Major Livingston of the 15th Air Force was on hand to introduce the procedure. The program is under way and is working out very well.

2. Calendar Inspections were introduced this month. This is a periodic inspection of all A-5 equipment as a preventative maintenance measure.

IX. GENERAL REMARKS:

1. Mr. A. Harden, Crosley Technical Representative at CAFB, is to be transferred to Mountain Home AFB. He will be the engineer in charge there.

E. Hayes

E. HAYES
Senior Field Service Engineer
Crosley Division of AVCO

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CONTRACTOR: Philco Corporation
22nd and Lehigh
Philadelphia, Pennsylvania

1 October 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is the Technical Report for month ending 30 September 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1. No formal classes were started during period covered by this report due to an extremely heavy work load. Formal classroom training and formal O.J.T. will be presented when work load becomes lighter.

2. Informal O.J.T. has been performed for the period covered by this report, on communication and navigational equipment. This type of training will continue with the addition of more formal O.J.T. on new equipment received.

Subject Taught	ARC-27	ARC-3	ARN-6	ARN-14	RS-6
Number of men	7	1	5	2	2
AFSC	30150		30150	30150	
AFSC	30170	30170	30170		30170
Instructor Hrs	25	3	8	4	3
Student Hours	35	3	20	5	6
Type Training					
O.J.T.	X	X	X	X	X
Cross Training	X		X		X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Communications and Navigational Equipment.

2. An estimate of the time when Contract Technician services will no longer be required by this activity will be six (6) months after beginning of Phase III.

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Subj: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 Sep 54

V. EQUIPMENT MALFUNCTIONS:

1. No new equipment malfunctions for period covered by this report.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Reference report ending 30 June 1954, Section VII, paragraphs one (1), two (2) and three (3). Also report ending 31 July 1954, Section VII. The noise reports are being turned in and all information is being compiled in an effort to determine the source of interference. With approximately 200 reports turned in, the following trends are indicated; ARC-27 and ARN-6 are the biggest contributors to noise or malfunctions. The noise on the ARN-6 has become such a nuisance that this equipment is very seldom used any more. Since the ARC-27 is used every flight, it would naturally receive the most complaints and of these complaints, many are caused by the failure of 6J4's. Many noise complaints are definitely equipment failure, a few are fuel or boost motor noises but these are not run continuously, only for short periods and motor noises can be reduced with proper filtering.

2. All results are being tabulated and the most serious offending aircraft will be treated first. Final statistics will follow upon completion of survey.

VIII. SPECIAL DEVELOPMENTS:

1. In reference to the above paragraph, six (6) cases of excessive noise on all equipment were mentioned in the remarks section of the Noise Survey Form, and five (5) of these complaints listed Los Angeles as the offending area with one (1) report listing San Diego area as the offending area. No other localities have been listed.

IX. GENERAL REMARKS:

1. None.

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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CONTRACTOR: RCA Service Company, INC. 1 October 1954
Ellis and Essex Avenues
Gloucester, New Jersey

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 September 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

Following is the Technical Report for month ending 30 September 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Finsky, RCA Technical Instructor

II. EQUIPMENT: APS-42, Rendezvous and AIC-10

III. TRAINING ACTIVITIES:

1. Field, Shop and Line Training: Assistance and instruction were given during the month to maintenance men in the Electronics Field Maintenance Shop and on the Flight Line on APS-42, rendezvous and AIC-10 equipment.

2. Classroom: A schedule has been set up for training Flight Line Mechanics to tune the RT-11A Transmitter in the aircraft. Thus far six (6) men have attended for a total of twelve (12) student hours of informal classroom training.

3. Training Accomplished:

Subject Taught	APS-42	APN-12 (76)	AIC-10
Number of Men	3	8	3
AFSC	30151	30151	30150
Instructor Hours	12	12	4
Student Hours	31	18	6
Advanced Training	X	X	X
O.J.T.	X	X	X
Informal Classroom Tng		X	

IV. UTILIZATION:

1. Advising and instructing in the Operation and Maintenance of Air Force Electronics Equipment.

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Subj: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 Sep 54

V. EQUIPMENT MALFUNCTIONS:

1. There have been no unusual trends noticed during period covered by this report.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. A Microphone-Headset Checker, for H25/AIC and H78/AIC, has been designed and built at the request of the Bomb Squadrons to check the condition of the equipment before issuing it to the crew. In the past, time was lost by issuing malfunctioning units which were not detected until crew was in the aircraft just before scheduled take-off.

2. The Checker consists of a standard two (2) stage, R-C Coupled Amplifier using 6SG7 and 25L6 Tubes with a 25Z6 Rectifier.

3. The Amplifier is composed of standard parts except for the input and output coupling transformers. These Transformers are the same as the ones used in the AM-476/AIC-10 Amplifier - Stock numbers 3340-062750750 and 3340-062750770 respectively. Also used is a U-92/U Telephone Jack, Stock number 1600-012480000, for connecting Headset to Checker.

4. Three (3) of these checkers have been constructed, one (1) for each Bomb Squadron.

5. Detailed plans for Microphone-Headset Checker will be forwarded if requested.

IX. GENERAL REMARKS:

1. None.

Bernard Pinsky

BERNARD PINSKY
RCS TECHNICAL INSTRUCTOR

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SUBJECT: Monthly Technical Report.

CONTRACTOR: Avien-Knickerbocker, Inc.
[illegible] Boulevard,
Woodside, 77, New York.

TO: COMMANDER,
[illegible] (H),
Castle Air Force Base,
Merced, Calif.

REFERENCE: Air Force Regulation [illegible].
SAC Regulation [illegible]

The following Technical Report for the month ending 30 September 1954 is submitted in accordance with above reference.

I. Submitted by: [illegible]

II. Equipment: Avien Fuel Quantity System for KC-97 and B-47 aircraft.

III. Training Activities:

Avien Fuel Quantity System

No. of Airmen trained - - - - 2
AFSC - - - - - - - - - - - - - 1 - A[illegible]
1 - A[illegible]
No. of instructor-hours 30
No. of student-hours 30

Type of Training:

Fundamentals - - - - - - - - - [illegible]
Advanced - - - - - - - - - -
Cross training - - - - - - - -
O. J. T. - - - - - - - - - - [illegible]
Informal classroom - - - - -
Formal classroom - - - - - -

IV Utilization:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avien Fuel Quantity System, and to provide a direct contact between contractor and using activity.

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V. Equipment Malfunction:

1. One transmitter short circuited in service.
2. One transmitter grounded in service.
3. One Fuel Quantity Indicator failed in service.

These units were replaced with serviceable units.

VI. Maintenance Engineering Difficulties:

None.

VII. Operational Difficulties Encountered:

None.

VIII. Special Developments:

None.

IX. General Comments:

1. It is suggested that Fuel Quantity Systems be recalibrated at each periodic inspection.

[illegible]
Wilson [illegible], Tech Rep.
Avion-Knickerbocker, Inc.

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CONTRACTOR: Boeing Airplane Company 1 October 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 30 September 1954.

TO: Commander
93rd Bombardment Wing (H)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 30 September 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: *R. D. Beckord
E. J. Hill

* Mr. Beckord spent 5 days in Wichita for B-47 Familiarization during the reporting period.

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DOBC 39812 dated 17 May 1954:

Subject	Aileron Flaperon System	Control Cable Rigging	Landing Gear System	Trim Tab System	Canopy System
Number of Personnel Trained	45	11	22	8	5
AFSC	12-43151 33-43171	1-43131 5-43151 5-43171	2-42651 5-43131 7-43151 8-43171	3-43151 5-43171	1-43131 2-43151 2-43171
Instructor Hours	3	9	13	4	8
Student Hours	45	21	42	8	33
Type of Training					
Fundamentals		X	X	X	X
Advanced	X	X	X	X	X
Cross Training		X			
OJT		X	X	X	X
Informal Class	X	X			
Formal Class					

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Subject	Brake System	Fuel System	Ejection Seats	Anti-Icing System	Electrical System
Number of Personnel Trained	7	15	5	7	7
AFSC	1-42570 2-42571 4-43171	6-43131 5-43151 4-43171	3-43151 2-43171	4-43151 3-43171	3-30151 2-43151 2-43171
Instructor Hours	4	23	2	4	4
Student Hours	14	47	5	14	16
Type of Training					
Fundamentals		X			X
Advanced	X	X	X	X	X
Cross Training	X		X		X
OJT	X	X	X	X	X
Informal Class	X				X
Formal Class					

Subject	Trim Tab Coordination	Main and Emergency Hydraulic Systems	Bombsight Cover Adjustment	Cabin Pressurization
Number of Personnel Trained	5	7	5	6
AFSC	2-1241 3-1245	2-43151 2-43170 3-43171	2-30151 2-43151 1-43171	1-40470 3-43170 2-43171
Instructor Hours	3	3	5	6
Student Hours	5	8	8	18
Type of Training				
Fundamentals	X			
Advanced	X	X	X	X
Cross Training			X	X
OJT		X	X	X
Informal Class	X			
Formal Class				

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2. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of the maintenance organization, Bomb Squadrons, and A & E Squadron to provide assistance in solving problems related to the B-47 airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization from the airplane.

2. It is estimated that the services of the Boeing Technical Representatives will be required until two years after the beginning of Phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. Bomb Bay Spoiler Door Actuator Flex Hose Assemblies. The flexible hose assemblies manufactured and installed included hose in accordance with specification MIL-H-5511. The part number of this type of hose assembly is AN 6271 plus two dash numbers which indicate diameter and length. The actuator hose assemblies (open and close pressure) are AN 6271-6 and it has been noted that hydraulic fluid is weeping through the MIL-H-5511 hose.

After the subject hose assemblies were installed, AMC down-graded the operating pressure from 3000 psi to 2000 psi. Kits will be provided by T. O. 1B-47-439 to replace MIL-H-5511/AN6271-6 flex hose with MIL-H-5512/AN6292-6 hose assemblies. The technical order was forwarded to OCAMA by the Contractor on 27 September 1954 for publication.

2. Forward Auxiliary Fuel Tank Leaks. All of the fuel leaks occurring in the forward auxiliary tank have been corrected by straightening a warped spider, P/N 9-20806-1, or installing a new part, same number. A replacement spider, P/N 5-70859, was installed on production airplane serial number 52-565 and on. The 15 August 1954 revision of T. O. 1B-47B-4 will reflect the above change. In addition, the handbook will list the spider, P/N 5-70859, as a recommended spare replacement for P/N 9-20806-1. Utilization of the replacement spider which is a beefed-up part will eliminate leaks caused by spider warpage.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Cabin Refrigeration Unit Lubrication. Turbine wheel seizures in refrigeration units are often caused by bearing failures. To help alleviate bearing failures, a new type of lubricating oil has been recommended for use in the units (Models NUR60-1 and EA60-2). The specification number is MIL-L-15016A-3042. The qualities of the oil are such that the unit's bearing should operate at a cooler temperature.

Use of the new oil would be contrary to the oil type specified on the unit's filling instruction plate. A technical order will be issued to modify all filling instruction plates to reflect the new type oil. Commercially, the new lubricant per MIL specification is available from the following sources:

a. Barosa 43, Esso Standard Oil Company
b. Spindle Oil Special/M53042, Pure Oil Company
c. Class 3-Symbol 3042, Sinclair Refining Company

2. Excessive Landing Gear Extension Time. The aft main landing gear on airplane serial number 52-443 required more than 45 seconds to extend after cold soak at altitude. The retraction mechanism, P/N 5-29607-513, was removed from the airplane and disassembled. The brake pack was completely covered with grease.

The brake pack was degreased, relubricated with light oil and the surplus oil removed with a rag. The reassembled retraction mechanism was serviceable after degreasing.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Fuel Management. Considerable difficulty has been encountered when attempting to comply with the fuel management procedure outlined in T. O. 1B-47E-1H. The procedure outlined in the techniacl order assumes that the main tanks are filled and additional fuel required is placed in the appropriate auxiliary tanks. However, fuel load numbers one, two, and three utilized at this activity call for full forward and aft auxiliary tanks and quantities in the main tanks and the bomb bay tank which do not fill these tanks completely. The two auxiliary tanks are serviced to maximum capacity to insure that no danger exists as a result of installed boost pumps not being explosion proof.

Utilization of the transfer procedures outlined in the above T. O. requires approximately 6 units of NOSE UP trim after the bomb bay fuel is consumed. The nose heavy condition is caused by not filling the main tanks completely prior to take-off. Carrying a larger quantity differential between aft main and other main tanks should alleviate the trim situation.

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VIII. SPECIAL DEVELOPMENTS:

1. B-47 Technical Tour. A group of Boeing and Air Force personnel visited this activity on 27 and 28 September 1954 for the purpose of discussing B-47 problems primarily from maintenance and operational standpoints. The group held informal discussions with each of the three bomb squadrons' operational and maintenance personnel, Wing Operations, Field Maintenance, Periodic Maintenance, and Armament and Electronics. Problems covered included power plant, K-system, fuel management, aircraft electrical system, radio noise level, and flight instruments. Following is a list of the personnel who visited this activity:

A. G. Arundale - B-47 Project Engineer
E. F. Hensley - Flight Test Pilot
D. McDonald - Power Plant
R. Montgomery - Aerodynamics
W. C. Wilson - Service Engineer
O. W. Barron, Major - B-47 Project Office, WADC

IX. GENERAL REMARKS:

1. None

Robert D. Beckord

Robert D. Beckord
Technical Representative
Boeing Airplane Company

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1 October 1954

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 30 September 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base, California

1. Following is Technical Report for month ending 30 September 1954, submitted in accordance with AFR 66-18 and SAC Reg. 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. The following resume of training conducted during the month is submitted in accordance with 15th Air Force Message DM63C39812, Dated 17 May 1954.

	A/R Fuel System	A/R Hydraulic System	Turbo Control System	Single Point Refueling
No. Airmen Trained	60	58	64	80
AFSC	(1) 4316	(1) 4316	(1) 4316	(1) 4316
	(1) 4344	(1) 4344	(1) 4344	(2) 4344
	(6) 43170	(6) 43170	(6) 43170	(15) 1234
	(32) 43171	(20) 43171	(22) 43171	(15) 43271
	(10) 43151	(10) 43151	(12) 43151	(7) 43170
	(10) 43152	(10) 43152	(12) 43152	(20) 43171
	(10) 43131	(10) 43131	(10) 43131	(20) 43151
No. Instructor Hrs.	2	2	2	16
No. Student Hours	120	116	128	138
Type of Training				
Fundamentals	X	X	X	X
Advanced				X
Cross Training				
Informal Classrm.	X	X	X	X
Formal Classroom				
On Job Training				X

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 30 September 1954. KC-97 Aircraft.

	Hydraulic Test Stand	Auxiliary Fuel System	Nose Wheel Steering	Main Fuel System
No. Airmen Trained	20	10	6	4
AFSC	(2) 43171	(1) 4316	(1) 43170	(2) 43170
	(1) 43151	(1) 4344	(5) 43171	(2) 43171
	(4) 43152	(5) 43170		
	(9) 43131	(3) 43171		
No. Instructor Hrs.	10	3	2	24
No. Student Hours	55	30	12	96
Type of Training				
Fundamentals	X			
Advanced		X	X	X
Cross Training				
Informal Classrm.	X	X	X	
Formal Classroom				
On Job Training	X		X	X

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 Aircraft.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (M) sections which support the KC-97 Airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance-engineering, design, and operational problems thereby promoting increased utilization of the concerned aircraft.

2. It is estimated that the services of a Boeing Field Service Engineer with the 93rd Bombardment Wing (M) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. This activity continues to experience failure of aluminum fittings P/N AN783-16D, at the inlet port to the outboard engine driven aerial refueling hydraulic pump, P/N 10-1282. The compliance with Technical Order 1C-97(K)-207, which safety wired the fittings has alleviated some of the difficulties. A

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positive corrective action was established by the contractor in replacing the aluminum fittings with steel parts on production aircraft. Simultaneously an improved hose of greater length was routed from the hydraulic oil cooler to the pump inlet port. The increased length of hose allows clamping at the rear of the engine and reduces the amount of torque being exerted on the pump inlet port tee fitting during pressure variations. Technical Order 1C-97(K)-224 has been initiated to retrofit the described improvement to delivered aircraft.

2. Several failures of the nose wheel steering solenoid by-pass valve, P/N 3834-1 have occurred at this activity. Initial investigation has shown that power is applied to hold this valve open for more lengthy periods than was anticipated. When the aircraft is towed, the valve is energized as a safety precaution to avoid damage to steering components. At the conclusion of towing the valve is sometimes forgotten and becomes subjected to continuous energization during periodic or unscheduled maintenance checks. Closer observance to the de-energization of this valve at the conclusion of aircraft towing will help to reduce malfunctions of the unit while further investigation is conducted into other possible causes of the failures.

3. Failures of the auxiliary fuel system pumps, P/N RG9480A and P/N 121002-053-02, continue to occur at this activity. The question as to whether this inoperative unit constitutes an abort condition has also arisen. The problem of pump seal leakage with eventual bearing seizure resulting in low pump output has been recognized for some time. The maximum required fuel flow from the pump will exceed normal rated capacity. The resulting increased back pressure on the pump causes seal leakage problems and increased current draw. The pump manufacturer has attempted to correct the back pressure problem by incorporating a second drain line. As evidenced by continued failures this modification is not completely satisfactory. The contractor under MCR 457 is proposing the deletion of the pump and using either a fuel tank boost pump or engine driven pump to provide the auxiliary fuel system pressure source. Until such time as a retrofit improvement can be established, the following action may be initiated. Provide an additional drain hole thru the left wing underskin on all KC-97F airplanes which do not incorporate that provision. The rework can duplicate the existing installation on KC-97G aircraft. This will make the modified pumps which have two drain lines, immediately interchangeable between aircraft, and in addition will preclude any possibility of a fuel drain being left to drain into the wing flap well. If operation of the auxiliary power plant is the primary concern, an inoperative auxiliary fuel pump should not necessitate an abort. The auxiliary fuel pump is designed to permit fuel flow around the pressure chamber in the event of pump failure. The by-pass valve will open fully at a pump inlet pressure of approx. 2 psi with the pump inoperative. Utilizing the above noted feature, the operating pressure of 4 psi can be obtained at the auxiliary power plant with fuel boost pumps on normal.

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SUBJECT: Monthly Technical Report, RCS: 3AMC-U19, For Month Ending 30 September 1954. KC-97 Aircraft.

4. One failure of center wing tank fuel pump discharge line, P/N 9-43077 occurred this past month on a KC-97G airplane. The failure was evidenced by fuel leakage at the welds which join the tubing section from the forward pump to the main discharge line. The contractor initiated PCR 9600-571 to correct this condition on production aircraft. The change installs a flexible joint in the discharge line to allow for deflection differentials between the wing center section and fuselage structure. Tube assemblies, P/N 9-43077 and 9-43078 are redesigned and the center wing section fuel shutoff valve is relocated. Retrofit of the change has been proposed. Until such time as the change is made available it will be necessary to locally manufacture or repair failed assemblies. It would be very desirable to provide a means for pressure testing any new or reworked assemblies before installing them in an aircraft to preclude fuel leakage inside the aircraft at the initial aircraft fuel system pressure check. Flying the aircraft with the tube assembly removed, when mission planning does not require center section fuel loads, cannot be recommended. Fuel should be carried in the center wing tank at all times to keep the fuel cells moist and prevent their failure.

5. The teflon seal, P/N 6-48014, which provides a seal between the Aerial Refueling Boom Universal Nozzle Assembly and the Shock Absorber Assembly has been contributing to a number of boom fuel leaks. Examination of a leaking seal reveals a chipping of the material around the periphery of the feather edge. These failures can be induced by improper nozzle installation procedures or lack of proper lubrication. Proper installation procedures are being followed. Corrective action instigated as a result of paragraph V-2 of Monthly Report dated 31 July 1954 should reduce failure of the teflon seals coincident with providing lubrication for other nozzle assembly parts.

6. A general wearing of the Avtrim, control cabin floor covering has been noted on KC-97F aircraft. Edges of the Avtrim on the access doors have begun to curl. Floor covering in the vicinity of the main hydraulic tank shows signs of bulging. The heavy traffic area forward of the entry door shows general wear and abrasion. It is believed that the Avtrim is giving satisfactory service and that worn floor covering should be removed and replaced as required. It is noted that rubber matting is currently used as replacement floor covering material. Experience will show that the rubber matting is subject to more rapid wear and abrasion than Avtrim and also is much more difficult to keep clean.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Western Gear Works gearbox, P/N 1651E30, have been arriving as interchangeable units with Vickers gearbox, P/N AA25503. These gearboxes are used to drive the Aerial Refueling outboard engine hydraulic pumps. The Western Gear Works part is

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designed approx. 1/2 inch shorter that the Vickers unit to reduce the moment arm of the gearbox-pump combination and thereby lessen the vibrational loads imposed at the gearbox mounting flanges. Upon examination of the two units it was determined that the steel tube assy, P/N 5-42994-3, which connects to the gearbox and the pump would require shortening to install the Western Gear Works unit. No other changes were necessary. As a local facility for allowing ready interchangeability of units, a stock of longer tubes for use with the Vickers unit and shorter tubes for use with the Western Gear Works unit appear necessary. The contractor initiated PCR 9500-245 on production aircraft which solved the problem by incorporating a flexible hose, P/N MS 28741-6-0184 (AN 6264-6-18 ½ optional) that could be adapted to either sub-contractors gearbox. Due to the simplicity of the re-work a retrofit proposal of PCR 9500-245 was not submitted. It would be advisable to request higher headquarters permission to requisition the required parts and make this convenience change on all local airplanes at engine build-up or applicable part change.

2. During the performance of a new post flight procedure wherein an azimuth check of the Aerial Refueling Boom limit switches is required, the absence of a convenient stand which would support the boom from chock to ramp and move forwards, backwards and sideways became apparent. Flight personnel report that such a stand could also be advantageously used during their pre-flight checks. Tool, P/N F-66213, was designed to support the boom for ground maintenance but was not designed for lowering or raising operations. Lack of positive control of the boom through air in the hoist motor makes necessary the follow up support requirement. Proposals for hoisting or lowering the boom into stand, P/N F-66213, through use of the cargo hoist system or through a manual handcrank connected to an additional gearbox and drive at the boom hoist motor have been submitted to the AMC. Information on the acceptance or rejection of these proposals is not immediately available. However, as an interim facility it is suggested that a study be made to determine the practicability of mounting a turntable on an Aerostand so that the stand can be moved while the support saddle and boom maintain a constant position relative to the aircraft.

3. It has recently been noted that aileron cables are wearing at contact points of the cables with fairleads, rub-strips and pulleys at several stations along the wings. This condition is peculiar to all KC-97 type aircraft up to S/N 52-930. The contractor has studied this problem and as a result TCTO 1C-97-285 was initiated to correct the difficulties on delivered aircraft. Until such time was this TCTO is issued and kits made available, it is suggested that the aileron cables running through the wings be closely inspected regularly and replaced as necessary.

4. A main landing gear retraction difficulty occurring during the month was traced to incorrect clutch adjustment. The importance of accurately obtaining the .430 adjustment

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dimension as shown in Figure 2-97 of 1C-97(K)E(T)-2 cannot be overemphasized. Errors can easily be introduced as the mechanic making the adjustment often has a scale graded only in fractions available and no table of decimal equivalents readily available. When the measurement is made as shown in Figure 2-97, the mechanic cannot always read the scale markings readily and consequently brings the scales down out of the wheel well into better light risking loss of accuracy. To gain an accurate measurement with a minimum of effort, it is suggested that a 'T' bar suitable for placing on the gear box flange and with the short leg cut to exactly .430 inches, be fabricated and made available to the mechanics making main landing gear clutch adjustment settings.

5. The Hydraulic Test Stand, P/N F-66256, was operated with airplanes incorporating the jet-eductor type pump in the Aerial Refueling hydraulic system. These tests resulted in the over-filling of the airplane reservoir when operating the stand in "Stand Reservoir" valve selection. The airplane reservoir became depleted of fluid when the stand was selected to "Ship Reservoir". The "Bleed to Ship Reservoir" line was installed during the tests and all lines from test stand to airplane firewall were filled prior to attachment. Continued operation of the stand when selected to "Ship Reservoir" is permissable but under existing conditions air is drawn into the lines and makes system bleeding necessary subsequent to each use of the stand. The high rate at which fluid is lost into a closed system indicated that appreciable air was still present in the lines believed filled or that an internal leak exists in one of the stand components allowing fluid to escape into the stand reservoir. The latter occurrence seems rather remote however, because the stand reservoir which was fully serviced prior to each usage has never overfilled. It appears that the most logical approach to successful stand operation with airplanes incorporating the jet pump would be to attach the stand to the outboard nacelle firewall fittings after insuring that all connecting lines were filled with fluid. Then connect "Bleed to Ship Reservoir" line from stand to airplane reservoir filler neck or pod external fitting insuring that the line is full of fluid. Dip stick the stand reservoir and record the serviced capacity. Stand-by the airplane hydraulic reservoir with several gallons of hydraulic fluid and a funnel for maintaining fluid level in the reservoir. Position stand valves to "Ship Reservoir" selection and operate stand. If the level of fluid continuously diminishes in the airplane reservoir, cease stand operation and dip stick the stand reservoir. An increase in fluid level of the stand reservoir will require systematic trouble shooting of the stand components. If the fluid level stabilizes continue with test procedures. A man should be continuously stationed at the airplane reservoir and at the test stand until sufficient experience has been gained on how the fluid level will vary.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 30 September 1954. KC-97 Aircraft.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Several reports from operations personnel indicated that Aerial Refueling hydraulic system relief valves were not functioning properly as pressures well above valve settings were being observed. This occurred when only one A-1 fuel pump was being operated to transfer fuel. This condition is normal for operation under the configuration noted and can also be prevented through proper use of the isodraulic control by the pump operator. The pressure build up occurs because fluid flow to one A-1 fuel pump is limited to approx. 18 GPM; Total fluid output of both engine driven pumps at the higher power settings generally used for re-fueling is about 40 GPM; The difference between these two rates must be returned through the open center metering valve or through relief valves. When the pump operator has his isodraulic control handle up to "ten", all the return fluid must flow through relief valves. (Slight flow to the Boom system may occur) The main A-1 system relief valves crack at 3350 psi and become full open at approx 3800 psi. At full open the two valves will pass approx. 32 GPM. The pressure build up in excess of 3350 psi now becomes understandable. This pressure build up can be avoided by instructing pump operators to discontinue advancing the isodraulic control if they no longer realize increased flow or pressure while operating one A-1 fuel pump. MTD instructors should include this information in their lectures.

2. Aileron buffet from the external tanks has been reported intermittently from crews flying KC-97G aircraft. Contractor advises that the small gap (approx ½ inch) between the external tank strut and lower surface of the wing produces sufficient air turbulence to cause slight aileron buffet. Accordingly a change was established on production aircraft to add a rubber seal to close off this gap. Retrofit of this change will not be accomplished. If objectional reports of aileron buffet continue, corrective action may be established by installing a strip of doped fabric to close the gap.

VIII: SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX: SPECIAL DEVELOPMENTS:

None.

X: GENERAL REMARKS:

None.

Walter J. Hansen
Field Service Engineer
Boeing Airplane Company

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HISTORY

93D BOMBARDMENT WING

·MEDIUM·

CASTLE AIR FORCE BASE

CALIFORNIA

SECRET

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COVER: In the chill of a mid-Autumn rainfall, a lone security guard walks his post before a B-47 aircraft of the 93d Bombardment Wing. Personnel losses in the 93d Air Police Squadron were so heavy in October that 30 airmen were drawn from various squadrons in the wing and attached for temporary duty with the Air Police to serve as security guards. Staff Sergeant O. L. Rayland, pictured here, is regularly assigned to the Air Police Squadron. (See SECURITY in Chapter I, this History) (Photo by A/2C Jack Jacob, Base Photo Lab.)

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CLAS: SECRET
AUTH: Comdr, 93d BW
DATE: 8 Nov 57
NAME: W. Kuhn

HISTORY

of

93D BOMBARDMENT WING, MEDIUM

Castle Air Force Base, California

October 1954

Prepared
by
First Lieutenant Charles S. Tillyhman

Charles S. Tillyhman
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Hq Sq, 93d Air Base Gp

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Brigadier General, USAF
Commander

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
United States Air Force

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

MISSION:

The 93d Bombardment Wing became minimum operationally ready during the month of October by eliminating the previous limiting factor, which was a lack of combat ready crews. As of 1 November 1954, the wing was expected to become subject to the training requirements of Supplement XVIII, SAC Regulation 50-8.1

MANPOWER:

USAF Project "Home Front". At the direction of Headquarters, 15th Air Force, the Base Manpower Office and the Civilian Personnel Office conducted, during October, a survey entitled: USAF Project "Home Front". This survey was designed by the Air Force in connection with the substitution of civilians for military personnel in non-T/O (Table of Organization) positions, in an effort to bring about the most effective and economical distribution of military and civilian personnel which would not adversely affect the national defense. The ultimate objective was to alleviate to some extent the critical shortage of military personnel or to release military personnel from indirect support areas to enable more effective manning in primary mission areas.2

Substitutions were limited to non-deployable positions, and were to exclude all key military positions concerned with the primary mission of the wing. Within these limitations, all non-T/O positions were considered in conducting the survey. Special consideration was given to the following functional areas: Headquarters,

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1. See "Forecast of SAC Management Control System Scores", Exhibit "A"
2. Hq 15th AF Message DPLM 10827, 7 October 1954.

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Air Base Group; Station Hospital and Supply, Operations, Installations and Motor Vehicle Squadrons. Additional factors considered in the survey were the availability of skills in the local civilian labor market, as evaluated by the Base Civilian Personnel Office, and military positions which had remained vacant over a long period of time.

The survey was completed and the results forwarded to Fifteenth Air Force on 16 October. One hundred twenty-nine airman positions and five officer positions were recommended for manning by civilians.

B-52 Personnel. Due to difficulties in administration, supply and disciplinary control of all incoming B-52 personnel being assigned to Headquarters 93d Bombardment Wing, this headquarters requested permission from Headquarters Fifteenth Air Force to assign such personnel directly to the various squadrons. This permission was granted verbally by telephone, and this headquarters was requested to furnish a breakdown of all incoming B-52 personnel by Air Force Specialty Code (AFSC) and organization. The information was forwarded on 27 October, and at the end of the month, this headquarters was awaiting approval of Headquarters Strategic Air Command for recommended changes in the Manning Authorization Program.[1]

WING COMPTROLLER:

Management Analysis. Following are the October Forecast scores for items being rated in the SAC Bombardment Wing Management Control Systems. Local forecast percentages for September were included for the sake of comparison:

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1. Base Manpower Historical Report for October

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	Sep % of Max	Oct % of Max
PERSONNEL:		
Manning In Required Specialties		
Officer	50	50
Airman (Direct)	30	10
Airman (Indirect Support)		70
AWOL Rate	100	100
Ground Safety	70	70
Reenlistment Rate	50	40
MTO Utilization	100	100
Total Personnel Score	57	41
MATERIEL:		
Flying Hours as a % of Required	97.2	96.8
Reports of Survey	95	90
Status of TO Compliance	NOT SCORED	
Total Materiel Score	97	95
USCM and Flying Safety		
USCM	NOT SCORED	
Flying Safety	100	100
OPERATIONS:	NOT SCORED	
GRAND TOTAL	71	54

A discussion of the major problem areas will be found in the "Forecast of SAC Management Control System Scores".[1]

BASE COMPTROLLER:

Management Analysis. Following are the October Forecast scores for items being rated in the SAC Air Base Group Management Control System compared to the official scores received for September:

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1. See "Forecast of SAC Management Control System Scores", Exhibit "A"

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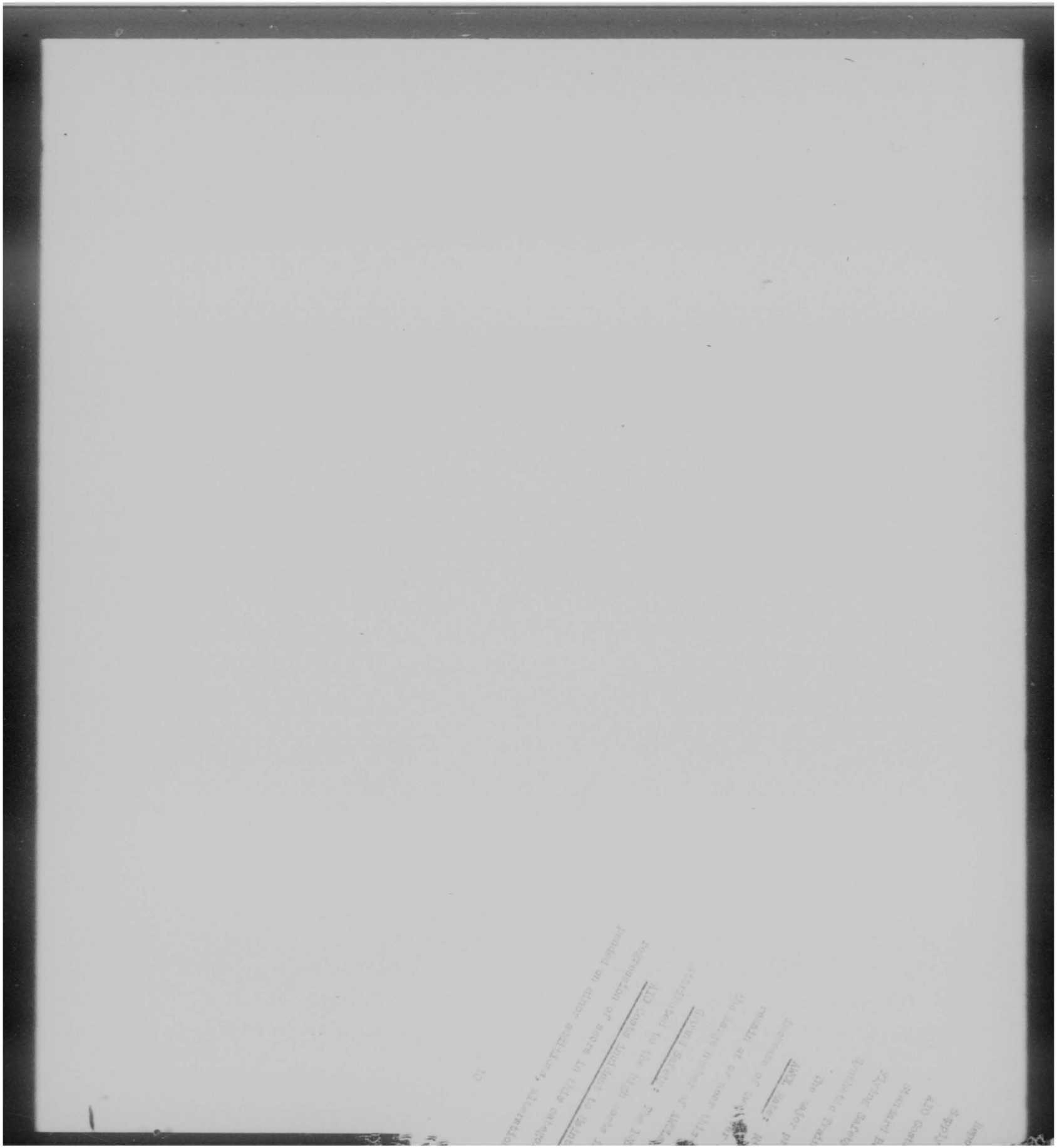

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	Percent of Maximum Score	
	September (Official)	October (Forecast)
Manning In Required Specialties		
Officer MIRS	30	30
Airmen MIRS	90	70
AWOL Rate	70	50
Ground Safety	50	30
Reenlistment Rate	50	40
Officers' and NCO Messes		
Officers' Mess	70	Not Rated
NCO Mess	50	30
Reports of Survey	100	90
Supply Management	55	75
AIO Costs	30	20
Standard Base Support	Not Rated	
Flying Safety	100	100
Synthetic Trainer Utilization	20	20

The major problem areas were:

AWOL Rate: Nine AWOLs were reported for October. This was an increase of two over September. It was expected that scores would remain at or near this level over the ensuing several months, due to the large number of AWOLs reported for September and October.

Ground Safety: The low score in this category was directly attributed to the high costs incurred in September.

AIO Costs incident to Maintenance: The principle factor for regression of score in this category was the increase in amount expended on minor additions, alterations and deletions.

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Unit Rating System Plaque: No award was made for October; these monthly awards were discontinued during that month. The rating system was modified so that its competitive aspect would be less pronounced and more stress placed on it from the management viewpoint. The system was renamed the Unit Management Control System.[1]

Budget and Accounting: During October, a Strategic Air Command-wide Budget and Accounting conference was attended by the Budget and Accounting Officer and the Assistant Accounting Supervisor (Monetary Inventory Accounting). The conference was designed to assist the various bases in solving mutual problems resulting from the new accounting concept recently effected within the Air Force.

The Budget and Accounting Office was inspected by Fifteenth Air Force during October. A complete study was made of the local purchase store and the system used at this installation. Very few discrepancies were noted.

Effective 1 October 1954, the Civilian Payroll function was transferred to the Budget and Accounting Office.

Funds were received from Strategic Air Command Headquarters in the total amount of $1,163,842.03.[2]

Finance: The experimental, twice-monthly pay system began in October. The conversion was completed with no confusion. Total disbursements for the month were $1,250,711.67.

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1. See "Unit Management Control System - October 1954", Exhibit "G"
2. Comptroller Historical Report. See "Fiscal Year 1955 Allotment Adjusted by SAC During October 1954", Exhibit "C"

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The Travel Section began operating on a three-day basis; that is, vouchers were ready for payment on the afternoon of the third day after submission. Incoming permanent change of station vouchers were paid on the day received. This latter innovation occasioned much favorable comment from personnel arriving at this station, and had a generally beneficial effect on morale.[1]

SECURITY:

Provost Marshal: Due to the reduced strength of the 93d Air Police Squadron during October, 80 airmen from 93d Bomb Wing units were attached to that squadron on 27 October for training in Air Police subjects. These airmen were to perform duties of security guards for a period of 30 days. At the end of that time, 80 more airmen were to be attached if the personnel situation in the Air Police Squadron had not improved appreciably. Master Sergeant Marcinko and Staff Sergeant Robertson presented 88 student hours of training to attached airmen on 27 October. A total of 2,841 hours were spent in training in the Air Police Squadron during October.[2]

INFORMATION SERVICES:

One hundred written releases were made during October, and 26 releases were made via telephone. Twenty news releases were made via radio, and the weekly radio program, "Castle Caravan", was presented five times. Five releases were made via television. Numerous releases, through all the above media, were made publicizing the 1954 Castle Carnival.[3]

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1. Comptroller Historical Report
2. Provost Marshal Historical Report for October
3. See "Special Events", Chapter III herein

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No community relations problems were encountered during October. Numerous speeches were made by Castle personnel to civilian organizations on such topics as the Strategic Air Command, the B-47 and the Air Force emergency survival kit. Several key officers of the wing attended a Trade Club meeting in Merced on 5 October. The Trade Club is a good will promoting division of the local Chamber of Commerce.[1]

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1. Information Services Monthly Activities Report for October

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CHAPTER II

OPERATIONS AND TRAINING

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WING OPERATIONS AND FLYING TRAINING:

Operation "Short Leap". The 93d Bombardment Wing flew Operation "Short Leap", comprising two wing-planned, bomber stream missions, on 8 and 20 October 1954. The purpose of this operation was to afford a clear analysis of the training status and capability of the crews, and to afford planning and briefing experience for the Wing Operations Staff; it also was a preparation for a maximum effort mission planned early in November. The requirements of the mission were the accomplishment of a grid navigation leg and four radar bomb scoring (RBS)-scored bomb runs, including Radar RBS at night and "free style" visual RBS in daylight. Approximate duration of each mission was six hours, thirty-five minutes. The advantages of bomber stream operation evident on both missions were: RBS utilization was much better than would have been expected from individual aircraft scheduling; training per flying hour was not sacrificed, and a sound comparison of all crews participating was provided.[1]

Major Patrick E. Montoya, Wing Staff Observer, in his operational critique of this operation, said:

> "This mission generally was extremely successful. It indicated that our units are capable of supporting missions of maximum effort proportion; the crews well displayed their ability to successfully attack a target by Radar or Optical means with an acceptable degree of accuracy. It further revealed to both Wing and Squadron staffs several areas of weakness or soft spots in various phases of planning operations and maintenance."[2]

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1. Director of Operations Historical Report for October

2. Transcribed from the critique and analysis of Operation "Short Leap", 29 October 1954. For further discussion of this operation, see "Problems" under STAFF OBSERVER, this chapter.

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Air Refueling: Air refueling commitments from higher headquarters were heavy throughout October. Support for "Globetrotter" "Flytrap" and the requirement for five crews and aircraft on temporary duty at Forbes Air Force Base, Kansas, combined to reduce greatly the availability of tankers for training both the B-47 and KC-97 crews.

Procedures were established during October which could insure a twenty-four hour emergency refueling capability. The system provides for the two refueling squadrons' alternating responsibility on a weekly basis and maintaining one KC-97 and crew on alert status, along with a loaded spare.1

GROUND TRAINING:

The 93d Bombardment Wing accomplished 33,044 hours of ground training during October; the 328th, 329th and 330th Bomb Squadrons accomplished 10,823 hours of this total.

Off-base quotas included seven crew members from the 90th ARS and three crew members from each of the three bomb squadrons to Stead AFB, Nevada, for advanced survival training. Twenty co-pilots attended the O4 gunnery course at Davis-Monthan AFB, Arizona. At the end of the month, O4 training was over 50% complete. Twelve ARS personnel received emergency procedures training in the KC-97 flight simulator at March AFB.

No altitude indoctrination was scheduled for October, due to break-down of the altitude chambers both at Mather and K[illegible] Force Bases. This training was over 90% complete for [illegible]

1. Director of Operations Historical Report [illegible] Squa[illegible]

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1. Director of Operations Historical Report

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crew personnel as of 31 October; there were still several personnel in each of the refueling squadrons, and crew chiefs in the bomb squadrons, together with several members of the Armament and Electronics (A&E) Maintenance Squadron, who needed altitude training. It was planned to schedule these people as soon as facilities became available.

One basic survival class of nine crew members was completed 30 October. The basic survival area was scheduled to be moved to a new location in Big Basin State Park, north of Monterey, California.

All pilots of the three bomb squadrons attended a fuel systems and fuel management course presented by the B-47-10 Mobile Training Detachment (MTD), as required by Headquarters, Fifteenth Air Force.

The B-47-E6 MTD was transferred from Castle Air Force Base on 20 October. During the six-month period that this detachment was stationed here, it accomplished 12,704 hours of training. The B-47-10 MTD received an ejection seat trainer which was used extensively by maintenance and flight crews.[2]

WING STANDARDIZATION BOARD:

The 93d Bombardment Wing Standardization Crew checked a total of five crews, during October, for upgrading to combat ready status. Major Hill flew seven check rides.

Semi-annual emergency procedures examinations were given to all crew personnel during the month, with satisfactory results. A complete list of changes, deletions and additions to the combat crew guide was issued to the three combat squadrons.[3]

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1. For the complete training schedule, see "Flying and Ground Training for October 1954", Exhibit "D"
2. Ground Training Historical Report for October
3. Operations Historical Report

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MUNITIONS:

Atomic, biological and chemical defense training accomplished during October, together with the desired optimums, were as follows:

Phase I (Individual indoctrinat on training): 674 man hours were accomplished. The desired optimum of 4,860 man hours was not achieved because of conflict with other higher priority training and commitments.

Phase II (Unit officers and NCO Training). No phase II training was accomplished during October.

Phase III (Combat crew countermeasure training). All combat crews received the three-hour refresher course. This course was given in lieu of the required five-hour basic indoctrination course.

The Fifteenth Air Force inspection of this section was completed 28 October. Appropriate follow-up action was initiated.[1]

SPECIAL WEAPONS:

All special weapons training was accomplished as projected for the month. Three aircraft commanders completed four days of special weapons refresher training. Three pilots and six observers completed two days of this training. One hundred thirty-three crew members received the four-hour Mk 6 refresher, in which all crew members were trained in the use of radiac equipment.

Following is a statistical breakdown by squadrons of training accomplished during October:

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1. Operations Historical Report

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SQDN	CREW COMPL LOADINGS	PERS COMPL BASIC REF TNG	PERS COMPL IFI-IFE TNG	CREW COMPL T-59 DROPS	PERS COMPL 4-HR REF
328	14	6	34-32	9	43
329	17	4	36-34	6	45
330	18	2	34-34	11	45

Individual IFI accomplished - 104.

Individual IFE accomplished - 100.

The Supply Squadron special weapons handling team received condinuation training in bomb handling. Each four-man supply loading team accomplished at least seven loadings; three of these loadings were on special missions which were inspected and evaluated. All loadings were satisfactory.

In the A&E Squadron, one officer and three airmen received 32 hours of basic indoctrination. Eight loading supervisors received a minimum of 16 hours of loading training, each man completing at least seven loadings. Eleven airmen received a minimum of eight hours post-loading and ringout continuation training; 14 airmen and one officer assigned to the twelve-man team received 179 hours post-loading training. As in September, the status of training of personnel in both the Supply and A&E Squadrons continued well above the optimum established by this Wing for the implementation of SAC Regulation 82-2.

The Second Strategic Support Squadron received aid from the Special Weapons Training Section in accomplishing its monthly training requirements. Approximately 40 man hours of training were presented to personnel of that squadron, in the form of a courier briefing. A total of 2,426 man hours of training was accomplished by the Special Weapons Training Section during October.

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This wing gained five bomb commanders during October, and lost one. At the end of the month, there were 141 pilots and 55 observers serving in this capacity. There were 145 bomb commanders assigned to combat crews.

93d Bombardment Wing Operations Order #204-54 was implemented twice during the month. Both missions were considered satisfactory.[1]

GUNNERY:

One indoctrination class in the A-5 fire control system was conducted during the week of 11 October. As of its completion, all co-pilots in the 93d Bombardment Wing had received this course.

The T-1A trainer maintenance course was conducted during the week of 4 October by Mr. Peck of the American Machine and Foundry Company. Mr. Peck departed this station on 22 October.

The A-5 system was set up in building T-238, but installation was prevented by the lack of cable and cannon plugs.

Seven students received a total of 144 hours' training during October. The T1-A trainer was utilized 82.4% of the available time.[2]

INTELLIGENCE:

More efficient handling and control of classified material within the Wing Intelligence division was effected through a series of control measures. This was made possible through the construction of a classified documents room. It was made mandatory for intelligence personnel individually to sign for documents removed from the room; access to the document room was kept to a minimum.

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1. Operations Historical Report
2. Ibid

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An intelligence training problem on the Northwest USSR was prepared by the Wing Intelligence section and distributed to the squadrons for intelligence personnel and combat crew members. The Target Intelligence branch demonstrated the use of target materials and presented a lecture on photo and radar scope interpretation.

Donestic target folders were screened for necessary improvements by the Target Intelligence branch, and a new procedure for the selection of target material was devised. A selection board, composed of squadron observers, wing observers and Target Intelligence personnel, was appointed to determine the target materials to be placed in the folders.[1]

The 329th Bombardment Squadron, which had been without an intelligence officer for several months, received one during this reporting period. Second Lieutenant Don McCabe, a recent Reserve Officer Training Corps graduate, was assigned to that squadron on 12 October 1954.[2]

COMMUNICATIONS:

Wing Communications section was informed that the 18-S-4 high frequency radio equipment for B-47 aircraft would arrive on or about 1 November; installation for this equipment was tentatively scheduled for 3 November.

The annex to building T-241 was completed and the communications equipment for the Wing Control Room was moved into it. This eliminated equipment noise in the control room.

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1. Intelligence Historical Report for October
2. Information received from Personnel Office

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Information concerning expected dates of receipt of ECM equipment for B-47 aircraft was not available during October.[1]

OPERATIONAL PLANS:

Documents prepared and published by the Plans section during October included an amendment to 93d Bomb Wing Operations Plan 50-54, 93d Bomb Wing Operations Plans 41-54 and 106-54. Operations Plan 10-53 was completely revised to take care of B-47 operations and new orbit points.

93d Bomb Wing Operations Order 207-54, Operation "Short Leap", was published; Operations Order 211-54 directed the conduct of special weapons annual inspection.

Two crews from each of the bomb squadrons were briefed on Operations Plan 40-54 commitments, and crews from the 90th and 93d Air Refueling Squadrons were briefed on current EWP commitments.

Majors Orr and Renneisen attended initial briefing at Headquarters Fifteenth Air Force on 22 October concerning "Quick Rise" and "Paul Revere" tactics. This section subsequently briefed Wing Staff personnel on these tactics.[2]

BASE OPERATIONS:

There were thirteen operational aircraft assigned to the Base Flight section during October. Flying time per type of aircraft was as follows:

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1. Operations Historical Report
2. Ibid

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TYPE AIRCRAFT	HOURS FLOWN
TB-25	79:00
C-47	136:35
C-45G	180:10
T-33A	160:05

Flight Scheduling reported a total of 242 flights scheduled during the month; 167 flights were accomplished and six instrument checks were completed. Flights scheduled and not completed were coordinated and included in subsequently scheduled flights or cancelled prior to takeoff, due to changes in requirements.

Records indicated that 56% of the pilots assigned to the Base Flight section for flying had completed AFR 60-2 training requirements for the six-month period including the month of October. M-Day pilots attached for flying had completed 33% of their 60-2 requirements.

Beginning 26 October, the B-47 simulator personnel operated ten hours daily, Monday through Friday, and four hours on Saturday. Due to a shortage of two instructor pilots, only 37:30 hours per week could be scheduled for combat crews. The remainder of the time was used in training assigned airmen as operators and in improving their job knowledge.

The AN/APG T1A trainer was available to the 93d Bomb Wing for 91 hours during October; it was utilized for 75 hours, or 82.4%. The Link Trainer was used 75% of the scheduled hours.

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Installation of a new and larger transformer in the Link Trainer building was completed during October. This increased available power and permitted the installation of a second jet Link Trainer. A modification was completed and an MA-1 low frequency radio range attachment was added. The final check-out of this trainer was completed 30 October, and the trainer was scheduled to be available for scheduling beginning 1 November 1954.

Aircraft maintenance consisted of five periodic inspections, three of which were completed prior to 31 October. Supply difficulties were encountered with six aircraft because of the non-availability of parts at Base Supply. Parts for five of these aircraft had been received by the end of the month. One T-33 returned from IRAN during October.[1]

STAFF OBSERVER:

Projects. The Observer section prepared and published a procedure for airborne radar directed let-downs for B-47 aircraft. A similar procedure was written by the Wing Standardization Board for KC-97 aircraft.

The Observer section assisted in the planning of Operation "Short Leap" and conducted the detailed flight planning and target study for these missions; afterward, the observers analyzed the mission results and presented a critique of the operation.[2]

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1. 93d Operations Squadron Historical Report for October

2. See "Operation Short Leap" under Wing Operations and Flying Training, this chapter.

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An exchange of target materials was made with Staff Observers of the 305th and 306th Bombardment Wings. Target materials were received on several RBS sites in the Southeast and Southwest; in exchange, those two wings were furnished materials on West Coast targets.

The Observer section prepared and published 93d Bombardment Wing Regulation 50-28, which established a Wing Gross Error Board. The board was to receive reports on and evaluate each bomb run wherein the score received was of gross error proportions. It was expected that this board would provide the Wing Staff with statistics on and the causes of gross errors.[1]

The Observer section assisted the Plans section in planning the Wing Evaluation mission to be flown on 4, 5 and 6 November. It also coordinated with Target Intelligence the review of 0-15 photography which resulted in the improvement of several of the local target folders.

Problems. The most serious observer problem was the high gross error rate in visual releases and visual RBS runs. Operation "Short Leap" revealed that the Wing was considerably more reliable in radar than in visual bombing. A study was initiated to determine to what extent the error could be attributed to equipment malfunction and to observer techniques. The bomb squadrons began a series of wind runs to determine true airspeed corrections, and the A&E Squadron began a check of constant speed motors.[2]

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1. Staff Observer Historical Report. See 93d BWR 50-28, Exhibit "E"
2. Staff Observer Historical Report.

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FLYING SAFETY:

During October, units of the 93d Bombardment Wing flew a total of 4,218:00 accident-free hours. Also in October, 3,891:00 hours were expended in flying safety and accident prevention activities.

The regular monthly flying safety meeting was devoted largely to a discussion of air rescue procedures and capabilities by members of the 41st Air Rescue Squadron from Hamilton Air Force Base, California. Two officers presented this program. In addition to the lecture, which outlined the steps necessary for an aircraft in distress to obtain assistance and the assistance that would be given by the air rescuers under various conditions, crew members were invited to go through the SA-16 aircraft which was flown here for that purpose. The entire program lasted approximately two hours and was well presented.

Two representatives of the engineering section of the Boeing Airplane Company of Seattle, Washington, lectured to a combined group of maintenance and flight crews on the B-52 and the KC-135. Although the lecture was not intended as a flying safety meeting, the trend of the discourse and the questions from the audience were primarily concerned with safety of flight items.

Preparations were made for an extensive campaign to cover winter flying problems and hazards. Toward this end, the Burma-Shave type signs were reaccomplished with the following slogan: "IFR Weather, Get Home Blues - Air Sea Rescue Gets the News - Fly Safely".[1]

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1. Flying Safety Historical Report for October

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CHAPTER III

PERSONNEL

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PERSONNEL

MILITARY PERSONNEL:

Combat Crew Resources. Combat crew changes on B-47E crews totaled only four during October 1954. These changes were occasioned by the release from active duty of one pilot and the extended DNIF (duty not involving flying) of one Navigator-Bombardier. Seventeen crews attained combat ready status during October and at the end of the month, the 93d Bomb Wing had 44 combat ready B-47 crews. Three of the six remaining non-combat ready crews were designated "Training Pool" crews[1] in accordance with 15th Air Force message DOTF 11202, dated 9 October 1954. These crews were not projected for any definite upgrading date. The three remaining crews were projected for upgrading to combat ready status during November.

In compliance with a directive from higher headquarters, the Combat Crew Resources section conducted an audit of all B-47 crew personnel to determine the number of personnel qualified under current criteria for B-52 training by aircraft position. This information was compiled and forwarded to the Director of Operations.

Both Air Refueling Squadrons experienced crew changes caused by the release of personnel from active duty. The 93d Air Refueling Squadron (ARS) had three airborne radio operators scheduled for release from active duty during October. These discharges aggravated the squadron's already serious shortage of radio operators so that it became necessary to reassign three ground radio operators from the 93d Operations Squadron to prevent possible crew regression.

1. In an interview on 21 Nov, the Combat Crew Resources Officer explained "Training Pool" crew as a non-ready crew which was not required to meet any training minimums and for which the organization was not required to project an upgrading date.

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The removal of three flight engineers from flying status for medical reasons created a serious shortage of engineers in the 90th ARS. It was anticipated that the shortage would be relieved during November, with the assignment of additional flight engineers to that organization.

The Training Pool (TP) crew for the 93d ARS was crew N-12; crew N-24 was designated TP crew for the 90th ARS.[1]

Officers. A total of 65 classification actions were accomplished during October on officers assigned to this station. Authority was received from Headquarters Fifteenth Air Force to utilize three aircraft observers, AFSC 1525E, in support positions. These officers had insufficient retainability to enter upgrading training. Higher headquarters approved the use of newly assigned aircraft observers, AFSC 1521A, in navigator positions with a duty AFSC of 1531A. It was planned to use these officers, after they were checked out, to replace currently qualified 1534A's who would be detailed to upgrading training.

All officers possessing established dates of separation prior to 1 August 1955 were screened in accordance with AFR 36-51. Officers in this category were afforded the opportunity to apply for indefinite active duty status. Only two officers applied; the rest preferred to retain their EDS.

Machine rosters for Fiscal Year 1955 officer promotions to grades of Lieutenant Colonel and Colonel were received, corrected and forwarded to Fifteenth Air Force, together with photostat copies of DA Forms 66 of eligible officers. Forms 66 were thoroughly checked, with special emphasis on items 18, 21 and 28. This action concluded the Fiscal Year 1955 promotion cycle.

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1. Combat Crew Resources Historical Report for October

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Sixty USAF Officer Effectiveness Reports were reviewed, processed and forwarded by the Personnel Office during October. Of this total, 67% were "Dependable and Typically Effective", 32% "Very Fine" and 1% "Outstanding". There were no "Acceptable" or "Unsatisfactory" reports submitted.

Officer effective manning for October 1954 was 66% for the 93d Bombardment Wing and 76.4% for the 93d Air Base Group. The low percentage of manning was due, as in September, to the authorized overage for the B-52 testing program, for which insufficient personnel were assigned.

The breakdown by number of AFSC of all officers assigned, reassigned and released from active duty during October is as follows:

INCOMING OFFICERS ASSIGNED		
1	-	0016C
2	-	0066A
6	-	1234C
1	-	1245
1	-	1414
12	-	1525A
1	-	1525B
1	-	2051
2	-	4341
1	-	7021
1	-	9754

Total 29

OUTGOING OFFICERS RELEASED FROM AD AND REASSIGNED			
1	-	0016C	- rsg
1	-	0036C	- rsg
1	-	0066A	- rsg
4	-	1234C	- rsg
1	-	1245	- rel
2	-	1521B	- rsg
1	-	1530A	- rsg
1	-	2051	- rsg
1	-	7021	- rsg
1	-	9025	- rsg
1	-	9754	- rel
1	-	7336	- rsg
1	-	9826	- rsg

Total 17

Airmen. Orders were received assigning 290 airmen to this station during October. This increase in assignments may be attributed largely to the B-52 program; however, replacements for personnel recently discharged contributed substantially to the

1. Personnel Historical Report for October

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total increase. As of 31 October, 105 airmen had been assigned to this base for support of the B-52 Phase VI Test Program, and an additional 52 were earmarked for assignment to this progran, according to information received from higher headquarters.

During October, 53 airmen were reassigned to overseas areas, eight were reassigned to zone of interior areas. Fifty-nine airmen departed this station on temporary duty to schools.[1]

OJT Administration. A new form, 93d Air Base Group Form 20, was devised to permit the OJT (on-the-job-training) Section to keep an accurate check of all personnel on OJT. The form was on a standard 5 X 8 inch card and was suggested for use by the squadrons to monitor on-the-job training.

During October, 180 airmen were placed on OJT, 103 airmen completed OJT and 89 were upgraded or awarded additional AFSC's.

The OJT Package Course Library had on hand Package Courses for 40 different Air Force Specialties. The teaching outline for the course in OJT supervision and instructional methods was completed. The first classes in the approximately fifteen-hour course were tentatively scheduled for 22 November 1954.[1]

Recruiting. During October, 56 airmen reenlisted to fill their own vacancies; five reenlisted from other stations. Two airmen extended their enlistments to fill overseas quotas. A total of 25 airmen were interviewed concerning reenlisting.[1]

A/C - OC Examining Board. This section received a letter from Parks Air Force Base, California, cancelling all procurement for Aviation Cadets (Pilot only) until further notice. New tests were received for examination of Officer Candidate School applicants.

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1. Personnel Historical Report

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Orders were received from Headquarters Fifteenth Air Force appointing members to the Aviation Cadet-Officer Candidate examining board.

Reserve Forces. One officer completed a 15-day active duty tour. Major James W. White, an M-Day assignee, was assigned to this station (MOARS) from Headquarters Fifteenth Air Force.

Separations. Five officers and 172 airmen were separated from active duty during October.[1]

Key Personnel Changes. William E. Bubank, Jr., Wing Commander, was promoted to the grade of Brigadier General on 27 October. Brigadier General Bubank assumed command of the wing in July 1953, the same month in which he attained the permanent grade of Colonel.[2]

Also in October, Lieutenant Colonel Joe H. Hill replaced Lieutenant Colonel James C. Brown as Wing Director of Personnel.[3] Colonel Brown was reassigned to the Far East Air Forces. Lieutenant Colonel Bryan M. Shotts replaced Lieutenant Colonel Joseph Seminac as commander of the 330th Bombardment Squadron.[3]

CIVILIAN PERSONNEL:

The Civilian Personnel Officer attended the employee and career development conference held by Headquarters United States Air Force at the University of Denver, 4 through 8 October 1954. This conference was the first of its kind in the general personnel management field to be held by that headquarters. It marked the inception of a new concept: that of enlisting the aid of all command echelons in preparing implementation supplements to the Air Force Personnel

1. Personnel Historical Report
2. "Valley Bomber", 29 Oct; see Appendix
3. Personnel Historical Report

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Manual. The Civilian Personnel Officer of this base was one of two representatives of Strategic Air Command bases selected for the conference.

This station received the new USAF civilian personnel office staffing guides being used at certain designated Air Force bases in a new study of personnel office position requirements. The new guides were considered by the Civilian Personnel Officer to be much more complete than those contained in Air Force Manual 40-1, in that they permitted a recording of employee absence and had recognized supervisor contacts as countable work units where pertinent. These guides were expected to make possible more accurate staff evaluation.[1]

WELFARE AND MORALE:

Chaplain. The Wing Chaplain attended an Air Force chaplains' marriage counselling seminar from 18 through 22 October. The conference was held at the famous Menninger Foundation in Topeka, Kansas.

A new Protestant chaplain, Captain Emil G. Teyssier, was assigned to this station on 5 October from Freising, Germany. His arrival brought the total number of chaplains in this wing to three - two short of the number authorized for this command.

Chaplains gave eight character guidance lectures during October, and the Wing Chaplain noted that attendance at these lectures was less than satisfactory.[2] The Ground Training Officer, who was the responsible agent for scheduling and maintaining attendance records at these programs, reported a total attendance figure of 1,509 persons for October. This was a substantial decrease from the September figure of 1,855.[3]

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1. Personnel Historical Report
2. Chaplain Historical Report
3. Figures obtained in an interview with Major Josh N. Lang, Ground Training Officer, on 19 November 1954.

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Hospital. The professional activities of the 931 Tactical Hospital and the 1140th USAF Hospital during October included routine sick call for military personnel, hospitalization for military patients and obstetrical and outpatient care for military dependents. The only significant difference in this month's activities from those of recently preceding months was the substantial increase in the number of immunizations and vaccinations administered by personnel from the dispensary and the dependents' clinic. A total of 3,112 immunizations and vaccinations were given - nearly double the average number.[1] This increase was attributed to approximately 2,300 influenza immunizations administered to personnel of this command during October.[2]

Ground Safety. The Ground Safety Office reported two minor aircraft damage accidents during October. The first concerned a C-124 which sustained a two-inch break in skin to the underside of the left wing and a twelve-inch fabric tear on the aileron on 7 October. A munitions specialist drove a four-ton bomb loader, type M-10C, under the aircraft's left wing, and the loader's extended boom collided with the wing because of insufficient clearance. The cost of the accident was estimated at $70.00; time out of service for the aircraft was three days.

The second accident involved a B-47 which received minor damage on 11 October, when a maintenance airman attempted to push a B-2 maintenance stand away from the aircraft. The stand was too heavy and got out of control, colliding with the aircraft's right elevator. Total accident cost was estimated at $74.00.

1. The Hospital History for September reported 2,838 immunizations and vaccinations; the figure for August was 1,807.
2. Hospital Historical Report for October.

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One accident resulted in damage to a USAF vehicle and building. The airman involved attempted to drive the government vehicle while hands were off the steering wheel; out of control, the vehicle crashed into a building. The amount of damage to the vehicle was $75.00; the cost of repair to the building was $6.00.

In addition to the above accidents, there were nine lost time injuries to military personnel, five of which were caused by private motor vehicle accidents. The Delinquent Drivers' School was held on 26, 27 and 28 October, with 18 students attending each session.

There were three safety memoranda prepared by the Ground Safety Office during October covering the following subjects: oxygen handling hazards, hazards of working on the B-47 approach chute compartment and hazards during B-47 single point refueling operations. Copies were sent to all personnel concerned.

The Ground Safety Officer, Second Lieutenant Donald L. Looff, was away on a 30-day leave throughout October. Major Albert B. Dixon, Base Adjutant, acted as Ground Safety Officer during this period.[1]

Personnel Services. The Education Office found October an exceptionally busy month, due to the assignment of testing responsibilities for warrant officer applicants,[2] many revisions of tests on hand, and the start of another fall semester of classes. Eighty-four United States Armed Forces Institute enrollments were received, equalling the high enrollment recorded in February 1954. A total of 165 students enrolled in English, history, sociology and mathematics courses of the Modesto Junior College beginning 5 October.

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1. Ground Safety Historical Report for October
2. Make-up proficiency tests in the 43, 64 and 70 career fields were administered concurrently with Warrant Officer examinations in the same fields.

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This was a record for Castle Air Force Base. Merced Evening High School classes began 4 October, with a total of 91 students enrolled in English, mathematics, civics and American history courses.[1]

Service Club attendance for October totalled 1,960 persons. The craft classes and the dance instructions showed a definite increase in attendance; Sunday coffee hours continued to draw large numbers of airmen.[2]

Castle Air Force Base boxers made an impressive showing at the Base Boxing Show on 22 October, scoring three knock-outs and three technical knock-outs. Approximately 2,000 spectators from the base, Merced and surrounding communities watched the bouts.[3]

The bowling team tied with Mather Air Force Base for first place in the Northern Division of the Pacific Coast League. The Judo team placed second in the tournament held in Sacramento on 24 October. Castle also sent ten men to the individual East Bay Championship matches in Oakland, 31 October.

The Personal Affairs Office processed 345 allotments, 53 insurance cases and 30 applications for Air Force Aid Society loans. Twenty loans were approved for the total amount of $1,570.00.[4]

The Library remained short of personnel during October; consequently, the schedule announced in September remained in effect.[5] The request for reshelving and refurnishing of the non-fiction room was approved by Headquarters Strategic Air Command.

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1. Personnel Services Historical Report for October
2. Personnel Services Historical Report for October
3. "Valley Bomber", Vol. 6, No. 27, October 29, 1954. See Appendix "Valley Bomber" Clippings.
4. Personnel Services Historical Report for October
5. See 93d Bomb Wing History for September 1954

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The Personnel Services Officer, Captain David D. Nesler, attended the Dependents' Youth program at Forbes Air Force Base, Kansas, on 19 and 20 October.[1]

SPECIAL EVENTS:

Castle Carnival. The 1958 Castle Carnival was held on the base October 2 and 3. Proposed as an annual affair, the carnival was planned to provide additional funds for improvement of base recreational facilities. It was sponsored by the Officers' and NCO Clubs, together with the Officers' and NCO Wives' Clubs, and was open to civilians from surrounding communities, as well as to military and civilian personnel of this station.

The mayors of Merced and Atwater attended the carnival on October 2, at the invitation of the Wing and Base Commanders. They officially opened the event.

Operating from noon till midnight on both days, the carnival featured the usual game booths and prizes, several refreshment booths and rides for the youngsters. In addition, a variety show with three comedy skits was presented three times each night by the Castle AFB Little Theatre Group, and a French sidewalk cafe operated at the Officers' Club from 5 p.m. till closing on both nights. Boxing and judo exhibitions were presented by members of the base teams. Two base combos provided continuous music.

Each squadron at this station constructed one or more of the booths, and prizes were awarded for the three most attractive booths. There were more than 30 concessions considered.

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1. Personnel Services Historical Report

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According to Major Patrick E. Montoya, Project Officer, the carnival grossed $9,600.00 and was generally considered successful. Net profit figures were not available at this writing, but it had been decided by the Carnival Committee to donate ten percent of the net to the United Givers Campaign.[1]

1. "Valley Bomber", October 1 and October 8, 1954. See Appendix, this history.

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CHAPTER IV

MATERIEL

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MATERIEL

MAINTENANCE:

TOC and Aircraft Records. During October, eight B-47 and six KC-97 aircraft were scheduled for TOC (technical order compliance) while undergoing periodic dock inspections. With the implementation of SAC Manual 66-15, it became impossible to phase in during inspection technical orders which required a large number of man hours for compliance; these were scheduled for compliance during post-dock inspection. A special TOC dock was set up for KC-97 aircraft, which were scheduled into this dock approximately three days prior to periodic inspection. A total of 633 technical orders were complied with during October.[1]

Quality Control. Twenty B-47E aircraft were inspected on the flight line during October; in these inspections, 129 discrepancies were noted. Seven B-47s were inspected in the periodic maintenance docks.

There were twelve KC-97 aircraft inspected on the flight line and nine in the periodic maintenance docks. In the flight line inspections, 265 discrepancies were noted; 133 in the periodic maintenance inspections.

Other inspections accomplished during October included engine installation, engine build-up, weight and balance forms and Forms 1, part II.

Standardization Team. Special projects accomplished in October by the Maintenance Standardization included checks of SAC Forms 10,

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1. Maintenance Control Historical Report for October

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Forms I, part II for compliance with Maintenance Instruction Letter #50 and major malfunctions which occurred during the month.

In accordance with SAC Regulation 66-22, an oral evaluation of mechanics' proficiency was completed in the 2d Strategic Support Squadron and the 93d Field Maintenance Squadron.

Eight Maintenance Instruction Letters (MIL) and one Maintenance Instruction Bulletin (MIB) were published by the Standardization Team during the month.[1]

Job Control. During October, a night shift was added to the Job Control schedule, providing dispatch service until 0100 hours. This proved successful in reducing the heavy manning work load and provided considerably faster specialist dispatch. Approximately 200 specialist dispatches were processed daily throughout October.

The work order section processed 600 work orders during the month, in addition to converting to the new time card system.[2]

Maintenance Control Supply. During October, 26 items (84 units) were cannabalized for B-47E aircraft and 25 items (49 units) for KC-97 aircraft. Authorized bench stock was reduced from a 30-day to a 15-day level, as directed by Headquarters Strategic Air Command. This involved the computation of levels on 3,200 items used in 27 shops and organizations.[2]

A break-down of the AOCP (aircraft out of commission for parts) rate for October is as follows:[2]

ORGANIZATION	Average No. A/C AOCP Daily	Percentage AOCP
93d ARS KC-97	.94	4.28%
90th ARS KC-97	1.45	6.90%
Bomb Sqdns B-47	2.16	4.78%

1. Maintenance Control Historical Report. See MILs, Exhibit "F" and MIB, Exhibit "G"
2. Maintenance Control Historical Report

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Reports and Analysis. The 93d Bombardment Wing was relieved, for the month of October, of the requirement of submitting man-hour accounting reports. This period of exemption was used for the indoctrination of personnel into IBM man-hours accounting procedures.[1]

TECHNICAL REPRESENTATIVES:

K-4A Bomb-Navigation System. Technical Representatives from three companies were assigned to this station. From them, 70 students received 1,470 student hours' training in the maintenance of the K-4A bomb-navigation system. Other areas of instruction offered by the technical representatives included A-1A maintenance, Y-4 maintenance and K-4A operation.

In an effort to increase the capability of 93d Bomb Wing observers, an in-flight maintenance program was inaugurated during October. Classes were conducted five days a week by Sperry and Western Electric field engineers. The program was so designed that each observer would attend a class every two weeks.[2]

J47-GE-25 Engines. The General Electric Company representative assigned here trained 65 airmen in J47-GE-25 engine operation, conditioning, trouble shooting, minor repair and buildup, for a total of a 167 student hours.

In his monthly report for October, Mr. Anderson stated that:

> "It is of considerable aid in determining the cause of an engine malfunction in flight if the pilot will record pertinent facts, on the Form 1, regarding altitude, airspeed, EGT, oil pressure, RPM, attitude of the aircraft and any other items that will help to pin point the particular trouble that has been encountered."[3]

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1. Maintenance Control Historical Report
2. See Monthly Report to Sperry Gyroscope Company, Exhibit "H"
3. See Monthly Report to General Electric Company, Exhibit "I"

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A-12D and E-4 Auto-Pilots. The Sperry Gyroscope Company representative assigned for assistance on A-12D and E-4 auto-pilots stated that the A-12D training status was "in general..... good". The status of training was expected to improve when the airmen who had been trained in turn trained new men. Few problems were encountered with the E-4.[1]

Sperry Engine Analyzer. The 93d Field Maintenance Squadron received three component parts for the proposed engine analyzer installations on their mobile test stands. Arrival time of the remaining parts was not known as of 31 October.[1]

A-5 Fire Control System. Eight fire control system malfunctions were recorded during October; this was a 100% increase over September's total. Of this total, eight malfunctions were due to burned out gun charger motors. An investigation was initiated to determine the cause of the large number of motor failures.

In his training during October, the AVCO representative emphasized OJT on the aircraft. A&E flight line personnel and periodic maintenance personnel received a total of 132 hour's OJT.[2]

ECM, Communications and Navigational Equipment. The malfunction rate of the ARC-27 was considered "quite high" on B-47 aircraft, but not so in the KC-97. Differences in pressurization and location of the equipment in B-47 and in KC-97 aircraft was being examined as a possible contributing factor to the malfunctions.

The ARW-6 noise became such a nuisance that the equipment was "very seldom used". The equipment seemed to obtain its highest

1. See Monthly Report to Sperry Gyroscope Company, Exhibit "J"
2. See Monthly Report to Crosley Division of AVCO, Exhibit "K"

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noise conditions at altitudes in excess of 35,000 feet and in such areas as Los Angeles and San Diego. For these reasons, the ARN-6 problems were attributed to causes other than equipment failure.[1]

APS-42, Rendezvous and AIC-10. Plans of the microphone-headset checker which was built here in September[2] were submitted to Headquarters 15th Air Force as requested. Twelve men received 182 hours of training in APS-42, AIC-10, APN-12 and APN-70 equipment.[2]

Avien Fuel Quantity System. Two airmen received 56 student-hours' training (OJT) in the fundamentals of the Avien fuel quantity system. No malfunctions of this equipment were reported during October.[3]

B-47E Aircraft. During October, malfunctions were reported involving brake metering valves, engine nose dome damage, binding forward landing gear struts, landing gear strut leakage and crew relief tube installation.

Concerning this last problem, it was felt that the tubes currently installed were unsatisfactory for use in flight due to freezing. A recent change made by the Boeing Company provided for removing the relief tank and routing the tube to the chemical toilet. Aircraft which did not have this latter unit were to have them installed.[4]

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1. See Monthly Report to Philco Corporation, Exhibit "L"
2. See Monthly Report to RCA Service Co., Inc., Exhibit "M"
3. See Monthly Technical Report to Avien-Knickerbocker, Inc., Exhibit "N"
4. See Monthly Technical Report to Boeing Airplane Co., Exhibit "O"

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KC-97 Aircraft. Mr. Walter Hansen, Boeing's representative, at Castle Air Force Base for KC-97 aircraft, noted in his report for October that considerable trouble had been caused, over the past two months, by indicating instruments. In particular, during October, "a rather curious seige of erratic operating manifold pressure gages" on flight engineers' panels was reported. Even more curiously, the problem seemed confined to KC-97G aircraft. In each case, the condition was improved by the installation of a new pressure gage.[1]

WING SUPPLY:

During October, Wing Supply established and disseminated to all units detailed procedures which would facilitate the retention of tools and equipment necessary to support the new type aircraft projected for assignment to the 93d Bombardment Wing.[2]

The UAL inventory was hand-carried to Headquarters Fifteenth Air Force. Technical Sergeant Syverstsen was sent on temporary duty to Fifteenth Air Force to assist in reviewing this inventory.[3]

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1. See Monthly Technical Report to Boeing Airplane Co., Exhibit "P"
2. SAC Programing Plan 23-54, 12 Jul 54, and 15th Air Force Programing Plan 22-54, 19 Aug 54, provide for the conversion of the 93d Bombardment Wing to B-52 type aircraft in 1955.
3. Wing Supply Historical Report for October.

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APPENDIX

"VALLEY BOMBER" CLIPPINGS

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Valley Bomber

VOLUME 6 FRIDAY, OCTOBER 29, 1954 NUMBER 27

FROM EAGLES TO STARS — Mrs. William E. Eubank, Jr., pins a pair of shiny new stars on the shoulders of her husband who was promoted from Colonel to Brigadier General Wednesday afternoon. (Photo by Anderson, base photo lab).

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Wing CO Named Brigadier General

Announcement Made Wed. By SAC Vice Commander

William E. Eubank, Jr., Wing Commander, was promoted to Brigadier General Wednesday afternoon. General Eubank received this announcement from Major General Francis H. Griswold, vice commander of the Strategic Air Command.

He assumed command of the 92 Bombardment Wing, Castle AFB, in July, 1953. Since his arrival, he has supervised the conversion of Castle's B-47 Stratojet Bombers. The squadron was aircraft commander of the first base B-47 which [illegible] in Jean Riverside on May 23, 1954.

His second was born Aug[illegible] at 1912, in West Virginia [illegible] graduating from high school, he attended the Virginia Polytechnic Institute in Blacksburg, Va.

In February, 1936, he entered the Army Air Corps as an aviation cadet, attending flying schools at Randolph and Kelly Fields in Texas. Graduating in early 1937, General Eubank served as a flying cadet on active duty with the 17th Attack Group at Barksdale, La., until June 29, 1937 when he was commissioned a second lieutenant.

In September of 1941, he was appointed commanding officer of the 91st Bomb Squadron, 27th Bomb Group, and in November of that year he left the United States with that organization for the Philippines. When World War II broke out, the 27th Bomb Group was stationed at Fort McKinley, near Manila, awaiting the arrival of their aircraft.

Shortly after war was declared, General Eubank took his squadron to Bataan where it served as a provisional infantry company. The squadron then moved to Corregidor and on February 1, 1942, was evacuated from the island by U. S. Navy submarine.

Arriving at Bandoeng, Java, he was appointed assistant operations officer for the Far East Air Force. In May of 1945, General Eubank was named school secretary for the AF School of Applied Tactics. In 1946 the school was redesignated the Special Staff School of the Air University and moved to Craig Field, Ala. He served as secretary of the school until August, 1947, when he was assigned as a student to the Armed Forces Staff College of Norfolk, Va.

Upon completion of the

(Continued on page 13)

Gen. Eubank

(Continued from page 1)

school, General Eubank was assigned as commander of the 43d Bomb Group, Davis-Monthan AFB, Arizona. Later, as the commander of the 2d Bomb Wing, he moved to Savannah, Georgia.

In 1950 he was assigned to headquarters, SAC, remaining there until his transfer to Castle. At the Strategic Air Command headquarters, Offutt AFB, Neb., he was for three years chief of operational plans division, director of operations.

General Eubank is married to the former Maria L. Moore of Shreveport, La. They have two children, William E. Eubank III, 13, and Sandra Ann, 8.

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"Valley Border", October 8, 1954

Carnival Attracts Thousands

Thousands of people flocked through the main gate Saturday and Sunday to enjoy Castle's first base-wide carnival.

OFFICIAL OPENING

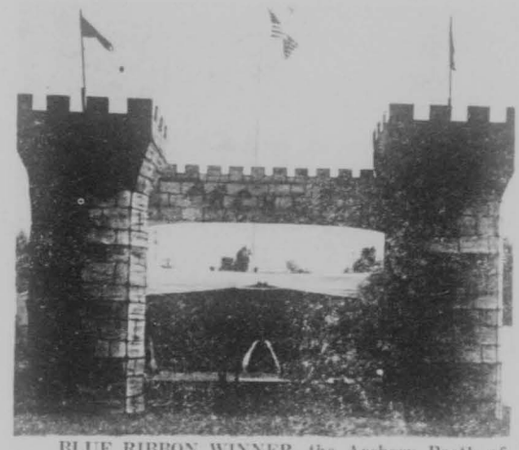
Officially opening the carnival were Col. William E. Eubank, Jr., Col. William H. Campbell, Merced Mayor Frank Arnold and Mayor Charles Vann of Atwater, who made the rounds of the more than 30 concessions to pick the three most attractive.

PRIZE WINNERS

The judges, after much deliberation, designated ties for the first three places. The 329th archery range and Installation's slingshot shooting gallery tied for first place; Food Services' trolley car diner and the joint OWC-NCOWC cake booth shared number two spot, and the rain can toss of the 93d A & E Squadron and the Air Police's "Dunk the SAC Cop" concessions were picked for third place.

At the Sunday night drawing, Capt. Norman Mueller won the deep freeze and Lt. Pat Carlos had the winning ticket for the television set.

According to Maj. Pat Mor toya, carnival project office $9,600 was grossed from th event. When the net profit ha been established, 15 per cen will be donated to charity an the balance will be used t improve base recreational f cilities.



BLUE RIBBON WINNER, the Archery Booth of the 329th Bomb Sq., was constructed by airmen of the squadron, shared first place honors with Installations entry for the "best" in the 1954 Castle Carnival. (Photo by Kendall, base photo lab).

HUNTERS POINT, the booth constructed by Installations Sq. to test the skill of wielders of sling shots, divided first place award for carnival concessions with the 329th entry. (Photo by Kendall, base photo lab).

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Base Boxers Steal Friday Night Show

Proves Local Team's The One To Watch This Year

Over two thousand highly responsive fight fans from Merced and many of the neighboring communities witnessed sixteen well paired boxing matches at the base gym last Friday night.

Under the able direction of coach Woody Busby, and the timely leadership of MC Bob Rucker of Merced, 32 of the most energetic and ambitious boxers one may see in a long time thrilled the crowd with their clouting and clamoring exhibition.

3 KNOCKOUTS, 3 TKOS

Three knockouts and three TKOs highlighted the matches with practically one boxer in every fight feeling the canvas with his back. The first fight was the long awaited return of the Prillon boys. Buddy and Johnny put on a very good show, much to the amusement and interest of the crowd, with young Buddy getting the winner's nod from the judges.

Lightweights Edwin Subblett of Pine Grove and Castle's Glenn Simpson were featured in the second fight. Simpson completely overpowered his opponent and was declared winner with a knockout in the first round.

ROLES FIGHTS DRAW

Bout number three found Dale Roles, Castle, and Troy Jackson of Parks battle it out to a three round draw. The first of two sensational heavyweight fights brought together 208 pound Robert Lindsay of Pine Grove and Robert Bivins of Castle. Too to too slugging was the main attraction of this bout until Bivins topped Lindsay with a TKO in the third.

Woody Winslow and Eddie Jones, professionals from Merced, put on a non decision exhibition match displaying to the fans many of the technical features of the finer art.

The second TKO of the night occurred when Bob Bethea of Pine Grove, after going down for a count of nine in the first, lost via a TKO to Joe Funoz of Merced.

RUTH OVER VARNO

The top bout of the evening matched Castle's Jack Ruth and heavyweight Vito Varano of Beale. Although outweighed by his opponent 16 pounds, the aggressiveness of Ruth overwhelmed Varano. Ruth bounced off the canvas three times to turn the tables and floor Varnao four times. Heavy blows had both boys staggering about the ring at one time or another, but when the judges' cards were collected Ruth was the victor by way of a split decision.

CONSECUTIVE KOS

Glenn Yates of Pine Grove outboxed a game Wilson Butts winning by a knockout in 58 seconds of the third round. Immediately following the Yates-Butts battle the fans were thrilled by the first round KO of Chuck Ouiette of Stead, at the hands of John Pawlik of Hamilton.

The all-service champion Willie Morton punched only when he saw an opening and thereby won himself another victory, this time at the expense of Terry Smith of Hamilton.

In other bouts Joe Durando of Beale fought a draw with Wilbert Gray of Parks and Bobby Saiz decisioned Ronnie Sanchez in a very close fight. Emory Smith won a unanimous decision over stouthearted Danny Leigh.

All-service champion Johnnie Johnson completely outclassed Burt Schwartz of Parks, winning a TKO in 57 seconds of the second round.

Fans were again treated to a great bout when Johnnie Fuller fought to a draw with Willie Lewis of Beale in the last fight on the card.

Hats off to Woody Busby and his fellow coaches from the visiting bases for putting on an outstanding boxing show and many thanks in behalf of Castle to all those who contributed their time and effort in making this event a success.

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SUPPORTING DOCUMENTS

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SUPPORTING DOCUMENTS

EXHIBIT	TITLE
"A"	Forecast of SAC Management Control System Scores
"B"	Unit Management Control System - October 1954
"C"	Fiscal Year 1955 Allotments Adjusted by SAC
"D"	Flying and Ground Training for October 1954
"E"	93d Bombardment Reg 50-23
"F"	Maintenance Instruction Letters
"G"	Maintenance Information Bulletin
"H"	Report to Sperry Gyroscope Company
"I"	Report to General Electric Company
"J"	Report to Sperry Gyroscope Company
"K"	Report to Crosley Division of AVCO
"L"	Report to Philco Corporation
"M"	Report to RCA Service Company, Inc.
"N"	Report to Avien-Knickerbocker, Ind.
"O"	Report to Boeing Airplane Company
"P"	Report to Boeing Airplane Company

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CONFIDENTIAL

93D BOMBARDMENT WING (M)
Monthly Analysis, RCS: 15-U2
October 1954

SECTION I - Forecast of SAC Management Control System Scores

		Max Pts	Sep %* of Max	Oct % of Max	Oct Pts Earned
A.	PERSONNEL				
	1. Manning In Required Specialties				
	a. Officer	30	50	50	15
	b. Airman (Direct)	150	30	10	15
	c. Airman (Indirect Support)	25		70	17.5
	2. AWOL Rate	30	100	100	30
	3. Ground Safety	25	70	70	17.5
	4. Reenlistment Rate	40	50	40	16
	5. MTD Utilization	20	100	100	20
	6. Total Personnel Score	320	57	41	131
B.	MATERIEL				
	1. Flying Hours as a % of Required	60	97.2	96.8	58.1
	2. Reports of Survey	20	95	90	18
	3. Status of TO Compliance	NOT SCORED			
	4. Total Materiel Score	80	97	95	76.1
C.	USCM and Flying Safety				
	1. USCM	NOT SCORED			
	2. Flying Safety	40	100	100	40
D.	OPERATIONS	NOT SCORED			
E.	GRAND TOTAL	440	71	56	247.1

*Local forecast percentages for September were used for comparative purposes in this column.

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SECTION II - Computational Data and Factors Influencing Performance Scores

A. PERSONNEL

1. Manning In Required Specialties

a. Officer

(1) 89 vacancies existed in the authorized strength of 563 officers for an MIRS index of 84.2%, which gives 50% of maximum score.

(2) The following shortages existed in the AFSC's indicated: 1234B and 1245 - 31; 12340 - 20; 1435 - 1; 1525B - 16; 2044 - 1; 2054 - 1; 3016 - 1; 3024 - 2; 3234 - 3; 4334 - 2; 7324 - 4; 9025 - 1; 9356 - 2; 9416 - 1; 9446 - 1; 9734 - 1; 9754 - 1.

(3) An authorized overage of 26 officers for support of the forthcoming B-52 conversion has been included in the computation. 15 officers were assigned against this overage as of the end of October. The foregoing factor, coupled with an increase in authorized crew to aircraft ratio from 1.25:1 to 1.5:1 effective 1 July 1954, was responsible for the reduced score in this area. As of 3 November, 32 officers were projected in and 13 were projected out.

b. Airman (Direct Support)

(1) 445 shortages existed out of 1608 authorized AFSC's, giving an MIRS index of 72.3% and resulting in a score of 10% of maximum points.

(2) The specific AFSC's in which the bulk of the shortages existed were: 32150E, 32171E, 32350C, 43151J, 43152A, 43171 and 43179.

(3) With the exception of AFSC 43179, sufficient airmen were assigned at the entry level to adequately cover the shortages. Future improvement will be contingent upon the accomplishment of a program of training and upgrading in the coming months.

c. Airman (Indirect Support)

(1) 93 shortages existed out of 663 authorized AFSC's, giving an MIRS index of 86.0% and resulting in a score of 70% of maximum points.

(2) Shortages were fairly evenly distributed in the various career fields.

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d. An authorized overage of 226 airmen for support of the forthcoming B-52 conversion program has been included in the computation of airman manning. With only 91 airmen assigned against these authorizations as of 31 October, this factor had an adverse effect upon the score in both the direct and indirect support categories.

2. AWOL Rate

a. For the four-month period ending in October, there were 14 AWOL's and a total mean strength of 11,320. The AWOL rate per 1,000 population was 1.2 resulting in a score of 100% of maximum points.

3. Ground Safety

a. For the four-month period ending in October, the military disabling injury rate per 100,000 man-days of exposure was 5.98, based on 21 injuries with an exposure of 351,065 man-days. There were two (2) government motor vehicle accidents in 144,777 miles of driving for an accident rate of 1.38. There were no civilian disabling injuries. The total Ground Safety Index was 7.36. Total accident cost was $4,698 divided by a total mean strength of 11,671, giving an Accident Cost Index of $0.40. The combination of the foregoing indices earns 70% of maximum score.

b. The number of military disabling injuries for the four-month period (21) was responsible for the loss of 20% of maximum score. The number of government vehicle accidents (2) caused the loss of an additional 10% of maximum score.

c. Private Motor Vehicle accidents involving military personnel represented 66 2/3% of the total number of disabling injuries incurred during the period.

4. Reenlistment Rate

a. For the four-month period ending in October, there were 112 immediate reenlistments and 301 airmen were discharged who were eligible to reenlist. The reenlistment rate was 37.2%, resulting in a score of 40% of maximum points.

b. A recapitulation of discharge questionnaire forms for October revealed that the attractiveness of a civilian job in an area of the airman's choice and the desire to attend school were the principal reasons given for failure to reenlist.

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c. A significant factor in this area is the authorized early release of airmen to attend school or accept seasonal employment. Although eligible, none of these airmen reenlist which causes a marked decrease in the overall reenlistment rate. In the last four months, 65 airmen have been given this type of discharge.

5. Mobile Training Detachment Utilization

a. For the four-month period ending in October, average monthly B-47 MTD (Mech) utilization was 5628 hours versus a desired of 3500 hours. The foregoing earns 100% of maximum points. The data for the B-47 MTD (Elect) was not included in the computation due to the transfer of the detachment during October.

B. MATERIEL

1. Flying hours as a % of Required

a. For the quarter ending in October, flying hours required were as follows: B-47, 4861; 90th ARS, 2045 and 93D ARS, 1976. Flying hours accomplished were as follows: B-47, 4890; 90th ARS, 1830 and 93D ARS, 1909. The combined totals (eliminating B-47 flying time overages) were 8600 hours flown versus 8882 hours required for a percentage of 96.8%, earning 58.1 of the 60 maximum points.

2. Reports of Survey

a. For the four-month period ending in October, 15 reports of survey were registered totaling $898.25 giving an average cost per survey of $69.10. The combined military and civilian strength was 11280. The number of reports of survey per 1,000 population was 1.2. The combination of the foregoing indices earns 90% of maximum score.

b. For the second consecutive month, the average dollar cost per survey has been responsible for the loss of points in this area. The number of reports of survey per 1,000 population continued to be well within the limits necessary for the maximum score.

3. Status of Technical Order Compliance

a. Not scored pending revision of scoring criteria.

C. USCM & FLYING SAFETY

1. USCM - NOT SCORED

2. Flying Safety

a. For the four-month period ending in October, a total of 11,531 hours were flown by wing aircraft with no major or minor accidents resulting in a score of 100% of maximum points.

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D. OPERATIONS - NOT SCORED

SECTION III - Analysis of Air Training - Not Applicable

SECTION IV - Commander's Comments

A. The wing became minimum operationally ready during the month of October by eliminating the previous limiting factor which was a lack of combat ready crews. The wing will be subject to the training requirements of Supplement XVIII, SAC Regulation 50-8, as of 1 November 1954.

Security Annex: This document is classified CONFIDENTIAL in accordance with paragraph 24a, Air Force Regulation 205-1, 15 December 1953.

WILLIAM T. [illegible], JR.
Brigadier General, USAF
Commander

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

CO

10 November 1954

SUBJECT: Unit Management Control System - October 1954

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Management Control System Scores for October 1954.

2. The Unit Management Control System has been modified so that the competitive aspect of the system will be less pronounced and more stress placed on it from the management view point.

3. In order to allow each commander to monitor the trend of his effectiveness, the monthly percent of maximum score earned for the preceding two months will be shown. This procedure starts with the month of October 1954.

4. In line with the above stated modifications the name has been changed from the Unit Rating System to the Unit Management Control System.

BY ORDER OF THE COMMANDER:

DWIGHT E. DUTCHER
1st Lt, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores, Oct 54
2. Summary of Delinquencies

DISTRIBTUION: B

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UNIT MANAGEMENT CONTROL SYSTEM SCORES -- OCTOBER 1954

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d A&E	93d Fld Maint	93d Per Maint	Medics	2d SSS	90th Air Rflg	Hq 93d ABGp	93d Oprs	93d Air Police	93d Installations	93d Food Service	93d Supply	93d Mtr Veh	52d AAA Bn
		Percent of Maximum Score Received																		
1. Pass Violations	60	10	60	10	10	100	80	10	40	100	100	40	100	100	100	10	100	20	100	100
2. AWOL	130	100	100	100	100	100	100	100	100	100	100	100	100	100	100	60	10	100	30	10
3. Serious Incidents	90	60	100	100	100	100	100	100	100	100	100	100	100	100	100	60	100	100	100	100
4. Drunk and/or Disorderly	60	100	60	100	100	100	100	100	100	100	100	80	80	90	80	60	100	100	100	100
5. Uniform Violations	20	100	100	100	100	100	100	100	100	100	90	20	100	100	100	100	20	80	40	100
6. Minor Accidents (Other)	20	100	80	60	100	90	90	100	40	100	90	60	100	100	80	60	30	100	70	100
7. Major Accidents (Other)	50	100	100	100	60	100	100	90	100	100	100	100	100	100	100	10	100	100	100	100
8. Moving Traffic Violations	50	80	80	70	40	70	50	70	40	60	100	30	100	70	80	70	70	100	70	90
9. Driving While Intoxicated	90	100	100	100	100	100	80	90	100	100	100	100	100	100	100	60	60	100	100	80
10. Major Vehicle Accidents	50	100	100	100	100	100	100	90	100	100	80	80	100	100	60	60	100	100	100	100
11. Minor Vehicle Accidents	20	100	100	100	100	100	100	100	100	100	100	100	100	100	60	100	100	100	100	100
12. NCO Mess Membership	30	90	100	100	90	90	100	90	100	100	80	90	90	100	100	70	100	100	80	10
13. Delinquent MPO's	60	70	90	70	80	60	60	70	100	50	80	10	80	100	50	30	80	70	30	10
14. M/R Errors	70	20	100	90	50	80	100	90	40	50	100	70	70	80	70	40	70	30	60	NR
TOTAL (% of Maximum)	800	78	92	87	81	93	90	86	85	89	96	76	94	96	81	58	71	85	75	70
Total Points Received		626	732	698	646	742	719	684	680	715	768	605	752	765	650	462	569	681	600	509

Total Item Weight for All Squadrons - 800
Total Item Weight for 52d AA Bn - 730

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UNIT MANAGEMENT CONTROL SYSTEM - OCTOBER 1954

(Summary of Delinquencies)

ORGANIZATION	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Acdts (Other)	Major Acdts (Other)	Moving Tfc Violations	Driving While Intoxicated	Major Vehicle Acdts	Minor Vehicle Acdts	NCO Membership Non-Members	Delinquent MPOs	M/R Errors
Hq 93d Bomb Wg	194	2	0	1	0	0	0	0	1	0	0	0	0	3	10
328th	184	1	0	0	2	0	1	0	1	0	0	0	0	1	1
329th	205	3	0	0	0	0	2	0	2	0	0	0	1	3	2
330th	195	2	0	0	0	0	0	1	4	0	0	0	5	2	6
93d Air Rflg	298	0	0	0	0	0	1	0	3	0	0	0	10	16	5
93d A&E Maint	353	1	0	0	0	0	1	0	7	1	0	0	3	5	1
93d Fld Maint	482	6	0	0	0	0	0	1	5	0	1	0	9	4	5
93d Per Maint	135	1	0	0	0	0	2	0	3	0	0	0	1	0	5
Medical	143	0	0	0	0	0	0	0	2	0	0	0	0	2	5
2d SSS	312	0	0	0	0	1	1	0	0	0	1	0	12	5	1
90th Air Rflg	283	2	0	0	2	3	3	0	7	0	1	0	5	30	6
Hq 93d ABGp	178	0	0	0	1	0	0	0	0	0	0	0	7	1	4
93d Operations	214	0	0	0	1	0	0	0	2	0	0	0	4	0	3
93d Air Police	196	0	0	0	1	0	1	2	1	0	1	1	0	4	4
93d Installations	197	3	1	1	2	0	2	0	2	1	1	0	6	4	7
93d Food Service	193	0	7	0	0	2	3	0	2	1	0	0	0	1	4
93d Supply	212	2	0	0	0	1	0	0	0	0	0	0	5	2	10
93d Motor Vehicle	118	0	1	0	0	1	1	0	1	0	0	0	6	4	3
52d AAA Bn	297	0	4	0	0	0	0	0	1	1	0	0	34	40	NR
TOTAL		23	13	2	9	8	18	4	44	4	5	1	107	127	82

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FISCAL YEAR 1955 ALLOTMENTS ADJUSTED TO SAC DURING OCTOBER 1954

Project	Second Qtr. Allotment	Total Allotment to Date	Annual Budget Authorization
Base Maintenance & Operations, P-458 (Pay of Civilian Personnel for 2nd Qtr. $117,[illegible].42)	$[illegible],625.00	$1,[illegible],019.77	$2,541,[illegible].47
Base Maintenance & Operations, P-470 Medical Treatment Facilities. (Pay of Civilian Personnel for 2nd Qtr. $[illegible],112.00)	71,[illegible].00	140,[illegible].00	273,[illegible].00
PCS Movement within Major Commands, P-5[illegible] (10)	4,[illegible].93	27,[illegible].77	27,[illegible].77
Subsistence, P-551	400,000.00	9[illegible],000.00	2,1[illegible],000.00
Travel of AF Reserve, P-541	40.00	70.00	70.00
Pay & Allowances of AF Reserve Airmen on Inactive Duty, P-528	30.00	60.00	60.00
Pay & Allowances of Air Force Reserve Commissioned Officers on Inactive Duty, P-525	900.00	2,000.00	2,000.00
Pay & Allowances of Air Force Reserve Commissioned Officers on Active Duty, P-521	1,200.00	3,475.00	3,475.00

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

ODCT 27 September 1954

SUBJECT: Flying and Ground Training for October 1954

TO: See Distribution

1. FLYING:

a. Scheduled Flying Days:

(1) Bombardment Squadrons - every normal duty day.

(2) Refueling Squadrons - every normal duty day.

b. Flying training priority for October is as follows:

(1) Bombardment Squadrons

(a) Missions ordered by higher headquarters

(b) Field checks for combat crews

(c) SAC Reg 50-43 training for combat crews

(d) Field checks for staff personnel

(e) Ready crew training

(2) Air Refueling Squadrons

(a) Missions ordered by higher headquarters

(b) Aerial refueling for 93d Bombardment Wing

(c) SAC Reg 50-8 training

(d) Non-ready crew training

(e) Staff proficiency training

2. OFF BASE COMMITMENTS:

a. Advanced Survival: The 90ARS will send one (1) crew to Advanced Survival, reporting not later than 1200 hours, 7 Oct 54 to Stead AFB. The 328th, 329th and 330th will each send three (3) men to Advanced Survival, reporting not later than 1200 hours, 24 Oct 54, to Stead AFB, Nevada.

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b. Altitude Indoctrination: No Altitude Indoctrination will be scheduled until further notice. Scheduling will resume as soon as the Altitude Chamber at Mather AFB is in operation.

c. OG Gunnery Training: In order to implement SAC Reg 50-43, dated 12 July 54, squadrons will send pilots to the Sahuarita Gunnery Range in accordance with the following schedule. Pilots will report to 803d Operations Squadron immediately after arrival at Davis-Monthan.

	328	329	330		328	329	330
1 Oct	2	1	1	22 Oct	2	1	1
8 Oct	1	2	1	29 Oct	1	2	1
15 Oct	1	1	2	5 Nov	1	1	2

Squadrons will submit name, rank and serial number of personnel to attend to ODCT one (1) week in advance of training.

d. KC-97 Flight Simulator Refresher: The Air Refueling Squadrons will send one (1) crew each week to the Flight Simulator at March AFB, in accordance with the following schedule. Crews are to report to the Commander, 807th Operations Squadron not later than 1600 hours one (1) day prior to class starting date. This one-week KC-97 Refresher Course is designed for experienced crew personnel.

4 Oct	90ARS	18 Oct	90ARS
11 Oct	93ARS	25 Oct	93ARS

3. WING LEVEL SCHOOLS:

a. Wing Basic Survival School: Basic Survival classes may be scheduled by coordination with ODCT. Basic survival is a mandatory prerequisite for Advanced Survival.

b. Instrument School: A five-day course will begin at 0800 hours, 4 Oct 54, in the Wing Briefing Room. Pilots who have instrument cards due to expire within ninety (90) days should attend.

c. Special Weapons Training:

(1) A four (4) day Bomb Commanders Course will begin at 0730 hours in the special weapons area on 11 Oct 54. Pilots and observers will attend only the first two days. This course is for all aircraft commanders, pilots and observers who have not previously attended.

(2) The following training will be accomplished by coordination with the Special Weapons Section (Ext 628).

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(a) Two (2) cycles of IFI for pilots and observers assigned to crews.

(b) Loadings and T-59 drops.

(c) A four (4) hour refresher course for all combat ready crews.

(3) A staff course will be scheduled during the month for all squadron and wing staff personnel.

d. B-47 Flight Simulator: Alloted periods for B-47 Flight Simulator, located in Building T-168, are given in Inclosure #2. Aircraft commanders and pilots will maintain crew integrity.

e. T-1A Trainer: Alloted periods for the T-1A Trainer, located in Building T-243, are given in Inclosure #1.

f. B-47 MTD: Aerial Refueling System and B-E Changes MTD may be scheduled through ODCT, Ext 689.

g. Physical Conditioning: Alloted periods for the Physical Conditioning Unit and Combative Measures Instruction are given in Inclosures #3 and #4.

h. Code Training: Alloted periods for the code room are given in Inclosure #5. The code room is now located in Building 703.

i. Power Unit Fire Guard School: Personnel required to appear on orders as qualified fire guards may coordinate with the Base Fire Department (Ext 612), for the necessary training and certification as fire guards.

j. Character Guidance: In order to implement Castle AFB Reg 35-5, dated 10 Aug 54, Character Guidance Lectures will be scheduled at the Base Gymnasium for all personnel on dates as indicated. It is mandatory that all personnel attend at least one lecture per month. Officers and NCO's may be excused from the Character Guidance Lectures if they attend a Moral Leadership Lecture scheduled by their Squadron Commander.

(1) Officers: At 0900 hrs on 2 and 9 Oct

(2) NCO's: At 0900 hrs on 16 and 23 Oct

(3) Airmen E-1 thru E-4: At 1000 hrs on 2, 9, 16, 23 Oct.

k. Medical Training: A one (1) hour Medical Training Lecture will be given by the Flight Surgeon's Office at 0900 hours and 1000 hours on 18, 20 and 22 October, in the Base Theatre. These lectures are for

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all personnel in accordance with SAC Reg 50-8, Suppl II. Squadron Commanders are urged to insure maximum attendance on each of the above dates for greatest coverage of squadron personnel. Attendance rosters will be submitted to ODCT.

4. SQUADRON LEVEL TRAINING:

a. Flying Safety: Flying Safety Instruction of two (2) hours for aircrews and one (1) hour for maintenance personnel will be given during the month by Squadron Flying Safety Officers.

b. Instrument Training: Squadrons will accomplish four (4) hours of instrument training, two (2) hours of which may be flying safety instruction for all aircraft commanders and pilots.

c. Small Arms Firing: Base Range facilities have been alloted in Inclosure #5.

d. Loran Training: Until conversion of AN/APN T-4 is completed, scheduling for proficiency may be accomplished by coordination with Sgt McNamarra, Ext 773.

BY ORDER OF THE COMMANDER:

SAM J. BYERLEY
Colonel, USAF
Director of Operations

5 Incls
1. Inst Tng Scd & T-1A Scd
2. B-47 Flt Simulator Scd
3. Phys Cond Scd
4. Combativ Meas Scd
5. Small Arms & Code Scd

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INSTRUMENT (LINK) TRAINER SCHEDULE

Each squadron will utilize four (4) trainers during the assigned periods (2 C-8, 1 P-3, 1 C-11). Minimum requirements are two (2) hours for each pilot.

Oct 54	AM	PM	Oct 54	AM	PM
1	328	329	18	329	330
4	330	90ARS	19	93ARS	SSS
5	93ARS	SSS	20	328	329
6	329	330	21	330	90ARS
7	90ARS	93ARS	22	SSS	328
8	SSS	328	25	329	330
11	330	90ARS	26	90ARS	93ARS
12	93ARS	SSS	27	328	329
13	328	329	28	330	90ARS
14	90ARS	93ARS	29	93ARS	SSS
15	SSS	328			

T-1A TRAINER

Each Bomb Sqdn is allotted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Ext 480.

Oct 54	0800&0900	1000&1300	1400&1500	Oct 54	0800&0900	1000&1300	1400&1500
1	328	329	330	18	330	328	329
4	329	330	328	19	328	329	330
5	330	328	329	20	329	330	328
6	328	329	330	21	330	328	329
7	329	330	328	22	328	329	330
8	330	328	329	25	329	330	328
11	328	329	330	26	330	328	329
12	329	330	328	27	328	329	330
13	330	328	329	28	329	330	328
14	328	329	330	29	330	328	329
15	329	330	328				

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B-47 FLIGHT SIMULATOR

OCT 54	0715-1030 HRS	0945-1300 HRS	1245-1600 HRS
1	330	328	329
4	328	329	330
5	329	330	328
6	330	328	329
7	328	329	330
8	329	330	328
11	330	328	329
12	328	329	330
13	329	330	328
14	330	328	329
15	328	329	330
18	329	330	328
19	330	328	329
20	328	329	330
21	329	330	328
22	330	328	329
25	328	329	330
26	329	330	328
27	330	328	329
28	328	329	330
29	329	330	328

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute workout period. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout in order to receive credit for that training period. The periods beginning at 0750, 0930 and 1250 require eight (8) personnel; periods beginning 0830, 1010 and 1330 require twelve (12) personnel. Staff personnel are to attend 1430 to 1530 periods.

October	0750	0830	0930	1010	1250	1330
1	328	90	329	93	330	SS
4	329	93	330	SS	328	90
5	330	SS	328	90	329	93
6	328	90	329	93	330	SS
7	90	93	SS	90	SS	93
8	329	93	330	SS	328	90
11	330	SS	328	90	329	93
12	328	90	329	93	330	SS
13	329	93	330	SS	328	90
14	93	90	SS	93	SS	90
15	330	SS	328	90	329	93
18	328	90	329	93	330	SS
19	329	93	330	SS	328	90
20	330	SS	328	90	329	93
21	90	93	SS	90	SS	93
22	328	90	329	93	330	SS
25	329	93	330	SS	328	90
26	330	SS	328	90	329	93
27	328	90	329	93	330	90
28	93	90	SS	93	SS	90
29	329	SS	330	90	328	93

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a fifteen-hour course in combative measures. The 90ARS, 93ARS and 2d SSS are to supply nine (9) crewmen for each period assigned. The 328th, 329th and 330th Bombardment Squadrons are to supply a minimum of three (3) crewmen each for a total of nine (9) for each period indicated as Bomb Squadrons (BS).

October	0800	0900	1000	1400	1500
1	90ARS	93ARS	90ARS	SSS	BS
4	93ARS	SSS	93ARS	BS	90ARS
5	SSS	BS	SSS	90ARS	93ARS
6	BS	90ARS	BS	93ARS	SSS
7	90ARS	93ARS	90ARS	SSS	BS
8	93ARS	SSS	93ARS	BS	90ARS
11	SSS	BS	SSS	90ARS	93ARS
12	BS	90ARS	BS	93ARS	SSS
13	90ARS	93ARS	90ARS	SSS	BS
14	93ARS	SSS	93ARS	BS	90ARS
15	SSS	BS	SSS	90ARS	93ARS
18	BS	90ARS	BS	93ARS	SSS
19	90ARS	93ARS	90ARS	SSS	BS
20	93ARS	SSS	93ARS	BS	90ARS
21	SSS	BS	SSS	90ARS	93ARS
22	BS	90ARS	BS	93ARS	SSS
25	90ARS	93ARS	90ARS	SSS	BS
26	93ARS	SSS	93ARS	BS	90ARS
27	SSS	BS	SSS	90ARS	93ARS
28	BS	90ARS	BS	93ARS	SSS
29	90ARS	93ARS	90ARS	SSS	BS

Incl #4

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SMALL ARMS RANGE SCHEDULE

The following periods have been allotted for firing at the Small Arms Range. A maximum of fifty (50) men may fire carbine or thirty (30) men the pistol. Squadrons will notify the range officer, Ext 773, not later than 1500 hours the preceding day of the type of weapon they intend to fire.

Oct 54	AM	PM	Oct 54	AM	PM
4	328	329	20	93ARS	SSS
6	330	90ARS	21	328	329
7	93ARS	SSS	25	330	90ARS
11	329	330	27	93ARS	SSS
13	90ARS	93ARS	28	329	330
14	SSS	328			
18	330	90ARS			

CODE

Oct 54		Oct 54	
4	328	19	90ARS
5	329	20	SSS
6	330	21	93ARS
7	90ARS	25	328
11	SSS	26	329
12	93ARS	27	330
13	328	28	90ARS
14	329		
18	330		

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93BWR 50-28
1-3

REGULATION)
NO. 50-28)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California
20 October 1954

TRAINING

Gross Error Boards
(SOS SAC - T-4)

1. PURPOSE: To provide a standard system for investigating, analyzing and reporting gross bombing errors and accidental bomb releases in implementation of SAC Regulation 50-28, 12 Jun 53 and 15AF 50-21, 22 Jan 54.

2. RESPONSIBILITY: a. Squadron commanders are responsible for insuring that necessary action is taken by personnel of their commands.

b. The Wing SAC Observer is responsible for insuring compliance with the overall provisions of this regulation.

c. Personnel filling the positions listed in Attachment 1 will serve as members of the Gross Error Board.

d. Other responsibilities are as designated in the body of this regulation.

3. POLICY: a. All gross errors made on visual and radar record and practice OBS runs and actual releases will be thoroughly investigated and analyzed. However, practice runs will not be included in reports forwarded to higher headquarters.

b. In the event of an accidental release the board will convene and thoroughly analyze the causes of the accidental release.

c. If any release results in a bomb being dropped outside a bombing range, the board will submit a special report of its findings direct to SAC Headquarters, Attention: Director of Operations, within 12 hours after the time of the release. An information copy will be forwarded to 15th Air Force Director of Operations.

4. PROCEDURES: a. The crew observer will:

(1) In Flight: Perform as complete an in-flight analysis as is possible, checking ballistics data, equipment operation, and information transmitted to the bombardier's sight. The Report of Individual Gross Error' (93ABG Fm 93) will be used as an in-flight guide in determining the cause.

(2) On Landing: (a) Indicate in the remarks column on the SAC Form 252 "Radar Operators Report on A System," that scores obtained were of gross error magnitude and whether a "A" System equipment malfunction is suspected as the cause.

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(b) Complete "Report of Individual Gross Error" (93ABG Fm 93____) in duplicate. Add in the remarks section any information which might help to determine and/or correct the cause.

(3) Follow up:

(a) Follow up steps 4a(2)(a) and (b) above by further investigation into radar history, review of film taken on the run, and a thorough analysis and comparison of bombing data reported on SAC Form 47 or Visual Bomb Range Report.

(b) Assist squadron observer in preparing "Gross Error Analysis" 93ABG Fm No. 92 .

(c) Appear at the Wing Gross Error Board meeting when directed to do so by the squadron or wing staff observer.

b. Squadron Staff Observers will:

(1) Review pertinent mission reports not later than the day following a scheduled actual or simulated bombing mission to ascertain if a gross error has been committed, and submit one copy of the Report of Individual Gross Error to the office of the wing staff observer.

(2) If evidence of a gross error exists, as soon as practicable thereafter, contact the observer concerned to learn the details of the bomb run, i.e., target identification, synchronization, position of crosshairs at bombs away, aircraft straight and level at bombs away, evidence of equipment malfunction, weather, and other data that could have a bearing on the gross error.

(3) Re-compute ballistics data and compare with observer's ballistics settings. Analyze the effect of any differences on the impact.

(4) Check data transmitted to RBS site or bombing range against SAC Form 47 or range report.

(5) Review scope photography of the bomb run to determine if misidentification of aiming point and/or faulty synchronization are in evidence.

(6) Contact the Armament and Electronics Maintenance Supervisor and review the Electronic Equipment History and SAC Form 202 of the aircraft concerned to determine if malfunctioning equipment was a contributing factor. Consult with Senior Sperry Technical Representative and Armament & Electronics Maintenance Supervisor as to advisability of

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performing an operational check of the equipment prior to scheduling aircraft for subsequent bombing missions if other factors have been ruled out as a cause of the gross error.

(7) Schedule an independent observer to assist A&E personnel in performing operational check if such a course of action is agreed upon.

(8) Review with the observer concerned the findings of the operational check.

(9) Prepare Gross Error Analysis in duplicate and send one copy to Wing Observer. Review with the observer concerned

(10) Notify the president of the board of the requirement for a board meeting.

(11) Render a formal presentation of the entire analysis of each error at the board meeting.

(12) Take cognizance of the recommendations of the board and implement corrective actions designed to prevent recurrence of the conditions which caused the gross error.

c. Commander, 93d Armament and Electronics Maintenance Squadron will:

(1) Direct A&E Maintenance Supervisor to review applicable Electronic Equipment History and SAC Form 252 with the Squadron Staff Observer (or his representative) and Sperry Technical Representative to determine if an operational check is advisable.

(2) Assign personnel and equipment to assist the appointed observer in the performance of the operational check when such a check is deemed necessary.

(3) Review and analyze the maintenance findings relative to the gross error committed and affix responsibility for material failings.

(4) Make recommendations to preclude recurrence of maintenance shortcomings.

(5) Sit as a permanent member of the Board.

d. Wing Staff Observer will:

(1) Serve as president of the board.

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(2) Publish orders appointing board members to include squadron staff observer of each bombardment squadron, Wing Standardization Board Observer (bombardment), Commander 93d Armament and Electronics Maintenance squadron, the Armament and Electronics Maintenance Supervisor, at least one officer of the Wing Staff Observer section and one crew observer.

(3) Notify board members and convene the board after the gross error has been thoroughly analyzed and critiqued by the squadron staff.

(4) Inform the observer concerned with the gross error to appear before the board, if in the opinion of the president of the board his appearance would be desirable.

(5) Impress upon all personnel concerned that the purpose of the board is not to reprimand individuals, but to determine underlying causes of gross errors with a view toward correcting and improving the bombing training program.

(6) Guide the board in resolving the cause or causes of the gross error and in determining and recommending action designed to prevent recurrence of the condition after all factors have been presented and considered.

(7) Have the minutes of the board meeting prepared.

(8) Submit reports to higher headquarters.

(9) Evaluate effectiveness of previously recommended actions by periodic review of proceedings of past meetings.

c. Individual Board Members will:

(1) Attend board meetings when informed to do so by the president of the board.

(2) Hear and weigh facts presented at the meeting and assist the president in fixing causes and determining recommendations to be made.

BY ORDER OF THE COMMANDER:

OFFICIAL:

W. KUHN
Major, USAF
Adjutant

W. KUHN
Major, USAF
Adjutant

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93BWR 50-28

3 Attachments
1. List of Members of Gross Error Bo
2. Report of Individual Gross Error (93ABG Form 93)
3. Gross Error Analysis (93ABG Form 92)

DISTRIBUTION: C
2 ea
CDC, MDC
328th, 329th, 330th
AES
plus 2 ea to each bd member

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The following is a list of the officers by position, who will serve as primary and alternate members on the Wing Gross Error Board:

Primary Board Members	Alternate Board Members
Wing Staff Observer, 93d Bomb Wing (H)	Asst Wing Staff Observer, 93d Bomb Wing
Asst Wing Staff Observer " "	AAE Flight Line Maint Off, 93d AAF
Commander 93d Armament Electronic Maint Sq	Observer, Standardized crews 328th, 329th, 330th Bm Sq
AAF Maint Supervisor, 93d AAF Maint Sq	Asst Staff Observer, 328th BSq
Observer, Wing Standardized Crew, 329th Bomb Sq	Asst Staff Observer, 329th BSq
Squadron Staff Observer, 328th Bomb Sq	Asst Staff Observer, 330th BSq
" " " 329th Bomb Sq	
" " " 330th Bomb Sq	

Attachment I

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SQUADRON	REPORT OF INDIVIDUAL GROSS ERROR	DATE OF MISSION

CREW NO.	ACFT NO.	ACFT COMMANDER	OBSERVER

RUN CLASS	DATE	TIME OF RELEASE	SITE	TARGET

CE	OVER	SHORT	RIGHT	LEFT

1. Bombing Alt _____ was it rechecked _____ error _____
2. TAS _____
3. ATF _____
4. TRAIL _____
5. TH _____
6. Were ATF & Trail rechecked _____ Error _____
7. Was wind run taken on IP? _____
8. Was wind run taken on Target or AP? _____
9. Was aiming point positively identified? _____
10. Did synchronization appear to be good? _____
11. Estimated crosshair position error (Visual or Radar) _____

12. Describe any strange equipment behavior encountered on the bomb run.

13. Describe any procedural errors or difficulties.

14. Auto-pilot control:
MANUAL ☐ AUTOMATIC ☐

15. If automatic 2nd station was intended, was the switch position rechecked PRIOR TO RELEASE?

16. Did aircraft commander perceive aircraft movement in response to observers course changes during the run?

17. How did the PDI behave during the run?

18. Were any course changes made during the last 60 seconds of the bomb run _____ when, how much, directions:

19. Was radar & visual X hrs looking at same point?
If not, how much were they off?

20. How long was (K) set in 3rd timing period prior to 1st bomb run?
This bomb run?

21. Was there any orbiting of any point prior to this run?
How long?

22. If more than one run was made on this site, how did K System wind for this run compare with others?

23. Were 0-15 photographs or 0-23 photographs taken on this run

REMARKS:

OBSERVER'S SIGNATURE

93ABG FORM 93
20 OCT 44

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GROSS ERROR ANALYSIS

DATE OF MISSION

NAME	RANK	SQUADRON	ACFT NUMBER

CREW NO.	RBS SITE OR RANGE	TGT NO.	RUN CLASS	FEET OVER/SHORT	FEET H L

CIRCULAR ERROR	TRUE HDG	TAS (K)	GS (K)	WIND	DRIFT	BOMBING ALT

ATF	TRAIL	ABSOLUTE ALT	OFF SET AP USED	OFF SET USED NS: EW:

ALT ERROR	ATF ERROR	TRAIL ERROR

1. AIRCREW MEMBER ERRORS

	O	S	R	L	CE
Compution Errors					
Target Identification					
Off Set Information					
Wind or Drift					
Synchronization					
Switch Position					
Other Procedure Errors					

2. EQUIPMENT MALFUNCTION ERRORS

	O	S	R	L	CE
Radar (Other than Compution					
Radar Computers					
Optical Bombsight					
Tone Release					
Rack Malfunctions					
Other					

3. What does film indicate regarding aiming point identification and/or synchronization?

4. If equipment malfunction is suspected to be the cause of the error was the equipment checked since this mission? _____
By whom? _____

5. What equipment malfunction was found? How could this cause the error?(

6. Explain in narrative form any cause of error indicated above not covered by questions 3, 4 and 5 above. (Use reverse side if necessary)

OBSERVER SQUADRON OBSERVER

93ABG FORM 20 OCT 84 92

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 36)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
11 Oct 1954

COMPLIANCE WITH T.O. 00-20A-1

1. PURPOSE: It is the intent of this directive to outline the responsibilities of the crew chief and the specialist, in making the proper entries, in the AF Form 1 Part 2.

2. SCOPE: This directive is applicable to all pilots, observers, crew chiefs, mechanics and specialists in the 93d Bombardment Wing.

3. RESPONSIBILITY: Commanders will insure that the provisions of this directive are brought to the attention of all personnel mentioned in Par. 2.

4. GENERAL: It has been detected that pilots and crew chiefs do not in many cases describe a defect, in Column 26 of Part 2 AF Form 1, in sufficient detail for the specialist to properly perform his job. In other cases defects found and corrected by the specialist and mechanics are not being entered on Part 2 Form 1.

5. PROCEDURE:

a. It is of the utmost importance that pilots and crew chiefs when writting in Column 26 explain just what the defect is. "Inoperative" is not an explaination, if possible, add the symptoms that led to the inoperative condition so the specialist will have the necessary information he needs to properly perform his job.

(1) When a defect listed on the Part 2 has been corrected, the mechanic or specialist who performed the repair or corrective action will enter briefly but specifically what he has done to correct the defect in Column 27.

(2) If the defect is not listed, (It may have been found during inspection or repair) the mechanic or specialist will print the defect in Column 26, and show corrective action in Column 27 of the Part 2.

(3) The mechanic or specialist who corrected the defect will sign his last name and first initial in Column 28, on the same line as the defect. He will show that the defect has been cleared by placing his last name initial over the symbol in Column 27 of the Part 2.

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(4) If the defect was serious and carried the symbol of a red cross, the mechanic or specialist will upon completion of his work call an inspector or a supervisor, designated by the Maintenance Officer, to inspect the completed work. If found satisfactory, the inspector or supervisor will make a clearance entry "Insp OK" with his name and initial on the line on which corrective action was taken. The person who accomplished the work will place his initial over the red cross symbol and enter his name in Column 28.

b. It is the responsibility of the crew chief to see that all known discrepancies have been entered on thePart 2 in Column 26 and that proper symbols have been entered in Column 25.

c. In the event a part is removed from the aircraft it is the responsibility of the mechanic or specialist to make a notation in the Part 2, Column 26, showing what items have been removed.

(1) When the item has been reinstalled in the aircraft corrective action must be shown in Column 27.

BY ORDER OF THE COMMANDER

ALVIN A. WILLIAMS
Major, USAF
Actg, Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 56) Castle Air Force Base, California
15 October 1954

REPORTING CHANGES OF PROPERTY LISTED ON AF FORM 263C

1. PURPOSE: To establish definite procedures for recording changes on the AF Form 263C. This is necessary to maintain accurate and concise 263 records of all permanently installed and/or removed aircraft equipment.

2. RESPONSIBILITY: It will be the responsibility of the A&E Maintenance Officer to insure that the contents of this directive are complied with.

3. PROCEDURES:

a. The A&E Squadron will prepare in duplicate, Form attached as an inclosure. One copy will be forwarded to the 263 Section concerned, the other copy will be filed by the A&E Squadron Records Section for a 15 day period, after which it may be destroyed.

b. This Form will be filled out completely, giving the Noun, Type or Model and Stock Number of the equipment.

c. Forms will be reproduced by using organizations.

BY ORDER OF THE COMMANDER:

1 Incl
Form

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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RECORDS SECTION
93d ARMAMENT & ELECTRONICS SQ
93D BOMB WING (M)
Castle Air Force Base, California

SUBJECT: Change of AF Form 263 _____54

TO: Engineering Officer

_____ 54 ACFT NO. _____

TYPE _____

1. The following components have been removed from the aircraft shown and should be deleted from the AF Form 263 of such aircraft, per authority _____, dated _____54. Date removed_____

a. _____.

b. _____.

c. _____.

d _____.

e. _____.

2. The following components have been installed in the aircraft shown and should be entered on the AF Form 263 of such aircraft, per authority _____, dated _____54. Date Installed _____54.

a. _____.

b. _____.

c. _____.

d. _____.

e. _____.

3. This form to be maintained with the aircraft, AF Form 263 after the necessary entries are made only as a ready reference.

Receipt of the above is acknowledged. _____
Signed: _____
Date: _____ _____

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 63A) Castle Air Force Base, California
15 Oct 1954

ENGINE CONDITIONING

* * * * * * * *

5.

d. Subsequent to clearing of flight discrepancies involing fuel regulator units, floor dividers main fuel pump, fuel control valve, throttle alignment, compressor stalls, acceleration rates, EGT malfunctions and overtemperatures

* * * * * * * *

(2) Each engine tabbed to EGT. limits of 675 degrees minus 5 degrees and plus 15 degrees tolerance

* * * * * * * * *

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Col., USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 64)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
27 October 1954

OPERATION AND UTILIZATION OF THE WASH RACK
(This MIL supersedes MIL No. 64, 8 Sep 54)

1. PURPOSE: To establish responsibilities and procedures for manning, operating and utilizing wash rack facilities.

2. RESPONSIBILITY: It will be the responsibility of the Periodic Maintenance Officer to insure that all personnel utilizing wash rack facilities to comply with the contents of this directive.

a. The wash rack is assigned as a function of the 93d Periodic Maintenance Squadron and it is operated under the direction of the Periodic Maintenance Officer.

b. The Job Control Unit will schedule, establish priority and coordinate with NCOIC Wash Rack, on all aircraft going into the wash racks.

c. The Maintenance Officer of the 2d SS Squadron will assign a sufficient number of personnel to the washing of C-124 aircraft to insure that the job is accomplished in the optimum time so as not to tie up the wash rack for an excessive period.

d. The Periodic Maintenance Officer will appoint an NCOIC of the wash rack and two additional men to run and maintain the wash rack.

e. Flight line and Base Flight activities will furnish personnel to wash their aircraft scheduled into the wash rack for other than 66-15 pre-dock by Periodic Maintenance.

f. The NCOIC of the wash rack is responsible for:

(1) Aircraft entering the wash rack for pre-dock under SAC Manual 66-15 by Periodic Maintenance will be washed and pre-docked by Periodic Maintenance personnel.

(2) The Maintenance of equipment and cleaning facilities so as to provide a maximum availability of serviceable equipment.

(3) Maintain adequate personal gear, that is boots, protection clothing, readily available to crew required to wash aircraft.

(4) Ascertaining that batteries are disconnected on all power equipment; that aircraft are properly grounded; and that a serviceable fire extinguisher is available prior to washing.

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(5) Monitoring the utilization of cleaning compound to prevent waste, NOTE: One part of cleaning compound (Gunk) will be mixed with eight parts of cleaning solvent. Mixture will be sprayed on surface to be cleaned and allowed to remain for ten minutes after which it will be washed down with large quantities of cold water under pressure. Obstinate spots should be dried, resprayed, and scrubbed with brushes provided for that purpose. Do not spray cleaning solutions on plastic surfaces.

(6) Refilling tanks with cleaning solvent, seeing that policing around the work area is accomplished, washing down the entire wash rack and coiling hoses at the completion of each job and at the end of the working day.

(7) Instructing the driver of the T-3 pump truck as to the proper procedures for reclaiming solvent from the reclaiming pit.

(8) Supervising the personnel of other maintenance activities who are utilizing the wash rack to insure compliance with the provisions of this directive.

g. Maintenance Officers who have aircraft scheduled to be washed will make every effort to insure that aircraft arrive at the wash rack on time.

h. Each crew chief operating under 66-15 under Periodic Maintenance will accompany his assigned aircraft to the wash and assume his duties as assistant to the NCOIC.

i. All activities that have a requirement for washing their assigned aircraft (other than bombardment and refueling aircraft), refueling trucks, maintenance pick-up trucks, ground servicing equipment, maintenance motor scooters, and maintenance auxiliary equipment (work stands, etc), will utilize the wash rack facilities as installed. In some instances, spray nozzles have been removed to permit discharge of larger quantities of solvent when the requirement was for elbow grease.

3. GENERAL: The wash rack is provided primarily to maintain tactical aircraft in a clean airworthy condition, free from corrosion and fire hazards, and only enough cleaning compound and solvent is allocated to accomplish this mission. However, sufficient quantities of reclaimed solvent are available to permit the washing of maintenance vehicles and auxiliary equipment. Maintenance activities that have a requirement for utilizing wash rack facilities will contact the Job Control Unit of Maintenance Control.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 72)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
6 Oct 1954

CALENDAR CLEANING OF 20MM AIRCRAFT WEAPONS

1. PURPOSE: To establish a calendar schedule for cleaning of 20MM aircraft weapons.

2. GENERAL: Aircraft weapons will be cleaned after gunnery missions in accordance with applicable directives. In the event an aircraft has not fired gunnery during a 10 day period, the weapons will be removed and cleaned by weapons maintenance personnel.

3. SCOPE: This directive is applicable to the 328th, 329th and 330th Bomb Squadrons and the 93d Armament & Electronics Maintenance Squadron.

4. PROCEDURE:

a. As determined by the A&E weapons maintenance records, whenever the weapons of any particular aircraft approach 10 days without being removed and cleaned, A&E weapons maintenance will notify the aircraft crew chief, who will make an appropriate entry in the Form I and report same to Maintenance Control. Maintenance Control will issue the necessary work order to A&E.

b. Since the weapons cleaning capability of theA&E maintenance shop is limited, A&E will give Maintenance Control an estimated completion time.

c. This calendar cleaning must be on a tentative schedule, since weapons that have been fired have first priority. The 10 day period has been set up as a maximum rather than an average period, therefore the weapons may be cleaned anytime between 7 and 10 days since the last cleaning. The 10 day limit will not be exceeded under any circumstances.

d. During inclement weather A&E flight line maintenance will check all weapons once each week. Weapons found needing cleaning and lubrication will be removed and taken to A&E Field Maintenance.

5. RESPONSIBILITY: Squadron Commanders of 328th, 329th and 330th Bomb Squadrons and 93d Armament & Electronics Maintenance Squadron will assure compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt. Col., USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 76)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
19 Oct 1954

FLUSHING OF EXTERNAL FUEL TANKS - KC-97G AIRCRAFT

1. PURPOSE: To establish a procedure not currently given in the applicable T.O. and to prevent fuel contamination in excess of 0.4% JP-4 to 115/145, both in the external tanks and in the external tank transfer line.

2. RESPONSIBILITY: It will be the responsibility of the maintenance officers concerned to insure that the contents of this directive are complied with each time the external tanks are to be serviced with 115/145 fuel, and it is known that JP-4 was carried in those tanks during the previous flight.

3. PROCEDURES:

a. Drain external tank at drain sumps on tank. Approximately 18 gallons of fuel will be left in each tank when the flow indicator light shows tank is empty. Approximately 3/4 gallons of fuel is trapped in each tank and cannot be drained.

b. Service each tank to a minimum of 270 gallons of 115/145 fuel.

c. Open both aerial refueling system transfer valves. Close fuel system manual valve No. 1. Close manual valve No. 2.

d. Operate both boost pumps in external tanks on normal; pump approximately 20 gallons through manifold. Pump from only one tank at a time. Operate pumps for a period of 25 to 30 seconds in order to pump 20 gallons of fuel. CAUTION: Pressure should always be maintained on external tank manifold when transfer valve are open to prevent gravity flow of aerial refueling tank fuel back into manifold, therefore fuel boost pumps must be turned on, then the transfer valves open electrically. After 25 to 30 seconds of pumping from one tank, turn boost pumps on in other external tank. Turn boost pumps off in first tank. After pumping from second tank for 25 to 30 seconds close transfer valves electrically and turn boost pumps off. Fuel cannot be pumped from both external tanks simultaneously as there is no positive assurance that transfer manifold will be completely flushed.

e. The 250 gallons of 115/145 fuel which remains in the external tanks is suitable for use in the airplane engines. This fuel should either be transferred to the main wing tanks or the external tanks fully serviced depending on the fuel requirements of the forthcoming mission.

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f. Approximately 8 to 10 gallons of fuel are required to keep the external tanks seals wet. When boost pumps are used to empty the tanks and no additional fuel is drained, the unavailable fuel serves amply to wet the seals.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 84B) Castle Air Force Base, California
7 October 1954

SAFETY OF FLIGHT DISCREPANCIES
(This MIL amends MIL No. 84, 18 June 1954)

* * * *

5.

a. The Flight Line Maintenance Officer will insure that a Safety of Flight Discrepancy Analysis Form is completed for each aircraft that is scheduled for the following day. This report will be submitted regardless of whether or not a safety of flight malfunction has occurred. The analysis form will be completed and hand-carried to the Maintenance Control Officer not later than 1200 hours the day previous to the scheduled flight. The Form 1, Part II will be hand-carried to the Quality Control Section, Maintenance Control Unit, not later than 1200 hours the day after a flight. Special attention will be given to recurring discrepancies. The Flight Line Maintenance Officer will insure that proper corrective action is entered on the Form 1, Part II and discrepancy sheet.

* * * *

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 90)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
29 Oct 54

PROTECTION OF CAMERAS DURING WASHING OF AIRCRAFT

1. PURPOSE: To prescribe the responsibility for preventing damage to installed aerial cameras while washing of aircraft.

2. RESPONSIBILITY: It is the responsibility of the Tactical Line Maintenance Officers to insure compliance with this directive.

3. GENERAL: There have been numerous instances where water has gotten into the aft camera compartment, while washing aircraft, due to the fact that the water proof cover, over the rear camera entrance, had not been zippered closed, nor had the entrance door been closed.

4. PROCEDURE: Prior to washing of the aircraft, either on the hard stand or on the regular wash rack, the aircraft crew chief will insure that the water proof cover is zipped closed and that the camera entrance door is securely closed.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M)
CASTLE AFB, CALIF.

NUMBER 5-54 — 19 OCTOBER 1954

INBOARD NACELLE FAIRING MIRROR FINISH

As noted in paragraph 4-264C-1, Section IV, T.O. 1B-47B-2, revised as of 30 Apr 54, a highly polished mirror finish is provided on the inboard sides of the No. 3 and No. 4 engine nacelles of B-47 aircraft delivered from the manufacturer to provide the pilot with a clear reflected view of the under side of the fuselage between the forward and aft wheel wells. This permits the pilot to visually check the fuselage, bomb bay doors, wheel well doors and both main landing gears. The fuselage is visible, by reflection, up to the level of the wing root.

The polished mirror surface should be approximately 14 by 112 inches in size and located on the inboard sides of No. 3 and No. 4 engine nacelles as follows: The lower edge of the mirror area should be parallel to and 8.4 inches above the lower edge of the upper side panel. The forward edge should be 32.5 inches aft of the forward edge of the nose cowl.

The mirror-like finish is obtained by polishing the surface with an electric buffer. Then, either (1) a coat of Johnson 611[9] wax (or its equivalent) is applied over the buffed surface which extends approximately 3 inches beyond the mirror surface in each direction or (2) a spray coat of clear lacquer, Specification MIL-L-6806, is applied over the buffed surface which extends approximately 3 inches beyond the mirror surface in each direction.

It is noted that there have been a great many instances wherein maintenance personnel have been ignoring this mirror finish on the cowl panels. Care should be taken when these panels are removed from the engines to insure that the mirror finish is not scratched, scuffed or dirtied by careless handling. In addition to being cautious in handling cowls when they are removed from the engines, care should be taken to preserve the mirror finish on the cowls during routine maintenance.

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The ability to see the position of the main gear, main gear doors, bomb bay doors and underside of the fuselage can conceivably provide the flight crew with that extra bit of information needed to prevent an accident.

MOTORING OF ENGINES

Ground Safety precautions are always a major item for review. Failure to observe correct procedures on the ground can cause great loss of personnel, material, time and money. Refueling precautions are already receiving strong ground safety emphasis. However, another major cause of ground engine and aircraft fires involves the motoring of engines. The proper procedure for the motoring of J-47 engines in the B-47 aircraft is specified in paragraph 3-25, page 38, Section III of T. O. 1B-47B-2, revised as of 28 Feb 54. It is reproduced below to provide every crew chief with a check list "in hand" to use when motoring a J-47 engine. It is easy to forget a step in a procedure when trusting to memory. USE A CHECK LIST AND BE SURE.

The check list procedure for MOTORING OF ENGINES, B-47 A/C is as follows:

"When motoring of engines is desired (no ignition), use the following procedure:

a. Close throttle on engine to be motored.

b. Place ignition switch in OFF position.

c. Place fuel selector switches to T-E position.

d. Place generator switch to RESET and energize starter of engine to be motored.

e. Stop motoring of engine by momentarily moving starter switch to CUTOFF position.

C A U T I O N

Motoring of the engine should be limited to 1 minute. Starter is limited to 3 runs of 1 minute duration during any 30 minute period, and should be allowed to cool 30 minutes before using again.

When motoring of engines, or "wet run" is desired to check for fuel or oil leaks use the following procedure:

a. Close throttle on engine to be motored.

b. Place ignition switch in OFF position.

c. Place fuel selector switch in T-E position.

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d. Place generator switch to RESET and momentarily energize starter of engine to be motored.

e. Allow engine to motor to approximately 6% rpm.

f. Move throttle to start position.

g. Momentarily position starter switch to CUTOFF.

h. As soon as fuel is observed flowing from engine, close throttle rapidly to CUTOFF position.

NOTE: Allow at least 3 minutes for complete fuel drainage from engine before attempting an engine start."

In addition to this check list, it is always advisable to have a fire extinguisher at each engine as it is motored.

REMEMBER: USE A CHECK LIST AND BE SURE

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

31 October 1954

SUBJECT: Monthly Report, RCS, 3-AMC-U19 for month ending 31 October 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 October 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Company
A. Larson	Western Electric Company
H. Magee	Sperry Gyroscope Company
W. Milani	Sperry Gyroscope Company
J. Montain	General Mills Inc.
L. Ruple	Sperry Gyroscope Company
C. Zaluga	Western Electric Company

II. EQUIPMENT: K-4A Bomb-Navigation System

III. TRAINING ACTIVITIES:

Subject Taught	A-1A Maint	Y-4 Maint	K-4A Maint	K-4A Oper
Airmen Trn'ed	24	34	70	43
AFSC	32130E(20) 32150E(4)	32130E(28) 32150E(6)	32130E(48) 32150E(16) 32170 (4) 32171 (2)	1521B
Instructor Hrs	100	74	640	63
Student hours	352	282	1470	173
Type of Training:				
Fundamentals	X	X	X	
Advanced				X
Cross Training				
OJT			X	
Informal Classroom			X	X
Formal Classroom	X	X		X

1. Of the above 640 instructor hours shown under K-4A Maintenance, 355 of these were OJT by Sperry Representatives, 225 by Western Electric Representatives and 60 by the General Mills Representative.

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2. As a result of an effort to increase, the capability of the 93d Bombardment Wing's Observers, an In-Flight Maintenance Training program has been established. The classes are conducted five (5) mornings each week by a Sperry and/or Western Electric Company Field Engineer. In attendance are several observers from each squadron and the program has been arranged so that each man attends a class every two weeks. Since the classes are devoted, in part, to open discussion of operating techniques and current malfunctions, it is essential that the attendance does not exceed ten (10) Observers. The course has been well received and plans have been made to continue it indefinately.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instruction in the operation and maintenance of Air Force equipment (K-A).

2. Mr. Milani was on leave from 11 October to 15 October inclusive. Mr. Zaluga was on leave from 4 October to 8 October inclusive.

3. In accordance with SAC Regulation 66-4, Technical Services of Contractor Technicians will be required for thrity (30) months minimum.

V. EQUIPMENT MALFUNCTIONS:

1. An examination of the maintenance records has revealed that an undue amount of in-flight malfunctions have occured involving the Stabilization Unit. In an effort to relieve this situation a Stabilizer Test Procedure has been prepaired for the utilization of the Flight Line and Field Maintenance personnel. This procedure is designed to reveal any defects in the vertical stabilization circuitry and incorporates pertinate sections of WCE-205, the Manufacture's Test Specifications and the applicable T.O.'s. While it is still too early to definatly establish the effectiveness of this procedure, it's use has already been instrumental in bringing to light several malfunctions, which would not have been revealed otherwise, except by flight test.

2. The equipment malfunctions encountered were random and displayed no particular trend. In general, it is felt that the number of malfunctions were not excessive.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. Mr. W.F. Renner, a General Mills Inc., Field Engineer, and assigned to Headquarters 15th Air Force as a roving Technical Representative, visited this location during 18 through 23 October 1954. The purpose of the visit was for familiarization of location facilities and personnel.

2. Mr. G.W. Schwartz, General Mills Inc, Field Engineer Department Supervisor, visited Castle Air Force Base on the 28 October 1954.

A. Calhoun
Field Engineer
Sperry Gyroscope Company

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SUBJECT: Monthly Technical Report 2 November 1954

CONTRACTOR: General Electric Co.
Aircraft Gas Turbine Division
Evendale, Ohio

TO: Commander
93rd Bomb Wing
Castle AFB, Calif.

Reference: Air Force Regulation 86-18
ACS 3.MC-U19 (SAC-1)

The following is the Technical Report for the month ending 31 October 1954, submitted in accordance with AFR 86-18 and SAC Regulation 86-4

I. Submitted: James W. Anderson
Clifford I. Harvie -departed 1 Oct. 1954
Frank P. Simmons ---departed 14 Oct. 1954
Don A. Procter ----arrived 11 Oct. 1954 and departed 26 Oct. 1954

II. Equipment: J47-GE-25, J47-AV-25, J47-WE-25
CW4-A1 Turbosuperchargers

III. Training Activities:

	Engine Operation	Engine Cond.	Trouble Shooting	Minor Repair	Engine Buildup
No. of Airmen - trained.	9	12	25	14	3
AFSC ----------	4-43153	3-43153	12-43153	5-43153	2-43153
----------	3-43133	6-43133	10-43133	6-43133	2-43133
----------	2-43170	1-43170	3-43170	1-43170	1-43170
No. of instructor hours.	14	21	32	21	5
No. of student hours.	35	31	65	34	11
Type of training:					
Advanced ------	X	X			
Cross training-	X	X	X	X	
OJT ----------	X	X	X	X	X

IV. Utilization:

1. It is the intent and purpose of the General Electric Technical Representative to provide technical assistance

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IV. Utilization: (continued)

and instruction in the proper maintenance and operation of the J47 Turbo Jet Engine and the General Electric Turbosupercharger and to provide a direct contact between the contractor and the using activity.

2. The services of two General Electric Technical Representatives will be required until the completition of Phase I. The services of one General Electric Technical Representative will be required for the completition of Phase II.

V. Equipment Malfunctions:

1. The engines listed below were removed from aircraft this month because of compressor damage beyond repairable limits as defined in T.O. 2J-J47-355. These engines were sent to overhaul. Engines were replaced and A/C were returned to flight status.

Engine#	Model	Time	Pos.	A/C
075-547	J47-GE-25	102:30	6	52-514
075-556	J47-GE-25	161:05	1	52-516
075-349	J47-GE-25	194:35	3	52-466
702-305	J47-GE-25	130:15	4	52-482

2. Engine# 077-611, Model J47-GE-25, Time 114:40, Pos.#3 A/C 52-514. This engine was removed from A/C because of compressor damage. At Minor Repair it was found that the threads, for the magnetic plug, in the forward frame were stripped. The engine was sent to overhaul as replacement of the forward frame is an overhaul job. Another engine was installed and the A/C was returned to flight status.

3. The engines listed below were removed from A/C this month because of compressor rotas beyond flyable limits. These engines were Minor Repaired and returned to flyable status. Another engine was installed and A/C was returned to flight status.

Engine#	Model	Time	Pos.	A/C
702-098	J47-GE-25	156:10	1	52-448
063-074	J47-GE-25	00:00	1	52-448

4. Engine# 25-0257, Model J47-PE-25, Time 97:25, Pos.#3 A/C 52-457. At end of takeoff roll the engine began to lose rpm, shortly after, the oil pressure dropped to zero. Engine was shut down and flight continued. Upon inspection, after landing, it was found that the compressor rotor could not be turned also the leading edge of the second and third stage rotor tips were damaged evidently due to c/l of the rotor shifting. It is suspected that #1 bearing had failed allowing the compressor rotor to drop. The magnetic plug was removed and found to have metallic particles clinging to it,

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V. Equipment Malfunctions: (continued)

some of these particles appeared to be of bearing origin. Another engine was installed on the A/C and the A/C was returned to flight status.

5. Engine# 077-620, Model J47-GE-25, 151:20, Pos.#5, A/C 52-511. During coastdown of engine it was noted that there was a growling sound in the area of #3 bearing. The engine was removed and sent to Minor Repair for inspection. The #3 bearing was found to be scored for approximately one third of its circumference, #4 bearing showed slight signs of wear so both bearings were replaced and engine was returned to flyable status.

6. Engine# 25-2533, Model J47-PE-25, Time 32:00, Pos.#2 A/C 52-469. On a complaint of compressor stalls being encountered in flight on this engine, acceleration runs were made and it was found that at about 60% rpm the engine would go into a stall. Adjustment of the flow divider would not remedy the situation. The flow divider was disassembled and found to be slightly scored in the piston chamber. The flow divider was replaced however stalls were still encountered. The main fuel regulator P/N V8-2 14250R-2, S/N P1c-1504 was suspected failing in the governor section or of shifting schedule. Replacement of the main fuel regulator corrected the stall condition and aircraft was returned to flight status.

7. The fuel control valves listed below were removed due to ruptured diaphragms resulting in a loss in rpm.

A/C	Time	P/N	S/N
52-482	69:40	021075-030-03	5753
52-469	41:20	"	221-A44

8. Engine# 702-359, Model J47-GT-25, Time 40:05, Pos.#4 A/C 52-444. After takeoff the egt fluctuated for approximately thirty minutes and then became completely inoperative. Acheck of the system after landing revealed all units to be satisfactory. On the next flight the same condition existed. On further investigation it was found that heat expansion of the engine caused an open circuit in the thermocouple lead. Thermocouple lead was replaced and A/C returned to flight status.

9. The fuel flow dividers listed below were removed and replaced due to sticky operation resulting in erratic fuel flow.

A/C	Time	P/N	S/N
52-482	89:25	303A101	PE7626
52-469	32:00	303D101	PL4316

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General Elec. Co. subject: Report for month ending 31 Oct. 195[illegible]

VI. Maintenance Engineering difficulties encountered:

It is important to the overall maintenance problem that until such time as rotor purges become available, great care must be taken when working in the section of the engine. Due to the normal attitude of the engine it is possible for nuts, bolts, tools etc. to fall or roll unnoticed by the mechanic, into the compressor section.

It is recommended that when a tailcone is being transported from the flight line to the welding shop for repair that the thermocouple harness be either removed or supported in sufficient manner so as to eliminate damage to the harness itself.

VII. Operational difficulties encountered:

It is of considerable aid in determining the cause of an engine malfunction in flight if the pilot will record pertinent facts, on the aircraft, regarding altitude, airspeed, RPM, oil pressure, EGT, attitude of the aircraft and any other factors that will help to pin point the particular trouble that has been encountered.

VIII. Special developments:

No comment.

IX. General remarks:

No comment.

James E. Anderson

General Electric
Representative

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

1 November 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for month ending 31 October 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 31 October 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4

I. SUBMITTED BY: John Hopkins

II. EQUIPMENT: A-12D Auto-Pilot, E-4 Auto-Pilot, Engine Analyser and Sperry Flight Instruments

III. TRAINING ACTIVITIES:

1. Subject Taught

	A-12D Maintenance				J-2 Comp Syst	E-4 Maint
Number of men	3	3	13	6	2	1
AFSC	40433(3)	40433(3)	40471(2) 32170 40453 40433(3) 32150E(5) 32150F	40471(2) 32170 40433 32150E(2)	40471 32150F	4317 4045
Instructors hours	47	4	44	12	2	
Student hours	140	12	90	15	4	
Type Training						
Fundamentals	X	X				
Advanced			X	X	X	
Cross Training			X	X		
Informal OJT			X			
Planed OJT		X				
Informal Class				X	X	
Formal Classroom	X					

2. Formal classroom training was given to men who were recently assigned to the Auto-Pilot maintenance section. This training encompassed: Basic Electronics, Basic Aerodynamics, A-12D Components and Circuits, and the B-47 Power Control System. A-12D Training Films were also shown.

3. Planned OJT was given to one class this month. Each student was thoroughly checked out in the operation of the A-12D in the aircraft.

4. Informal OJT involved assisting A&E Field Maintenance personnel in designing and constructing and A-12D mock-up. The mock-up is about 90% completed and should be in operation shortly.

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5. Informal classroom training is given to flight and field maintenance personnel when trouble shooting problem arise.

6. Although the A-12D training status in general, is good, it will be improved considerably when the airmen who have been trained subsequently train new men. This was discussed with the A&E Maintenance Supervisor.

7. The local MTD is conducting A-12D classes for autopilot and K-Systems mechanics. Also two autopilot mechanics have recently completed the A-12D course given at Chanute AFB.

IV. UTILIZATION:

1. The writer has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

2. Technical assistance on the A-12D Auto-Pilot will be necessary for approximately 30 months.

V. EQUIPMENT MALFUNCTIONS:

1. A-12D: Two components are being held in the field maintenance shop awaiting parts necessary to repair them. K-1 Relay in an E-1 Turn Control, P/N 2240-669386-2, Serial Number D-123-B, was sticking. This Relay will be replaced. Brush kits to repair servo control, P/N 2240-665928, Serial Number D 3222C, are on order. A Vertical Gyro Control P/N 2240-698336-106, Serial Number V 5662, was statically unbalanced Unit was balanced and returned to aircraft.

2. "Jitter" malfunctions due to inverter power fluctuations were not frequent. This is unusual in view of the numbers reported in previous months. This can partically be attributed to the fact that the A&E Maintenance Supervisor issued a memo to the Tactical Squadrons explaining the "jitter" problem and the allowable tolerances given in the dificency listings in AF Form 263C, Part VI. Pilots were informed that some "Jitter" would have to be tolerated until T.O. 1B-47E-355 was complied with and the B-18 Amplifiers were modified to incorporate speed feedback which is the known fix for "Jitter" due to power fluxuations.

3. E-4:

a. One Vertical Gyro, P/N 2240-R-656518B, Serial Number 35C, was returned to deport because the stator of the pitch synchro was loose causing elevator jitter. The stator should be cemented in place during overhaul. This is a low serial number unit and was probably not modified in this respect.

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b. One Transformer, P/N 2240-663960, in a B-6 Amplifier burned out. A new transformer has been ordered.

4. J-2 Compass System: Gyrosyn Compass Control, P/N 6240-673447, Serial Number AF51-7071, removed from a T-33 aircraft, was found to have an intermittant short circuit in the Flux Valve Synchro stator. Unit was returned to depot.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

-1. Since the A-12D mock-ups is not complete, satisfactory testing of components has not been possible. This situation should be relieved soon when the mock-up is completed.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. Technical Order 1B-47E-355, subject: Aircraft Wiring Revision to Incorporate Speed Feedback, has been complied with on ten (10) aircraft.

2. The 93d Field Maintenance Squadron has received three (3) component parts for the proposed engine analyzer installations on their mobile enine test stands. When the remaining parts arrive the writer will assist in making these installations.

IX. GENERAL REMARKS:

1. None.

John Hopkins

JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Crosley Division of AVCO
Evendale Plant # 8 - Box 116
Cinicinnati 15, Ohio

1 November 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 31 October 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 31 October 1954 submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes - Senior Engineer
A. Harden - Field Service Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. The training for the month of October emphasized O.J.T. on the aircraft. The malfunctions which occurred during the month provided excellent instruction material.

2. A&E Flight Line personnel and A&E Periodic Maintenance personnel were given a total of One-Hundred and Thirty-Two (132) hours of O.J.T.

SUBJECT TAUGHT	A-5 Fire Control
Number of Men	26
Number of Student Hours	3168
Number of Instructor Hours	132
AFSC	32330C
Fundamentals	
O.J.T.	X
Advanced Training	

IV. UTILIZATION:

1. Field Service Engineers stationed at Castle Air Force Base for Administration and Instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical services of contractor technicians will be required through Phases I, II and III of the B-47 program. At present this Wing is approximately ninety (90) percent through Phase I.

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SUBJ: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 31 October 1954

V. EQUIPMENT MALFUNCTIONS:

1. A total of eighteen (18) malfunctions were recorded this month. This is a 100% increase over last month. Eight out of the eighteen malfunctions were burned out Gun Charger Motors. An investigation is being conducted to determine the cause of the large number of Gun Charger Motor failures. Total malfunctions for the month are as follows:

	FAULTY PART	LOCATION	NO. OF EACH
a.	AFC Meter	Ind. Controll	1
b.	Transformer (T-901) Coils (L-701 & L-702)	Ant Cont Amp	1
c.	Ant Az Drive Motor	Antenna	1
d.	Gun Charger Motor	Turret	8
e.	Elevation Drive Motor	Turret	1
f.	Elevation 1 Speed Selsyn	Antenna	1
g.	L.O. Tunning Strut	R.F. Head	1
h.	Pulse Trans (T-1201)	R.F. Head	1
i.	R-1127 - Open, Z-1101 Pulse Forming Network	Modulator	1
j.	31 Speed Selsyn	Turret	1

VI. MAINTENANCE DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED.

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

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SUBJ: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 31 October 1954

IX. GENERAL REMARKS:

1. Because of the housing condition at Moutain Home AFB, Mr. Harden will remain at Castle AFB.

2. Mr. Carl E. Drakeley, Supervisor of Crosley Field Personnel visited Castle AFB. The purpose of his visit was to evaluate technical services rendered to the Air Force by his personnel

E. Hayes

E. Hayes
Senior Field Service Engineer
Crosley Division of AVCO

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CONTRACTOR: Philco Corporation 1 November 1954
22nd and Lehigh
Philadelphia, Pennsylvania

SUBJECT: Monthly Technical Report, RCS: 3-AMC-0119, for Month Ending 30 October 1954

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 30 October 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1. No formal classes were started during period covered by this report due to a heavy work load.

2. Informal OJT has been performed for the period covered by this report, on communication and navigational equipment. This type of training will continue with the addition of more formal OJT on new equipment received.

Subject Taught	ARC-27	ARC-3	ARN-6	ART-13	ARN-
No. of Men	4	1	6	3	1
AFSC	30150		30150	30150	30150
	30170	30170	30170	30170	
Instr. Hours	29	2	12	6	1
Student Hours	45	2	30	10	1
Type Training:					
OJT	X	X	X	X	X
Cross Trng.	X		X		

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Communications and Navigational Equipment.

2. An estimate of the time when Contract Technician services will no longer be required by this activity will be six (6) months after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. No new equipment malfunctions for period covered by this report however, the malfunction rate of the ARC-27 is quite high on B-47 type aircraft. The malfunctions are rarely new ones, but highly repetitious tube failures and minor tuning adjustments, which have been reported many times before. This difficulty is not experienced on other aircraft at this station and the main difference is the fact that the ARC-27 is in a pressurized cabin in the KC-97 aircraft, however, the difference in location and pressurization may

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not be a reason, as the B-47 flies at altitudes much higher than the normal KC-97 operation. Pressurization checks will be made on the B-47 aircraft as soon as a pressure gage is obtained.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new difficulties encountered for period covered by this report.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Reference report ending 30 June 1954, Section VII, paragraphs one (1), two (2) and three (3). Also report ending 31 July 1954, Section VII. The noise reports are being turned in and all information is being compiled in an effort to determine the source of interference. The present trend indicates the ARC-27 and ARN-6 are the largest contributors of noise. The ARC-27 problems are due to equipment failure while the ARN-6 problems appear to be other than equipment. The ARN-6 noise has become such a nuisance that this equipment is very seldom used anymore. The ARN-6 seems to obtain its highest noise conditions in altitudes excessive of 35,000 and specific noise areas such as Los Angeles and San Diego.

2. A complete tabulation of the percentages of failures of specific equipment, types of equipment filure etc, will be furnished in next report. More effort is being exerted on the ARN-6 in an attempt to eliminate the high noise conditions present on this equipment.

VIII. SPECIAL DEVELOPMENTS:

1. T.O. 16-35RT-178 requests RT-178's be returned by serial number during maintenance, sub-units are often removed and replaced with newly modified unit, consequently, returning unit may contain some recently modified designs on which further modification is unnecessary.

2. Modification number of sub-units should be furnished so all sub units of that series could be returned.

IX. GENERAL REMARKS:

1. None

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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CONTRACTOR: RCA Service Company, Inc. 1 November 1954
Ellis & Essex Avenues
Gloucester, New Jersey

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for month ending 31 October 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for Month Ending 31 October 1954 submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Pinsky, RCA Technical Instructor

II. EQUIPMENT: APS-42, Rendezvous, AIC-10 and APN-70

III. TRAINING ACTIVITIES:

1. Field Shop & Line Training: Instruction was given during the month to maintenance men in the electronic field maintenance shop and on the flight line on APS-42, APN-12 (76), AIC-10 and APN-70 equipment.

2. Classroom: Instruction on tuning RT-11/APN-12 Transmitter receiver in aircraft was continued. Three (3) men attended this month for a total of nine (9) student hours of formal classroom training.

3. Instruction on Tuning and adjustment of AN/APN-70 was given in the Field Maintenance shop to appropriate personnel in conjuction with receipt and installation of equipment in aircraft.

4. Training Accomplished:

Subject Taught	APS-42	APN-12(76)	AIC-10	[redacted]
No. of Men	3	6	2	
AFSC	30151	30131-51	30150-30	[redacted]
Instructor Hours	16	30	4	
Student Hours	44	126	6	
Type Training:				
Advanced Tng	X	X	X	
Fundamentals	X			
OJT	X	X	X	
Informal Classroom		X		

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Electronic Equipment.

2. In accordance with SAC Regulation 66-4, Technical Services of Contractor Technicians will be required for eighteen (18) months minimum.

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V. EQUIPMENT MALFUNCTIONS:

1. Detail: Several AS-428/APS-42 and AS-428A/APS-42 Antennas were brought into the Electronic Field Maintenance shop for repair with either the Roll or Pitch, or both, Stabilization Functions inoperative.

2. Cause: Upon inspection, it was found that the -28V DC decoupling Resistor R-1227, Stock Number 3350-508000-1411, in the Electronics Control Amplifier, AM-252,/APS-42 was open. This resistor is manufactured by Koolohm.

3. Each resistor failing was broken open to determine cause of failure. It was found that the pigtail connecting wire had separated from the resistive element. These wires are joined by means of a fused connection.

4. Conclusion: It is apparent that due to the over heating of this 10 Watt Resistor, the fused connection melts producing an open circuit. One possible reason for this is: when the aircraft makes a turn, beyond stabilization limits of Antenna System (25° Roll and 7° to 10° Pitch), the Actuator motor continues turning a clutch system allowing the Actuator shaft to turn, or slip, with minimum binding. This is normal. However, if aircraft remains in an extended turn, bank or climb it is possible that even slight binding may be excessive producing overload sufficeint to open the resistor.

5. Recommendation: It is suggested that a higher wattage resistor be used (15 W), or that more adequate ventilization for components in Electrânic Control Amplifier be provided.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Detail: Two aircraft A/C # 22620 and A/C # 22634, both KC-135 aircraft of the 93d Air Refueling Squadron, complained of receiving improper signals on scope of ID-169A/APN-12 Rendezvous equipment (i.e., Blips Unequal in size).

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2. Cause: Inspection showed that in both cases tha antenna cabling was defective. Specifically, the PL-259A connector was imperfectly connected to the cabling allowing the inner and outer conductors of the coaxial cable to short. On A/C # 22620 this discrepency was found at the connection between the plug and ID-169A. On A/C # 22634 it was found at airframe connection in wing section.

3. Remedy: Connectors were re-soldered to cables. Sets ground checked in good condition.

4. Recommendation: It is suggested that more riged quality control be enforced on installation of coaxial cable and connectors in aircraft.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. Plans for Mic-Headset checker (Reference Technical Representative Report, 30 September 1954, para VIII (5)) were submitted to 15th Air Force Headquarters as requested.

Bernard Pinsky
RCA Technical Instructor

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SUBJECT: Monthly Technical Report

CONTRACTOR: Avien-Knickerbocker, Inc.,
58-15 Northern Boulevard,
Woodside, 77, New York.

TO: COMMANDER,
93rd Bomb Wing (M),
Castle Air Force Base,
Merced, Calif.

REFERENCE: Air Force Regulation 66-18
SAC Regulation 66-4

The following Technical Report for the month ending 31 October 1954 is submitted in accordance with above reference.

I. Submitted by: Wilson H. Heydt

II. Equipment: Avien Fuel Quantity Systems for KC-97G and B47E aircraft.

III. Training Activities:

Avien Fuel Quantity System

No. of Airmen trained - - - - 2
AFSC - - - - - - - - - - - - - - 1 - 43156
1 - 43136
No. of instructor-hours - - -28
No. of student-hours - - - - 56

Type of Training:

Fundementals - - - - - - - - - -X
Advanced - - - - - - - - - - - -
Cross training - - - - - - - - -
O. J. T. - - - - - - - - - - - -X
Informal classroom - - - - - - -
Formal classroom - - - - - - -

IV. Utilization:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avien Fuel Quantity System, and to provide a direct contact between contractor and using activity.

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V. Equipment Malfunction:

None.

VI. Maintenance Engineering difficulties:

None.

VII. Operational difficulties encountered:

None.

VIII. Special Developments:

None.

IX. General comments:

None.

Wilson R. Heydt, Tech. Rep.
Avion-Knickerbocker, Inc.

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CONTRACTOR: Boeing Airplane Company 2 November 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 31 October 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 31 October 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: R. D. Beckord
E. J. Hill

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DM6BC 39812 dated 17 May 1954:

Subject	Landing Gear System	Trim Tab System	Canopy System	Control Cable Rigging	Brake System
Number of Personnel Trained	17	14	8	61	13
AFSC	2-42651 4-43131 6-43151 5-43171	8-43151 6-43171	2-43131 3-43151 3-43171	19-43131 14-43133 15-43151 4-43153 4-43170 5-43171	3-43131 4-43151 6-43171
Instructor Hours	11	13	11	11	7
Student Hours	33	41	40	117	13
Type of Training					
Fundamentals	X	X	X	X	
Advanced	X	X	X	X	X
Cross Training				X	
OJT	X	X	X	X	X
Informal Class				X	X
Formal Class					

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Subject	Fuel System	Cabin Pressurization	Ejection Seats	Anti-Icing System
Number of Personnel Trained	12	7	7	5
AFSC	5-43131 4-43151 3-43171	2-30151 2-43151 3-43171	2-43131 3-43151 2-43171	3-43151 2-43171
Instructor Hours	9	14	3	4
Student Hours	29	27	7	7
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	
Cross Training		X		X
OJT	X	X	X	X
Informal Class		X		
Formal Class				

Subject	Flap System	Power Control System	Main and Emergency Hydraulic Systems	Engine Tabbing
Number of Personnel Trained	6	8	11	16
AFSC	2-43151 4-43171	2-43131 2-43151 4-43171	3-43151 3-43170 5-43171	5-40451 2-40470 3-43151 6-43171
Instructor Hours	4	6	7	30
Student Hours	10	16	21	61
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X	X	X	X
OJT	X	X	X	X
Informal Class		X		X
Formal Class				

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2. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of the maintenance organization, Bomb Squadrons, and A & E Squadron to provide assistance in solving problems related to the B-47 airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization from the airplane.

2. It is estimated that the services of the Boeing Technical Representatives will be required until two years after the beginning of Phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. Brake Metering Valves. There have been several cases of hydraulic fluid leakage in the pressurized compartment of B-47 airplanes at this activity which have been attributed to chattering brake metering valves. There are two of these valves (BAC Spec. No. 10-640-11) installed on B-47 aircraft. One valve is used for normal braking and the other for emergency braking. Either of the valves may be the offender but more often the main brake valve causes trouble because of more frequent use.

The chattering occurs when light toe pressure is applied to the rudder pedals and continues until extreme braking pressure is metered. The chattering is very violent and noisey under these conditions. The vibration induced into the hydraulic lines by these valves travels throughout most of the hydraulic plumbing in the rear portion of the pressurized compartment. This vibration causes loosened fittings and in some cases broken lines. The part numbers of lines broken thus far are 5-46243-12 and 5-46243-13.

The Boeing Company is aware of the problem associated with these valves. A valve known to have caused this trouble has been shipped to the factory for examination. A test program is being conducted by the Contractor to determine and eliminate the cause of the malfunction.

An Engineering Change Proposal (ECP 2499BK) has been submitted by the Contractor to replace the 5-46243-13 line with an AN 6292-4-10 high pressure flex hose. The kit is being recommended for all B-47B, B-47E, and RB-47 airplanes delivered prior to incorporation of the production change.

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Technical Order 1B-47-534, currently being complied with on B-47 airplanes assigned to this activity, reinforces the Station 329 Bulkhead where the main and emergency brake pressure lines enter the pressurized compartment.

It is very unusual for these valves to begin this chattering action until subjected to considerable operation. In view of the trouble which may result if a faulty valve is allowed to remain in the airplane, it is recommended that all chattering valves be removed as soon as detected.

2. Engine Nose Dome Damage. A condition exists on the inboard engines which results in the terminal bolts on the starter transfer relays damaging the nose domes. The head of the terminal bolt (P/N AN6-10A) on the right hand side of the starter transfer relay contacts the nose dome. Vibration causes the bolt to wear a hole in the mat-molded plastic used as an insulator. After the hole is present in the insulating material the bolt is free to arc to the nose dome whenever power is applied to the starter.

It is recommended that the cable terminal and washer, currently installed above the 3-57605-1 bus, be reinstalled below the bus. This modification provides an additional .25 inch clearance between the bolt head and the nose dome.

3. Binding Forward Landing Gear Struts. Two cases of binding forward struts have occurred during the reporting period. The binding originates at the lower thrust bearing under high gross weight airplane configurations. This condition is usually detected during towing operations.

The method used to correct this condition is as follows: the airplane is jacked and the lower thrust bearing is lubricated with AN-G-10 grease while the strut is rotated from one extreme of travel to the other with the steering system. If this procedure fails to eliminate the binding it is necessary to disassemble the strut and polish the surfaces of the bearing.

To preclude the occurrence of binding, every time an airplane is on jacks the lower thrust bearing is greased as described above. This practice has proven to be good preventive maintenance.

4. Landing Gear Strut Leakage. Some difficulty has been experienced with hydraulic fluid leakage from both the main and outrigger landing gear struts. The leakage occurs as a result of damaged "O" ring seals between the inner and outer cylinders. All of the main struts on the airplanes assigned to this activity have "O" rings installed. The outrigger struts have Delta or "D" rings on B-47B airplanes 51-2184 through 51-2356 and B-47E airplanes 51-2357 through 52-470. The outrigger

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struts on airplanes prior to 51-2184 and subsequent to 52-470 have "O" ring seals.

The "D" rings are less susceptible to rolling on a sliding surface seal which has been proven by service test. The Contractor has initiated an Engineering Change Proposal 2525 for the purpose of installing "D" ring seals in the main and outrigger struts on production airplanes and on an attrition basis for airplanes in service. The recommended change awaits OCAMA approval.

5. Crew Relief Tube Installation. It has been brought to the attention of the reporting representatives that the above installation is unsatisfactory for use in flight. The fluid in the tube to the tank located in the radome area freezes.

The Contractor is aware of this problem. ECP 1859 has been issued to correct the difficulty. This change is to be incorporated in production on B-47E airplane serial numbers 52-593 and on. It is also to be incorporated by kit change on B-47B airplanes serial number 51-2045 through 51-2356 and B-47E airplanes serial number 51-2357 through 52-592.

The change consists of removing the relief tank and routing the relief tube to the chemical toilet. The chemical toilet is to be reinstalled in airplanes which do not already have the unit. Until this installation is accomplished it is recommended that other means of crew relief be provided.

VI. MAINTENANCE -ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Navigator's Hatch Minimum Air Bottle Pressure. The question of the minimum air bottle pressure required to jettison the navigator's downward ejection hatch has arisen several times. The following information is quoted from data obtained by the Contractor from laboratory tests.

For an inflight condition with -65° F temperature, an air bottle charge of 1350 psi or greater is sufficient to safely jettison the hatch. The hatch will jettison at -65° F with an air bottle pressure of 1070 psi, but the time required is approximately 12 to 15 seconds. It was also determined that the hatch will jettison immediately at room temperature with an air bottle pressure of 1000 psi. It is the opinion of the Contractor that the time required to jettison the hatch at -65° F and 1070 psi is too long for safe ejection.

The reduction of air bottle pressure from 2000 psi at normal temperature to 1350psi at -65° F is a normal reduction of pressure in proportion to temperature change.

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Caution should be exercised to insure that this pressure reduction is due to temperature reduction only and is not assisted by leakage.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Single Phase Inverter System. The question has arisen at this activity as to whether it is possible to operate the secondary inverter on the main bus and the A-5 inverter on the secondary bus in case of a main inverter failure. It is necessary to pass through the positions "Secondary Inverter on A-5 Bus" and "Secondary Inverter on Secondary Bus" with the inverter transfer control switch to reach the position "A-5 Inverter on Secondary Bus". It was felt that passing through these two positions would remove the secondary inverter from the main bus and it may not return to that position.

This condition was kept in mind during the design of the inverter transfer system. The secondary inverter will go to the main bus in case of main inverter failure if the selector switch is in either the "Normal" or "A-5 Inverter on Secondary Bus" position. It is also necessary to have the main inverter "Off-On" switch in the "On" position for the secondary inverter to automatically change to the main bus.

VIII. SPECIAL DEVELOPMENTS:

1. Mr. Dale Allison, Boeing Airplane Company Power Plant Staff Engineer, visited this activity from 11 October to 19 October. The purpose of his visit was to compare Jet-Cal Tester readings with Brown Potentiometer readings obtained during engine operation. Utilizing the data obtained and the recommendations of the Operational Engineering Section it was suggested that a precision potentiometer be obtained for use during engine tabbing operations.

IX. GENERAL REMARKS:

1. None

E. J. Hill
Technical Representative
Boeing Airplane Company

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1 November 1954

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 31 November 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base, California

1. Following is Technical Report for month ending 31 November 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. The following resume of training conducted during the month is submitted in accordance with 15th Air Force Message DM6BC39812, Dated 17 May 1954.

	Turbo Control System	Hydraulic Test Stand	APG	General Technical Information
No. Airmen Trained	17	11	45	114
AFSC	(6) 43271	(6) 42550	(4) 43170	(4) 4344
	(4) 43154	(1) 43170	(8) 43171	(15) 43170
	(1) 42670	(1) 43171	(13) 43151	(30) 43171
	(2) 43171	(2) 43151	(15) 43271	(20) 43151
	(4) 43151	(1) 43159	(5) 1234	(30) 1234
				(12) 43271
				(3) 4324
No. Instructor Hrs.	12	4	10	16
No. Student Hours	41	44	250	320
Type of Training				
Fundamentals	X		X	X
Advanced	X	X	X	X
Gross Training				
Informal Classrm.	X		X	X
Formal Classroom				
On Job Training	X	X	X	

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SUBJECT: Monthly Technical Report, RCS; 3-AMC-U19, For Month Ending 31 November 1954. KC-97 Aircraft.

	A/R Fuel System	Single Point Refueling	Fuel System	Aerodynamics and Structure
No. Airmen Trained	12	65	43	14
AFSC	(3) 42550	(21) 1234	(3) 43170	(4) 4344
	(4) 42510	(5) 43170	(20) 43171	(4) 43170
	(5) 43171	(9) 43171	(10) 43271	(1) 43171
		(18) 43271	(2) 4324	(3) 43271
		(12) 43151	(8) 1234	(2) 1234
No. Instructor Hrs.	4	16	6	10
No. Student Hours	24	192	100	24
Type of Training				
Fundamentals		X		
Advanced	X		X	X
Cross Training				
Informal Classrm.	X	X	X	X
Formal Classroom				
On Job Training	X	X	X	X

	Aircraft Operation	Nitrogen Purge System	Ground Handling
No. Airmen Trained	18	15	8
AFSC	(5) 43271	(12) 43271	(6) 1234
	(3) 4324	(3) 43179	(2) 43271
	(8) 1234		
	(1) 43179		
No. Instructor Hrs.	6	4	4
No. Student Hours	54	36	16
Type of Training			
Fundamentals			X
Advanced	X	X	
Cross Training			
Informal Classrm.	X	X	X
Formal Classroom			
On Job Training			

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 Aircraft.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd

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SUBJECT: Monthly Technical Report, RCS: 3AMC-119, For Month Ending 31 November 1954. KC-97 Aircraft.

Bombardment Wing (H) sections which support the KC-97 Airplane In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance-engineering, design, and operational problems thereby promoting increased utilization of the concerned aircraft.

2. It is estimated that the services of a Boeing Field Service Engineer with the 93rd Bombardment Wing (H) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. An additional failure of the aerial refueling fuel line flexible coupling (SAC Spec KC-739-3) which is installed between the boom and pod, occurred on a KC-97G airplane. A similar failure was reported in paragraph V-2 of Monthly Report dated 5 July 1954. As in the previous incident it was impossible to stop fuel flow from the serviced upper deck tanks, out the return by pass line, through the flexible coupling and onto the ramp because of the removal of the flapper from the return by-pass line check valve. A procedure has been devised for closing the hydraulic actuated return by pass line shut-off valve without outboard engines operating by using the emergency hand pump for initial valve closing and then holding the valve closed with a block. The procedure is not always practical due to limited pressure available from the handpump and proved of no avail at this described failure. This occurrence adds further justification for expedited incorporation of an improved flapper in the return by-pass line check valve.

2. At various times during the month, not necessarily dependent upon temperature variations, fuel was noted leaking from the fuel cell door assemblies, P/N 9-13465- along the under surface of the wings. The cells most generally effected are numbers 11, 12, 13, 14 and 15 on either wing. Examination of the airplane for a cause of leakage has revealed that the cement used to bond the seal, P/N 9-13465-3, to the door, P/N 9-13465-1, has deteriorated and either created a passage between the seal and door or affected the seal material causing the seal to crack. All noted leaks were between seal and door rather than between seal and cell. The problem appears to be confined to KC-97G airplanes thus far. The greatest nuisance item created by this leakage is the removal of drop tank and strut necessary to gain access to cell number 12 door assembly. A quantity of seals, P/N 9-13465-3, have been procured and all failed doors are checked for warpage and if found acceptable for service are carefully reworked with emphasis placed upon proper seal bonding and setting.

3. A rather curious seige of erratic operating manifold pressure gages on the flight engineers panel only has been noted during the past month. The problem appears to be

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confined to KC-97G airplanes. In each instance the condition has been improved by installing new pressure gages. Flight Engineers report that their gages will eventually reach the reading indicated at the pilots station. However, such a condition is undesirable for the preflight checks of propeller, turbos and engines. Indicating instruments in general have given appreciable trouble during the past two months.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED

1. The Hydraulic Test Stand, P/N P-66255, which has been described previously as presenting an engineering difficulty, was successfully used to fill, bleed and operate the aerial refueling system on a KC-97G airplane incorporating the jet-eductor type pump subsequent to simultaneous failure of both outboard engine hydraulic pumps. This operation was accomplished by a crew of five men. Mechanics were stationed at boom and pump operators panels, airplane reservoir and hydraulic stand. One co-ordinating supervisor was simultaneously used. The airplane system was filled from the stand reservoir and then bled using very low pressures and rate of flow. Pressure and flow rate were then increased for system operation. It was established that a thorough knowledge of the airplane hydraulic system and the hydraulic test stand function is essential for successful operation. Frequent and speedy manipulation of the stand controls was also found mandatory.

2. Authorization to use the Single Point Refueling system has been very beneficial to this activity in expediting the refueling of airplanes. However, the exact restriction intended by the 95% capacity stipulation has caused some concern and confusion. Instruction has been given on the preferred single point refueling procedure outlining the present system weakness and precautions to be followed to prevent pressure surges in the airplane system and yet insure a speedy refueling. Co-ordination with the Maintenance Standardization Board has resulted in the drafting of a safe and satisfactory procedure for use with the 95% capacity stipulation.

3. A KC-97G airplane, S/N 52-2630, has been intermittently reported as a slow airplane, sloppy feeling at unstick and stalling at airspeeds well above the handbook averages. Some of the most recent flights on the aircraft indicated heavy buffet at indicated airspeeds 40 to 60 statute miles per hour above stall, while the airplane was in straight and level flight. No trim difficulties were ever reported. The airplane was given a thorough check for any possible cause of the noted conditions. All control surfaces and their associated cables including the aerial refueling boom were checked for security, warpage, alignment and tension; aircraft weight and balance was reviewed; airspeed indication system checked, engine cooling flap indicators calibrated; loading

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dge door assemblies, inboard of the inboard nacelles were reworked and replaced to insure a smooth air flow at these two points; the small gap between drop tank strut and wing was faired in; fairing duplex in drop tank strut and engine nacelles were smoothed; landing lights were checked; all fairings and doors were checked for security; the wings were inspected for wrinkles or other signs of deformation. Several discrepancies significant enough to have caused the unsatisfactory buffet were noted and fixed. The airplane was again test flown and found to buffet at high indicated airspeeds in level flight, and to stall out in banks well above normal stall speeds for the conditions at weights of approx. 120,000 pounds. The airplane is now at depot undergoing further analysis and alignment check.

4. Co-ordination with Maintenance Stand Board has resulted in issuance of procedures on: proper flushing of external wing tanks and transfer manifold on KC-97G airplanes a bulletin facilitating quick and proper selection of flexible interconnect fittings for KC-97G airplanes, and information for proper installation of aerial refueling interconnects to help reduce the failures of these parts.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. No significant difficulties were encounter

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENA ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX. SPECIAL DEVELOPMENTS:

None

X. GENERAL REMARKS:

None

Walter J. Hanson
Walter J. Hanson
Field Service Engineer
Boeing Airplane Company

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HISTORY

93rd BOMBARDMENT WING

·MEDIUM·

CASTLE AIR FORCE BASE

CALIFORNIA

SECRET

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COVER: Airman First Class David Solomon observes the landing pattern of a B-47 of the 93d Bombardment Wing. The GCA operator is a member of Castle's newly activated 2035th AACS Squadron. Formerly a detachment (1901st-3), the new squadron has two detachments under its command. It was activated on 1 November 1954. (Photo by A/3C Neal Kendall, Houston, Texas)

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CLAS: SECRET
AUTH: Comdr, 93d BW
DATE: 7 Jan 55
NAME: [signature]

HISTORY

of

93D BOMBARDMENT WING, MEDIUM

Castle Air Force Base, California

November 1954

Prepared
by
First Lieutenant Charles S. Tilghman

[signature]
CHARLES S. TILGHMAN
1st Lt., USAF
Hq Sq, 93d Air Base Gp

[signature]
WILLIAM E. EUBANK, JR.
Brigadier General, USAF
Commander

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
United States Air Force

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

ORGANIZATIONAL CHANGES:

All the bombardment squadrons, the two air refueling squadrons and the Second Strategic Support Squadron were reorganized effective 18 November 1954 by general orders[1] from Headquarters Strategic Air Command. New tables of organization (T/O's) were received on the above mentioned organizations. In this reorganization, the air refueling squadrons gained two airmen spaces each, the 2d Strategic Support Squadron gained one airman space and the three bomb squadrons lost five airmen spaces each.

Fifteenth Air Force advised this headquarters on 17 November that ground powered equipment maintenance personnel who were deleted from the bomb squadron T/O's would be reflected in the forthcoming revised T/O of the Field Maintenance Squadron.[2]

During November, the Base Manpower Office received instructions from SAC and Fifteenth Air Force to convert certain officer spaces to warrant officer spaces. Organizations affected by this change, effective 16 November, were Headquarters Squadron Section, 93d Bombardment Wing, 93d Periodic Maintenance Squadron, 93d Operations Squadron, Headquarters Squadron Section 93d Air Base Group, 93d Motor Vehicle Squadron and 93d Air Police Squadron. A total of eight positions were converted.[3]

On November 15, this headquarters received instructions from

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1. See General Order 74, Hq SAC, 8 Nov 54, Exhibit "A"; also General Order 75, Hq SAC, 8 Nov 54, Exhibit "B".
2. Base Manpower Office historical report cited 15AF message DPLM 18228, 17 Nov 54.
3. See IOM, Hq 93d BW (BMO), "Warrant Officer Authorization", 16 Nov 54, Exhibit "C".

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Fifteenth Air Force for submitting changes to the non-T/O authorizations section of the Unit Manning Document.[4] Changes to the approved tables were to be made for: changes in mission and/or a permanent change in workload; a change in strength authorized and/or directed by Fifteenth Air Force or higher headquarters; normal changes in career fields as authorized or directed by Air Force regulations or manuals; or to correct errors in the original tables.

In compliance with a directive from Headquarters Strategic Air Command, this headquarters conducted a study of food service authorizations. Headquarters SAC had been utilizing a ratio of 5.3% cooks, bakers and meat cutters to the number of rations served, whereas a ratio of 3.3% had been accepted for the overall Air Force. This headquarters recommended a ratio of 4.42% in the report submitted to Fifteenth Air Force on November 16.[5]

The Manpower Office was informed by Fifteenth Air Force message DPLM 17109, 9 November 1954, that SAC Headquarters had approved the recommended distribution of overage spaces of B-52 personnel to the various squadrons of this command. The change was to appear in the November 30 issue of the Manning Authorization Program.[6]

A change in the allocation of maintenance support spaces for T-33 aircraft indicated one Staff Sergeant and one Airman First Class for each aircraft. The November 30 Manning Authorization Program reflected the following authorized overages: 2-43141H-A/1C;

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4. Base Manpower historical report.
5. Ibid.
6. Ibid.

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one 45151H - S/Sgt; and one 45153 - S/Sgt.[7]

WING COMPTROLLER:

Management Analysis. The November Forecast of SAC Management Control System Scores showed a considerable overall improvement over the October scores (72% total for November; 56% for October). The increase of 23 percentage points in the personnel area (manning in required specialties accounted for the overall improvement.

The largest single area of improvement was in airmen (direct support) MIRS; here the Wing received 50 more points than in the previous month. The principal factor in this increase was the upgrading of 271 airmen during November. Reduction of unfilled authorized indirect support airmen AFSC's earned an additional ten percentage points in that area. This was brought about by the assignment of additional airmen and by upgrading.[8]

BASE COMPTROLLER:

Management Analysis. The November forecast of SAC Air Base Group Management Control System Scores predicted the attainment of 94% of the maximum points, compared to 80% received in October.

The major problem areas this month were:

Officers MIRS. Projected losses with no gains indicated little or no gain in the near future. Scores were expected to remain at the same level for several months.

Reenlistment Rate. The principle factor for regression here was

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7. 15th AF message DPLM 18339, 18 Nov 54.
8. For complete list of scores and further discussion, see "Forecast of SAC Management Control System Scores", Exhibit "D".

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the deletion of Code S7 from the numerator and denominator in computation of scores in this category. Indications were that the reenlistment rate would remain at or near this level.

NCO Open Mess. The low score in this category was due to scoring of no points in the following areas: % of gross profit from sales, food, net profit and current ratio.

AIO Cost Incident to Maintenance. The amount of expenditure for minor additions, alterations and deletions was the primary factor determining this low score.

The complete list of scores follows:[9]

	Percent of Maximum Score	
	October (Official)	November (Forecast)
Manning in Required Specialties		
Officer MIRS	30	20
Airman MIRS	80	80
AWOL Rate	50	40
Ground Safety	30	45
Reenlistment Rate	50	20
Officers' and NCO Messes		
Officers' Mess	30	Not Rated
NCO Mess	30	30
Reports of Survey	90	85
Supply Management	64	83
AIO Costs	10	20
Standard Base Support	100	100

9. Base Comptroller historical report.

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Flying Safety	100	100
Synthetic Trainer Utilization	20	30

The 329th Bombardment Squadron received the highest Unit Management Control System Score for November -- 97% of the maximum score. This was an increase of ten percentage points over their October score.[10]

Budget and Accounting. Funds in the total amount of $1,224881.01 were received from Headquarters Strategic Air Command during November.[11]

The new National Cash Register Machine began operation during the month. A field representative from the National Cash Register Company set the machine up for allotment accounting.

Staff Sergeant R. L. Eddingfield was assigned to the Budget and Accounting Office during November. He was formerly assigned in Germany.[12]

Finance. Plans were made during November for the semi-annual close out of military pay records, and a complete audit was made of all items posted thereon to include October 31, 1954. Individual pay clerks were advised of errors in records under their jurisdiction and action was taken to correct these. The Finance Officer felt that this procedure would reduce greatly the work load which would normally occur during December and January. The target date for completion of new military pay records was December 10, 1954.[13]

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10. See "Unit Management Control System", Exhibit "E"
11. See "Fiscal Year 1955 Allotments Adjusted by SAC During November 1954", Exhibit "F".
12. Budget and Accounting Office historical report.
13. Finance Office historical report.

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The Resident Auditor General made an inspection of the Finance Office during November, and returned a very favourable report of audit. The Work Performance Data report showed an office average of 95%.

Total disbursements for November were $1,377,191.48.[14]

INFORMATION SERVICES:

The Public Information Officer was project officer for the United Givers' Campaign for 1955, conducted by the Merced, California, trade area from October 18 through November 8. Castle Air Force Base personnel contributed a total of $4,214.41 to this drive. The purpose of the campaign was to unite into one annual, concurrent drive all community-wide solicitations which were formerly conducted severally throughout the year. A sticker reading: "We give through the United Givers' Campaign for 1955" was given to all donors and was planned to provide immunity from further solicitations by member agencies.

Member agencies were: American National Red Cross, Boy Scouts of America, Children's Home Society of California, Girl Scouts of America, Merced "Off Post" Recreational Council, Merced City Boys' Club, Salvation Army and the United Defense Fund.

The Castle AFB donation was presented to the president of United Givers, Incorporated, on November 15 by Colonel William H. Campbell, Base Commander.

No community relations problems were encountered during November. The speakers' bureau provided speakers on three occasions to

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14. Finance Office historical report.

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discuss base-community relations. Lt Colonel Joe Hill, Director of Personnel, addressed the Groves School parent-teacher association on November 2; 1st Lt R. F. Collins addressed the Bellvue PTA on November 8 and 1st Lt Clifford Lindsey spoke to the American Association of University Women, Merced, on November 30.[15]

15. Information Services monthly activities report.

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CHAPTER II

OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING

OPERATIONAL PLANS:

Planning for Operation "Sleigh Ride",[1] a long-range, round-robin mission, occupied the Plans Section throughout the early part of November. In addition to preparing and publishing the operations order for this mission, the section conducted several briefings concerning it. Major Renneisen was TDY with the 93d Air Refueling Squadron (ARS) at Sondrestrom Air Force Base, Greenland, from 11 through 18 November.

Operation "Sleigh Ride" was originally directed by Fifteenth Air Force;[2] Major Orr was briefed on that and other missions at March Air Force Base on 1 November. Subsequently, the Plans Section conducted a Staff briefing at this headquarters and, on 9 November, briefed the Fifteenth Air Force Directorate of Operations on the 93d Bomb Wing operations order. Initial briefing of 93d ARS crews was on 13 November and the strike briefing on the bomber portion of the mission was conducted on 17 November.[3]

Two other Fifteenth Air Force directed missions for which planning was done at this headquarters were "Big Tent", a Wing evaluation mission, and "Sheepskin". Big Tent was scheduled to be flown on 1 December.[4]

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1. 93d BW Operations Order 148-54.
2. 15th AF Operations Order 148-54.
3. Plans Section historical report.
4. 15th AF Operations Order 146-54; also 93d BW Operations Order 146-54.

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On 16 November, the Prediction Team completed simulated radar target plates for "Big Tent". Bomb Squadron observers made T-2 ultrasonic trainer bomb runs against these plates in preparation for flying the mission.[5]

Initial planning for Operation "Sheepskin",[6] the 93d Bombardment Wing "graduation exercise", were drawn up at a Staff planning conference on 29 November. The mission was scheduled to be flown early in December.

Other activities of the Plans Section during November included publication of a change to 93d Bomb Wing Evacuation Plan 10-53 and work on simulated radar target plates on Richmond, Virginia; Charlotte, North Carolina; and Atlanta, Georgia for a January, 1955, mission.

1st Lt Floyd L. McKinney, Intelligence Photo-Radar Officer, reported for duty with the Prediction Team on 15 November.[7]

CONVERSION PROGRAM:

During November the programming plan was published outlining the conversion of the 93d Bomb Wing from B-47 to B-52 type aircraft.[8] The plan provided for the establishment of a B-52 training squadron and for maintaining combat readiness in B-47's while converting to the new aircraft.

It was planned for the Wing, beginning in February 1955, to maintain a thirty-B-47 capability, instead of the forty-five ship

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5. Plans Section historical report.
6. 93d BW Operations Order 152-54.
7. Plans Section historical report.
8. See "93d BW (H) Programing Plan 2-54", Exhibit "G".

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capability. The phase-out of B-47 aircraft would begin in February; the delivery of B-52 aircraft was scheduled for April 1955 through January 1956. Upon receipt of the twentieth B-52, the wing would be relieved of the B-47 requirement.

The same programing plan also provided for the transfer of the 90th Air Refueling Squadron to Forbes AFB, Kansas, on or about 1 July 1955.[9]

The 93d Bombardment Wing set a record in converting from B-50 to B-47 type aircraft. General Curtis E. LeMay, Commander, SAC, and Major General Walter C. Sweeney, Jr., Commander, 15th Air Force, sent congratulatory messages.[10]

WING OPERATIONS AND TRAINING:

Flying Training. A relatively large percentage of flying done during November involved missions ordered by higher headquarters. In addition to "Sleigh Ride", "Globetrotter" and "Flytrap" missions were ordered. The 90th ARS flew "Globetrotter" in support of the 303d Bomb Wing; the 93d ARS flew "Flytrap", supporting the same wing.[11]

Operation "Sleigh Ride" involved four B-47 aircraft which were supported by the 93d Air Refueling Squadron on a long-range, round-robin mission. Two aerial refuelings were required for completion of the mission. Major W. P. Orr, Operationsl Plans section, described the results of the mission as "excellent".[12]

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9. 93d BW Programing Plan 2-55, par. 4d. In an interview on 3 Jan 55, Lt Colonel Charles P. Bialka, Deputy Director of Operations, indicated that this transfer would take place on or about 1 March 1955.

10. See letter, Hq SAC, "Combat Readiness of the 93d Bombardment Wing", 30 October 1954, Exhibit "V"

11. Wing Operations historical report.

12. Mission critique held early in December. See also "Staff Observer", this chapter.

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On November 3, 4 and 5, the 93d Bomb Wing flew Operation "Charley Chan", a Wing-planned bomber stream mission which was designed to test Wing capabilities and to prepare for a forthcoming Fifteenth Air Force-directed evaluation mission. "Charley Chan" called for ten aircraft on each of the three nights. Mission requirements included one night celestial navigation leg and four record radar bomb scored (RBS) runs.[13]

According to Major Patrick E. Montoya, Wing Observer Section, the use of two strange targets, "Echo" at Denver, Colorado, and "Bravo" at Phoenix, Arizona, caused observers some difficulty. Target "Bravo", which was scheduled for direct bombing, did not lend itself to that type of bombing. Major Montoya said, "By scheduling this target and 'Echo', we sacrificed CEA but gained in training and preparation for the December evaluation mission."[14]

The weather constituted a considerable handicap to efficient operation during November. On 10 November, ground fog appeared and remained in the area almost constantly throughout the month. During this time, visibility was frequently at or below minimums, except for short periods in the late afternoon. It was necessary to divert forty-four B-47 aircraft, upon completion of their missions, to alternate bases.[15] One of the bomb squadrons reported that the large number of Castle AFB aircraft remaining over night at Davis-Monthan AFB, Arizona, saturated transient aircraft facilities there, and,

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13. Interview with Major Patrick E. Montoya, 27 December 1954. See also "Staff Observer", this chapter.
14. Notes from critique of "Charley Chan", 23 November 1954.
15. Wing Operations historical report.

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consequently, caused delays in returning aircraft to Castle for further use.[16] In addition to these diversions, twenty-nine B-47 missions were cancelled because of weather.[17]

Another facet of the weather problem was the difficulty in obtaining Air Traffic Control clearances from Oakland Control Center during instrument weather conditions at this field. In an attempt to solve this problem, two planning conferences were held during November, one at Castle AFB, in which the Oakland center was represented, and one at Oakland, in which the 93d Bomb Wing was represented by Major Robert W. Hayden.[18] No solution was reported.

93d Air Refueling Squadron. Notwithstanding the weather, the 93d ARS had a record month. The squadron flew 768:25 hours and transferred 2,002,380 pounds of fuel -- the largest monthly total to date for that organization. This total was achieved in 149 sorties with 218 wet hook-ups. The five crews who went on TDY to Greenland for Operation "Sleigh Ride" accounted for 202:10 hours of the total flying time and 442,000 pounds of the monthly fuel total.[19]

Wing Standardization Board. The 93d Bombardment Wing Standardization Crew flew two checks during November; the remainder of their flying was in heavy gross weight check-outs of squadron pilots and normal crew positions.

The Standardization Board compiled a pilots' proficiency examination during November and forwarded it to the three bomb squadrons; latest changes to the combat crew guides were also forwarded.

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16. 329th Bombardment Squadron historical report.
17. Wing Operations historical report.
18. Ibid.
19. 93d ARS historical report.

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A considerable portion of the month's activities were directed toward preparation for the Strategic Air Command inspection scheduled for early December.

The 90th Air Refueling Standardization Crew (ARSC) was unable to complete any crew standardization checks during November, due to aircraft aborts and the heavy commitment to the bombardment squadrons for heavy gross weight transfers.[20] One aircraft commander, two copilots and one observer received individual checks.[21]

The 93d ARSC checked out one crew, T-17, during November, and spent the remainder of the month in the accomplishment of routine office duties. The one exception to this routine was the period of five days, 15 to 20 November, spent on TDY in conjunction with Operation "Sleigh Ride".[22]

Staff Observer. The Wing Staff Observer section prepared, during November, an operations memo outlining Wing policy on target rotation, and furnished the squadrons with charts on which to maintain the current status of rotation. The memorandum limited the number of record runs (radar or visual) which might be made on any one RBS site by a single crew during a six-month period. Before making a second record run against any single targd within the RBS complex, crews were required to accomplish record runs against all other targets within the complex.[23]

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20. For refueling and other training requirements, see "Training Program", Exhibit "H".
21. Standardization Board historical report.
22. Interview with Major Marcus L. Hill, Jr., President Wing Standardization Board, 28 December 1954.
23. See 93d BW Operations Memo 35-6, Exhibit "I".

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Mission planning for "Sleigh Ride" occupied the Observer section for a considerable portion of November. The observers conducted target study and flight planning for the mission and, after its completion, prepared a critique. Before the mission, the observer section also presented a comprehensive review of the principles of grid navigation and allied instruments. The satisfactory completion of the mission justified the time spent in review. This mission also afforded a good test of crew endurance, ability to bomb a target after extended flight and heavy-weight refueling.[24]

In his critique of "Charley Chan", Major Montoya said that the quality of O-15 photography was improving, and that these photographs were of considerable aid in the evaluation of bomb runs. He suggested that observers continue photography through the cross-over and until the target area again became definable.[25]

Lt Colonel Blair Hale left Castle AFB on November 22 to attend the B-47X training course at Mather AFB. The duration of the course was to be ten weeks; during this time, Major Montoya was to assume the duties of section head.[26]

Major Montoya attended the SAC Bombing Conference at March Air Force Base, California, on November 16, 17 and 18. Major Richard A. Levy was TDY to March AFB on November 4 to attend the planning conference on mission "Spotlight", a Fifteenth Air Force evaluation mission to be flown on January 5, 1955.[27]

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24. Staff Observer historical report.
25. Critique of "Charley Chan", 23 November
26. Staff Observer historical report.
27. Ibid

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Flying Safety. In November, units of the 93d Bombardment Wing flew a total of 3,809:00 hours without accidents. During the same period, a total of 4,206:00 hours were devoted to flying safety and accident prevention meetings.

Winter weather was the theme of the monthly flying safety meeting. The Base Weather Officer gave a black light presentation of general weather information for the entire country, with special emphasis on weather phenomena in the Castle AFB area.

During November, the Flying Safety section began preparing flying safety annexes to all 93d Bombardment Wing Operations Orders. These annexes covered training to be accomplished prior to any given mission, for example: practice let-downs for alteranate and enroute bases, lectures on weather, aircraft operation and oxygen discipline. They also prescribed equipment to be taken on missions by crew members, both for safe conduct of the flight and for survival if necessary.

Captain Charles L. Beebe was assigned to the 93d Bomb Wing in November, to serve as assistant Flying Safety Officer. He was formerly with the Northeast Air Command.[28]

Gunnery. During November, eight 93d Bombardment Wing copilots attended the OQ gunnery range at Sahuarita. Three quotas were cancelled, due to closing of the range for repairs and to non-availability of transportation.

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28. Flying Safety historical report.

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OJT personnel from the Armament and Electronics Maintenance Squadron completed the 20mm indoctrination course on November 16. Thirty-one students completed a total of 551 student hours in this training.

Work continued on the A-5 system, but no completion date could be forecast because of lack of coaxial cable, cannon plugs and a rack for mounting the component parts of the system.

Use of the T1-(A) trainer during November was as follows:[29]

SQDN	HRS SCHEDULED	HRS AVAILABLE	HRS USED	% of UTILIZATION
328	40:00	36:00	21:00	58.3
329	40:00	35:00	28:00	80.0
330	40:00	32:00	25:00	78.1
TOTALS:	120:00	103:00	74:00	71.8

Communications. The 18SR high frequency radio equipment arrived during November and was installed in 36 of the B-47 aircraft of this Wing. The equipment was not channelized according to the SAC communications electronic instructions; the reason for this was that this Wing was sent equipment which should have been sent to the Air Defense Command. At the end of November, no date had been established for change-over to the correct frequencies.[30]

The supply problem remained the major obstacle in completing the navigational aids program. Follow-up action on needed supply items was initiated by Base Supply.

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29. Wing Gunnery section historical report.
30. Wing Communications historical report.

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The only source of information concerning expected dates of receipt of electronics counter-measures equipment for B-47 aircraft was through the equipment programing book.

Captain Robert L. Busic, Jr., was assigned as Communications Staff Officer on November 19.[31]

Wing Munitions. In addition to scheduled atomic, biological and chemical defense training required by 15th Air Force Regulation 50-4, Wing Munitions section conducted a course for crew chiefs and assistant crew chiefs during November. The training was 91% completed, with 100 man hours accomplished.

The only CBR defense training accomplished was Phase I (individual indoctrination training). Only 1,095 of the desired 4,681 man hours were completed. The goal was not met because of conflict with other, higher priority training.[32]

Special Weapons. All training required by Supplement XIV to SAC Regulation 50-8 and by SAC Regulation 82-2 and 136-6 was accomplished during November. A break-down of training follows.[33]

SQDN	CREWS COMPL LDG RQMTS	CREWS COMPL IFT RQMTS	CREWS COMPL MISSIONS	CREWS COMPL DROPS
328	7	6	4	1
329	6	4	5	1
330	4	6	2	1

Individual IFT - 69; individual IFE - 67.

In the Supply Squadron, the special weapons handling team received routine continuation training in bomb handling. Each four-man team received at least two loadings during the month. In

31. Wing Communications historical report.
32. Wing Munitions historical report.
33. Special Weapons section historical report.

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addition, all loading teams were checked out in a new method of positioning the M-1 dolly beneath the bomb bay: the jacking method which was prescribed by a new interim technical order. This method was found to work efficiently and quickly, as long as the aircraft was parked on a smooth, hard surface, such as concrete.

Eighteen airmen in the Armament and Electronics Maintenance (AMS) Squadron received 43 hours' basic indoctrination on, ring-out and PLF training; each man made at least one PLF check on a mock-up and two in an aircraft. Nine loading supervisors of the AMS Squadron received a minimum of six hours' loading training, each man completing two or more loadings. All loading supervisors were checked out in the jacking method of placing the M-1 dolly beneath the bomb bay.

A considerable portion of the training projected and scheduled by the 93d Bombardment Wing was not accomplished during November. This was due largely to the absence of crews and aircraft which were forced to remain at other bases because of weather conditions.

The Special Weapons training section accomplished a total of 1,627 man hours' training during November. Personnel in both the AMS and Supply squadrons remained well above required optimum training status for implementation of SAC Regulation 82-2.[34]

As of 30 November 1954, this Wing had 140 pilots and 56 observers who were Bomb Commanders; 146 of the total were assigned to combat crews. Following is a statistical break-down of commanders assigned to crews:[35]

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34. Special Weapons section historical report.
35. Ibid

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SQUADRON	AIRCRAFT COMMANDERS	PILOTS	OBSERVERS
328	16	15	15
329	17	17	16
330	17	17	16

93d Bombardment Wing Operations Order 208-58 was implemented twice during November. This was a simulated special weapons mission designed to develop the coordination required to accomplish a successful special weapons mission; also to evaluate the overall special weapons capability of the 93d Bombardment Wing.[36]

Intelligence. Wing Intelligence personnel presented training lectures during November on arctic survival, escape and evasion aids, and resistance to enemy interrogation. They also presented an indirect bomb damage assessment lecture to squadron intelligence personnel and to combat crew members.

The Target Intelligence branch annotated vertical photographs for new deomestic target folders. Target materials for operations "Sleigh Ride" and "Big Tent" were prepared, placed in folders and distributed to combat crews.

The Intelligence Training Officer participated in the selection of a new site for the Basic Survival. The new location was to be Big Basin State Park, in the Santa Cruz mountains.[37]

Ground Training. During November, the 93d Bombardment Wing accomplished 25,695 hours of ground training. The three bombardment squadrons contributed 10,398 hours to this total.

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36. Special Weapons section historical report.
37. Wing Intelligence historical report.

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Heavy flying schedules precluded the attendance of one 93d ARS crew to advanced survival training during the month; however, a total of sixteen combat crews attended basic survival training on the base.

Four crew members of the 90th ARS and two from the 93d ARS attended the KC-97 MTD aircrew familiarization course at March Air Force Base. Twenty-one maintenance personnel attended the maintenance familiarization course at the same base.

The T-2A radar navigation trainer was placed in commission in November and was used extensively by the bombardment squadrons.[38]

93D OPERATIONS SQUADRON:

Base Operations. During November, there were thirteen operational aircraft assigned to Base Flight. Flying time per type of aircraft was as follows:[39]

TYPE AIRCRAFT	HOURS FLOWN
T-33	102:10
C-45	110:15
B-25	65:20
C-47	95:15

The Base Flight Scheduling Officer* reported that only 104 -- less than half -- of the 225 flights scheduled were flown. Adverse weather conditions restricted flights considerably, particularly with C-45 aircraft being restricted to VFR conditions.

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*Captain Lloyd G. Russell.
38. Wing Operations historical report.
39. 93d Operations Squadron historical report

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A major concern of the scheduling section during November was the completion of AFR 60-2 requirements for all assigned flying personnel. As of 30 November, 43 of the 53 assigned pilots had met these requirements. Only three of the fourteen M-Day pilots assigned had completed their requirements.[40]

Training. Bombardment squadrons, refueling squadrons, the 2nd Strategic Support Squadron and Base Flight personnel utilized the Link trainers 568:30 of the scheduled 796:00 hours, for a total percentage of 71%. Highest individual unit percentage of use was that of the 50th ABS -- 95%.[41] Heavy flying commitments and crew personnel absent on TCY because of weather had considerable effect on the use of the trainers.

Attendance at physical conidtioning was also low during November. The handling capacity of this unit was 1,700 workouts; only 701 were given, for a total utilization of 41%. Attendance at judo classes dropped 27% from that of October.[42]

The T-2A radar navigation and bomb trainer was placed in operation on November 13. Wing personnel utilized 90 of the 102 available hours.[43]

The B-47 simulator was available and scheduled ten hours daily, Monday through Friday, with Saturdays set aside for make-up missions and for maintenance. Crews were scheduled 3:20 hours for the simulator and 45 minutes for breifing and critiques.[44]

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40. Operations Squadron historical report.
41. Ibid..
42. Figures compiled from weekly activities report of Base Ground Training Officer to Base Commander.
43. Ibid.
44. Operations Squadron historical report.

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Photography: In addition to routine work, the Base Photo Section had numerous special projects to perform during November. These included a request from SAC Headquarters for a series of night pictures (B-47 operations and maintenance, hospital shots, etc.); requests from Fifteenth Air Force for various pictures of B-47 aircraft for use in Boeing Aircraft Company publications; requests from Air Force Recruiting, and others.

The constantly increasing work load being placed on the Base Photo Section precipitated a request for additional laboratory space.[45]

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45. Information gathered from 93d Operations Squadron historical report and from frequent conversations with Base Photo Officer, CWO Alfred J. Ortize.

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CHAPTER III

PERSONNEL

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PERSONNEL

MILITARY PERSONNEL:

Combat Crew Resources. There was only one B-47 crew change in the 93d Bombardment Wing during November. This one was occasioned by the extended TDY of one navigator-bombardier. Two crews -- M-44, A/C Van Atta, 329th Bomb Squadron and M-70, A/C Nordstrom, 330th Bomb Squadron -- were upgraded to combat ready status effective 30 November. This gave the Wing a total of 46 combat ready crews. Of the remaining four non-ready crews, one was projected for upgrading by 30 December 1956, and the other three were designated "Training Pool" crews with no projected upgrading date.[1]

Few crew changes were made in the 93d Air Refueling Squadron; the majority of these were made necessary by the loss, through separation, of radio operators. No new crews were formed and no crews were upgraded.

There were several changes in the 90th Air Refueling Squadron. Four of these changes involved the upgrading of pilots to aircraft commanders and subsequent assignment of pilots from non-ready crews to ready crews. One crew, M-26, A/C Buchler, was upgraded to combat ready status effective 1 November. One new non-combat ready crew, M-33, A/C Carelock, was formed effective the same date.[2]

The shortage of radio operators remained serious and showed signs of becoming more acute in the near future. The discharge

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1. Combat Crew Resources historical report.
2. Ibid.

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of four radio operators under the early release program[3] (for Christmas), together with the normal releases scheduled for January, was expected to create an acute shortage. It was expected that at least twelve radio operators would be required as replacements for the two refueling squadrons and the 2nd Strategic Support Squadron prior to January 31, in order to prevent several crew regressions.[4]

Officers. Ninety-five classification actions on officers were accomplished and published during November. Upgrading of crew specialties accounted for many of these actions; downgrading and/or deletion of AFSC's also continued, especially in the case of rated officers possessing non-rated specialties in which proficiency had been lost.

The new table of organization for the refueling squadrons[5] authorized twenty 1525P's and ten 1534A's. The previous T/O authorized only 1534A's. Action was initiated to utilize all officers possessing AFSC's 1521A and 1521F in 1525P positions. Officers in that category were being utilized as 1534A's.

Weekly meetings, at which recent directives, policies and problems were discussed, were conducted with all officers' records clerks. These meetings were scheduled each Wednesday and lasted from thirty minutes to one hour. It was the opinion of the Director of Personnel that these meetings would result in better informed clerks and improved records maintenance.[6]

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3. See "Separations", this chapter.
4. Interview with Combat Crew Resources Officer, 23 December 1954.
5. See "Organizational Changes", page 7, this history.
6. Personnel historical report.

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Thirty-three Officer Effectiveness Reports were received, processed and forwarded during November. Of these, 23% were "Very Fine", and 77% were "Dependable". There were no "Unsatisfactory", "Acceptable" or "Outstanding" reports submitted. The Officers' Branch also reviewed and processed 25 reaccomplished DA Forms 66.

Officer effective manning for the month of November was 86.4% for the 93d Bombardment Wing and 75% for the 93d Air Base Group; the overall effective manning for this station was 81.7%. Following is a breakdown by number and AFSC of officers assigned, reassigned and released from active duty during the month:[7]

INCOMING OFFICERS ASSIGNED	OUTGOING REASSIGNED AND RELEASED
1 - 0066A	1 - 1234C - rel fr AD
3 - 1231B	1 - 1245 - rsg
4 - 1231C	6 - 1530A - rsg
1 - 1435	1 - 2054 - rel fr AD
1 - 1525A	1 - 3241 - rsg
6 - 1531A	1 - 4344 - retired
2 - 2041	2 - 6424 - rsg
2 - 2051	1 - 9124 - rel fr AD
2 - 3231	Total - 14
2 - 4344	
1 - 6424	
1 - 7924	
1 - 9326	
2 - 9754	
Total - 29	

Airmen. Twenty-six airmen were reassigned to overseas areas during November, sixteen were reassigned to zone of interior areas and 15 airmen departed this station on temporary duty to schools. Of the 341 airmen who were assigned here during November, 29 were

7. Personnel historical report.

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for support of the B-52 Phase VI Test Program. This made a total of 155 airmen assigned to Castle Air Force Base for support of that program.[8]

The assignment to this base of 61 airmen relieved the shortage of administrative personnel; however, the improvement was largely numerical. That is, the majority of the personnel assigned within the administrative career field were basic airmen with little or no experience in administrative work. These men required considerable on-the-job training before becoming proficient. The same situation existed in the 93d Air Police Squadron, where 59 airmen were assigned in November. Most of these were "helper-level" airmen, unqualified to replace the men lost by the organization through withdrawal and separation.[9]

Airman performance reports (AF Forms 75) were accomplished on the Airmen First Class assigned to this base. A total of 779 airmen were rated.

Recruiting. Twenty-five airmen were interviewed, during November, concerning reenlisting. Thirty-two airmen reenlisted to fill their own vacancies; four reenlisted within ninety days, one of these from another command; and one airman reenlisted after being out for over ninety days. A reenlistment survey was conducted on all airmen due for separation during fiscal year 1955 and 1956. The purpose of this survey was to determine what inducement, if any, a pay raise would have on these airmen's consideration of reenlisting. The survey was requested by Headquarters Fifteenth Air Force.

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8. Personnel historical report.
9. 93d Air Police Squadron historical report.

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Separations. Four officers and ninety airmen were separated from active duty during November. A message was received providing for the release, prior to the Christmas holidays, of personnel who would normally have been eligible for separation between 15 December 1954 and 4 January 1955.[10]

Reserve Forces. Two officers, Lt Colonel Earl A. Arnett and Major Roland C. Starn, completed fifteen-day tours of active duty during November. Captain Arthur S. Olson, an M-day assignee, was transferred to Hamilton AFB, California, effective 15 November, and 1st Lieutenant Carl Hofman, also an M-day assignee, was transferred to Auburn, California. Recommendations for promotion of Lt Colonel Arnett, Major Thornton A. Graves, Major Harold K. Kendall, Major Starn and 1st Lt. David A. York were forwarded to Fifteenth Air Force on 29 November.[11]

OJT Administration. During November, 145 airmen were placed on OJT and 332 were removed from this training. Three hundred one airmen were upgraded or awarded additional AFSC's as a result of OJT. At the end of the month, there were 818 airmen receiving this training.[12]

CIVILIAN PERSONNEL:

New premium rates for fire fighters, provided by the enactment of part of the 83d Congress "fringe benefit" bill, were applied here during November. These rates raised the pay for fire fighters at this base approximately $4.00 per pay period.

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10. 15th AF message DPRS 18346, 18 Nov 54.
11. Personnel historical report.
12. Ibid

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It was the opinion of the Director of Civilian Personnel that the new rates, ten percent above the basic salaries in grades involved, would ultimately effect savings for the government, as they superceded former holiday, overtime and night differential pay.[13]

Beginning 7 November, all classification act employees at this base received true time-and-a-half for overtime. This was also due to the "fringe benefit" bill. Formerly, overtime rates diminished as grades ascended, until at grade GS-5 and higher, overtime pay was less per hour than straight time pay.[14]

This base received notice, during November, of a new career program for Federal employees. Under the new plan, permanent appointments could be made; such appointments had been banned since December 1950 under the Whitten Amendment. That amendment to the supplemental appropriations act of 1951 had been passed by Congress to prevent undue expansion of the permanent Civil Service force during the Korean emergency. The new plan was to go into effect on 23 January 1955. One hundred forty employees of this base would be affected as follows: 40 would remain indefinite until they could be placed on a Civil Service register for the positions they held. The remaining 100 were to be given permanent appointments as of 23 January 1955.

Strength: Federal employees on rolls 1 November 1954: 372 (138 graded, 234 wage board); November turnover: 11 gains, 11 separations. Assigned strength 30 November 1954: 372 (138 graded, 234 wage board); authorized strength: 373 (140 graded, 233 wage board).[15]

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13. Civilian Personnel historical report.
14. Interview with Director of Civilian Personnel, 16 Nov 54.
15. Civilian Personnel historical report.

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GROUND SAFETY:

In cooperation with the 93d Air Police Squadron and the California Highway Patrol, the Ground Safety Office conducted a "safe driving" meeting on 3 November for all Castle AFB personnel who operated privately owned motorcycles. Sixty motorcycle enthusiasts met and discussed safe "bike" riding through the organization of a motorcycle club. In conjunction with this, the Ground Safety Office prepared a ground safety abstract concerning motorcycle accidents and distributed it to all personnel concerned.

Ground Safety personnel inspected the fifteen FHA house trailers which were to be utilized at the Castle AFB rest camp in Yosemite National Park. They were particularly concerned with the potential fire hazard which these units might present, due to faulty heating equipment. The trailers were found to be unsatisfactory in this respect.[16]

Two minor aircraft accidents were reported during November. The first of these occurred on Saturday, 20 November, when an airman towed an auxiliary power unit away from a B-47 aircraft of the 330th Bombardment Squadron without first disconnecting the power cable from the aircraft. Minor damage was done to the aircraft skin around the left rear external power receptacle well; estimated cost of repair was $12.00. The other accident involved a KC-97G aircraft of the 93d Air Refueling Squadron which received minor damage to both auxiliary wing-tip tanks and struts. This happened when an airman, who was performing a periodic inspection

16. In an interview on 30 December, 2d Lt Donald L. Looff, Ground Safety Officer, indicated that no repair work had been initiated on these trailers and, moreover, that their overall condition was poor.

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of all aircraft switches, inadvertently operated the tank jettison switch while the battery was connected, causing the tanks to fall from the aircraft. Estimated cost of repair to the aircraft was $17.00. Since both aircraft were undergoing periodic maintenance when the mishaps occurred, there was no estimated time out of service due to the accidents.

There were nine time-lost injuries to military personnel at this base during November, four of which were caused by private motor vehicle accidents. There was one death caused by drowning. There was one USAF vehicle accident and one category #2 accident involving a B-47 aircraft and an A-2 tractor.[17]

PERSONNEL SERVICES:

Education. Forty Castle AFB men completed elementary level courses in English and science on 10 November. These classes were designed to enable airmen with low aptitude scores to improve their scores in a retest version of the AQE test, which was to be given at the end of the series of classes. Fifty-three men enrolled in the second half of the series, which included courses in general mathematics and American history.

The first eight-week session of high school classes ended on 24 November; 75 men completed the courses offered. A new session began on 29 November with 127 students enrolled in English, American history, civics, beginning algebra, typing, beginning Spanish and advanced Spanish courses. All classes were held in conjunction with the Merced Evening High School.

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17. Ground Safety historical report.

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One hundred men from this base completed the fall semester of Modesto Junior College classes here on 30 November. The winter semester was scheduled to begin on 2 December with an enrollment as follows: English literature - 35; trigonometry - 42; history 17b - 18 and sociology 11 - 30.

Proficiency tests were administered to a total of 240 Warrant Officers and airmen during November.[18]

Service Club. The Service Club was closed on Thanksgiving Day and the holiday dance was held on the following Sunday night. Approximately 250 persons attended. Guests included junior hostesses from Modesto and Turlock, California; coffee and sandwiches were served from the snack bar. Total Service Club attendance for November was 1,613 persons.[19]

Library. The librarian resigned effective 10 November and, at the end of the month, no replacement had been assigned. Master Sergeant Ray C. Perry was assigned to the library on 15 November.[20]

The recorded concerts were discontinued on 17 November when the radio-phonograph console was removed from the library. The Consolidated Non-appropriated Welfare Fund was requested to make an appropriation from December funds to purchase a new phonograph.[21]

Personal Affairs. There were 292 allotments and 68 insurance cases processed during November. Five casualty assistance cases were assigned and 33 applications were made for Air Force Aid Society loans. Nineteen loans were approved for the total amount of $1,700.00 and four grants were made for a total of $510.00.[22]

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18. Personnel Services historical report.
19. Ibid.
20. Interview with Master Sergeant Perry, 30 December 1950.
21. Personnel services historical report.
22. Ibid.

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CHAPTER IV

MATERIEL

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LOGISTICS:

One of the problems experienced in planning for Operation "Sleigh Ride"[1] was that of scheduling immunizations for all personnel involved on such short notice. The supply of cholera serum was depleted before all personnel could be immunized, and the remaining personnel went without cholera "shots".[2]

A forward base survey was conducted in conjunction with "Sleigh Ride" as part of the pre-planning connected with the operation of a forward operating and/or staging base. The results of this survey were not tabulated by the end of the month.[3]

Major Alva M. Hoover, Logistics Officer, attended a B-52 Staff Familiarization school at the Boeing Airplane Company's Seattle plant from 15 through 19 November.

Revision of the 93d Bombardment Wing mobility plan, part V, was started on 16 November. This section contained SOP's which were to be checked for currency and feasibility of operation, then revised as necessary. The completion of this project was expected early in January 1955.[4]

WING SUPPLY:

A detailed survey in November revealed that nearly all units in the Wing had completed the transfer of unit mission equipment from the UPREAL to the unit property account. (AF Form 1120). The transfer of all authorized items from the Base Supply plan

1. See "Flying Training" and "Staff Observer", Chapter II.
2. Interview with Wing Logistics Officer, 3 January 1955.
3. Wing Logistics historical report.
4. Ibid.

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account to the 1120 unit property account was also completed.

During November, Captain David F. Palmer, Wing Supply Officer, was on TDY to the Boeing Airplane Company, Seattle, Washington, to attend the "Z" conference. This was a detailed report from various depots on items which were to be frozen into an account to insure availability for B-52 aircraft.[5]

CONSTRUCTION:

The new maintenance hangar on this base was completed on 22 November after 620 days of construction. Built by the T. C. Bateson Construction Company, the hangar measured 600 by 250 feet; it was 75 feet high. The cost of construction was $3,400,000.00. First Lieutenant Walter L. Thieleke of the 93d Field Maintenance Squadron was named Officer in Charge of the hangar.[6]

MAINTENANCE:

TOC and Aircraft Records. A vigorous technical order compliance (TOC) program continued in effect during November. A total of 298 TO's were complied with on assigned B-47's aircraft and 404 on assigned KC-97 aircraft.

The equipment was received for setting up the Kardex system for recording time change items. This system was to replace AF Form 1, Part V.[7]

Quality Control. Twelve B-47 aircraft were inspected on the flight line, during November, and nine in the periodic maintenance docks. Ten KC-97 aircraft were inspected in the docks and eight on the flight line.

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5. Wing Supply historical report.
6. Information obtained from Corps of Engineers, CAFB.
7. Maintenance Control historical report.

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Standardization Team. Special projects accomplished by the Maintenance Standardization Team during November included: a check on major malfunctions, installation of external fuel tanks on B-47 aircraft, and reaccomplishment of sequence charts for a planned inspection of KC-97 and B-47 aircraft.

The Standardization Team published five Maintenance Instruction Letters and two Maintenance Information Bulletins during the month of November.[8]

Supply. The conversion to IBM machines was completed during November. Procedures covering mechanized bench stock were subsequently rewritten to incorporate changes pursuant to the conversion.

Following is a break-down of the AOCP (aircraft out of commission for parts) rate for November:[9]

ORGANIZATION	AVERAGE NO. A/C AOCP DAILY	PERCENTAGE AOCP
Bomb Sqdns (B-47)	.37	.12%
90th ARS (KC-97)	.33	1.57%
93d ARS (KC-97)	.37	2.59%

Job Control. A night shift, comprising one Field Maintenance and one A&E dispatcher, was in operation throughout November.

The Work Order section processed [illegible] work orders during the month; approximately [illegible] specialist dispatches were processed daily.[10]

TECHNICAL REPRESENTATIVES:

K-24 Bomb-Navigation System. Technical representatives of three companies presented a total of 1,369 hours' training in K system maintenance during November. The observers' inflight

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8. See Maintenance Instruction Letters, Exhibit "J",; and Maintenance Information Bulletins, Exhibit "K"
9. Ibid.
10. Ibid.

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maintenance training program, which was initiated in October 1951, contained in November, with 171 student hours accomplished.

A Fifteenth Air Force message directed the assignment of E System mechanics to specific aircraft for maintenance. It was the opinion of the Sperry Gyroscope Company representative that this change would affect the formal E-System mechanic training program already in effect here.[11]

Radar Navigation-Bombing Training. It was estimated that formal classroom training in maintenance of the AN/APN-72A would begin on or about 2 January 1952. Five airmen were assigned to the Ultrasonic section; two of these were operating the AN/APN-72A daily.[12]

J47-GE-25 Engines. In his monthly technical report, Mr. James W. Anderson, General Electric Company representative, issued a "word of warning" to B-47 pilots at this station, concerning operation at altitude with the stall prevention switch in the ON position: "Before putting the Stall Prevention Switch in the OFF position be sure that the engine RPM is above 80% as there is a danger of general flame-out on all engines".[13]

A-12D and E-4 Auto-pilots. Formal classroom training in basic aerodynamics, A-12D components and circuits, use of the line analyzer and the B-47 power control system was given in November to new personnel of the A&E Squadron auto-pilot section and men from the 2nd SS instrument section. Inclusion of these latter was practical because of the similarity between the E-4 Auto-pilot used in C-124

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11. See Monthly Report to Sperry Gyroscope Co., Exhibit "I"
12. See Monthly Report to American Machine & Foundry Co., Exhibit "G"
13. See Monthly Report to General Electric Co., Exhibit "G"

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aircraft and the A-12D Auto-pilot used in B-47 aircraft. It was estimated that technical assistance on the A-12D would be necessary for 22 months.[14]

Sperry Engine Analyzer. One Sperry Engine Analyzer system was installed in a mobile engine test stand during November. This stand was used for testing R-4360-20s engines. Informal classroom training was given to one electrician in the 93d Field Maintenance Squadron; he was to install a Sperry Engine Analyzer in another test stand for use in testing R-4360-59B engines.

Mr. Hopkins of the Sperry Gyroscope Company reported that no engine analyzer malfunctions had been encountered during the past four months.[15]

A-5 Fire Control System. Necessary drawings and information were received at this station during November for servicing the frequency control unit of the A-5 inverter. This information was to be used in lieu of technical orders, which had not yet been received.

Several of the 24 A-5 System malfunctions reported in November involved failure of precision resistors in the antenna control amplifier. The AVCO representative suggested that recent damp weather might be an important factor in these failures.[16]

ECM, Communications and Navigational Equipment. Investigation of ARC-27 and ARC-6 noise complaints continued, with few

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14. See Monthly Report to Sperry Gyroscope Company, Exhibit "O"
15. Ibid
16. See Monthly Report to Crosley Division of AVCO, Exhibit "P"

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new facts discovered. The possibility was considered that loss of pressure in the ARC-27 case might be a cause of failure or malfunction. This was to be determined as soon as pressure guage of proper specifications could be procured.[17]

APS-42, Rendezvous, APN-70 and AIC-10. Navigators of the 90th ARS were given instruction, during November in the Operational procedures of the APN-70 LORAN set. This training program was scheduled to continue until all navigators of both refueling squadrons had been checked out on this set.

Maintenance men in the Field Maintenance electronic shop received instruction on the APS-42, APN-12 (76), APN-70 and AIC-10 equipment.[18]

Avien Fuel Quantity System. Two airmen received 104 student hours' training (OJT) in maintenance of the Avien Fuel Quantity System. There were few equipment malfunctions during November, and no maintenance engineering difficulties arose.[19]

B-47E Aircraft. The Boeing Airplane Company representative reported increased use of 32-ply main landing gear tires at this base. He advised that the use of these tires posed an operational restriction as follows: taxi speeds for gross weights exceeding 185,000 pounds should not exceed 25 knots. There was no restriction, due to these tires, for gross weights less that 185,000 pounds.[20]

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17. See Monthly Report to Philco Corp., Exhibit "Q"
18. See Monthly Report to RCA Service Co., Inc., Exhibit "R"
19. See Monthly Report to Avien-Knickerbocker, Inc., Exhibit "S".
20. See Monthly Report to Boeing Airplane Co., Exhibit "T".

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KC-97 Aircraft. A study was initiated on the effect of cold weather on oil dilution. In two instances, indications of consistent oil dilution were proven false by the finding of excess fuel in the oil tank. No apparent cause for this could be found. Some flight crews reported that fuel feed valves had frozen open. The Boeing Airplane Company representative suggested that this might have been a condition of icing of the mixture control bleeds causing severe enrichment.[21]

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21. See Monthly Report to Boeing Airplane Company, Exhibit "J"

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SUPPORTING DOCUMENTS

EXHIBIT	TITLE
A	SAC General Orders 74, 8 November 54
B	SAC General Orders 76, 8 November 54
C	Warrant Officer Authorization
D	Forecast of SAC Management Control System Scores
E	Unit Management Control System
F	FY 1955 Allotments Adjusted by SAC during November
G	93d BW Programming Plan 2-54
H	Training Program, November 1954
I	RBS Target Rotation, Ops Memo 35-6
J	Maintenance Instruction Letters
K	Maintenance Information Bulletins
L	Report to Sperry Gyroscope Company
M	Report to American Machine and Foundry Company
N	Report to General Electric Company
O	Report to Sperry Gyroscope Company
P	Report to Crosley Division of AVCO
Q	Report to Philco Corporation
R	Report to RCA Service Company, Inc.
S	Report to Avien-Knickerbocker, Inc.
T	Report to Boeing Airplane Company
U	Report to Boeing Airplane Company
V	Combat Readiness of the 93d Bombardment Wing

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 74)

8 November 1954

REORGANIZATION OF CERTAIN TACTICAL SQUADRONS. 1. The following units are reorganized, effective 18 November 1954, as indicated:

Unit	T/O	Authorized Strength Officers		Airmen
Strategic Fighter Squadrons 307, 308, 309, 457, 458, 462, 466, 467, 468, 515, 516, 517, 522, 523, 524, 559, 560, 561	1-1259P - S 1 July 1954 1 x Parts II, IIA	35	(each)	55
Air Refueling Squadrons, Medium 2, 9, 22, 26, 40, 43, 44, 68, 90, 91, 93, 96, 97, 98, 100, 301, 303, 305, 306, 307, 308, 310, 320, 321, 340, 376, 380, 509	1-1179P - S 1 July 1954 1 x Parts II, IIA, IIB	100	(each)	250
Air Refueling Squadrons, Strategic Fighter 27, 407, 506, 508	1-1174P - S 1 July 1954 1 x Parts II, IIA	130	(each)	248
Strategic Support Squadrons 1, 2, 3, 4	1-1534P - S 1 July 1954, 1 x Part II	64	(each)	260

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with AFM 171-6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 429j, subject: "Reorganization of the 9th Bombardment Squadron, Heavy, and Certain Other USAF Units," 1 November 1954.

BY ORDER OF THE COMMANDER:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

GLENN P. NELL
Colonel, USAF
Adjutant

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25 - each ORG listed
2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38,
Presidio of SFRAN
2 - COMDR, Topeka AF Depot, Topeka, KANS
5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 76)

8 November 1954

REORGANIZATION OF CERTAIN TACTICAL SQUADRONS. 1. The following units are reorganized, effective 18 November 1954, as indicated:

Unit	T/O	Authorized Strength Officers		Airmen
Bombardment Squadrons, Medium 341, 342, 393, 715, 830	1-1173P - S 1 July 1954 1 x Parts II, IIB	101	(each)	233
Bombardment Squadrons, Medium 1, 2, 5, 19, 20, 25, 28, 30, 32, 33, 44, 45, 49, 51, 52, 63, 64, 65, 66, 67, 68, 93, 96, 99, 328, 329, 330, 337, 338, 339, 343, 344, 345, 352, 353, 358, 359, 360, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 379, 380, 381, 441, 442, 443, 445, 446, 447, 486, 487, 488, 512, 513, 514, 656	1-1178P - S 1 July 1954 1 x Parts II, IIA	77	(each)	100
Strategic Reconnaissance Squadrons, Medium 3, 4, 10, 38, 319, 320, 321, 322, 323, 324, 338, 343	1-1479P - S 1 July 1954 1 x Parts II, IIA	77	(each)	100

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with AFM 171-6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 429j, subject: "Reorganization of the 9th Bombardment Squadron, Heavy, and Certain Other USAF Units," 1 November 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

GLENN P. NELL
Colonel, USAF
Adjutant

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2 - COMDR, Topeka AF Depot, Topeka, KANS
5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
2 - AF Liaison REP, Kansas City, REC CEN, 601 Hardesty Avenue, KSC

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT: Warrant Officer Authorization

TO: WC, BC, PDC, MDC, MDCL, AAC, EM

FROM: BMO

DATE: 16 Nov 54

COMMENT NO. 1

In accordance with Hq SAC Letter, DPLMD, 22 Oct 54, Subject: Same as above, the following Officers Spaces, Organizations indicated, have been converted to Warrant Officers Spaces, effective immediately:

ORGN	AFSC DELETED	GRADE DELETED	AFSC ADDED	FUNCTION CODE
Hq Sec 93d Bomb Wg	7324	Captain	73000	07000 - Personnel
93d Periodic Maint Sq	4344	Captain	43100	8001010 - Maint Supervision
93d Operations Sq	3034	Lt	36000	84020 - Communications
	6424	Lt	64100	04000 - Unit Supply
Hq Sec 93d AB Group	7324	Captain	73000	07000 - Personnel
	7024	Captain	70000	47000 - Adjutant
93d Motor Vehicle Sq	4384	Captain	47000	92010 - Motorized Ground Equipment Maintenance
93d Air Police Sq	7724	Lt	96100	50100 - Security

WILLARD L. OGDEN
2/Lt. USAF
Manpower Officer

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

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93D BOMBARDMENT WING (M)
Monthly Analysis, ROS: 15-U2
November 1954

SECTION I - Forecast of SAC Management Control System Scores

		Max Pts	Oct % * of Max	Nov % of Max	Nov Pts Earned
A.	PERSONNEL				
	1. Manning In Required Specialties				
	a. Officer	30	50	60	18
	b. Airmen (Direct)	150	10	60	90
	c. Airmen (Indirect Support)	25	70	80	20
	2. AWOL Rate	30	100	100	30
	3. Ground Safety	25	70	70	17.5
	4. Reenlistment Rate	40	40	20	8
	5. MTD Utilization	20	100	100	20
	6. Total Personnel Score	320	41	64	203.5
B.	MATERIEL				
	1. Flying Hours as a % of Required	60	96.8	98.3	59
	2. Reports of Survey	20	90	80	16
	3. Status of TO Compliance	NOT SCORED			
	4. Total Materiel Score	80	95	94	75
C.	USCM And Flying Safety				
	1. USCM	NOT SCORED			
	2. Flying Safety	40	100	100	40
D.	OPERATIONS	NOT SCORED			
E.	GRAND TOTAL	440	56	72	318.5

*Local forecast percentages for October were used for comparative purposes in this column.

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SECTION II - Computational Data and Factors Influencing Performance Scor

A. PERSONNEL

1. Manning In Required Specialties

a. Officer

(1) 78 vacancies existed in the authorized strength of 562 officers for an MIRS index of 86.1% earning 60% of maximum score. Authorization includes 1.5 to 1 crew manning and authorized overages for B-52 program.

(2) The following shortages existed in the AFSC's indicated: 12340 - 19; 1245 - 29; 1525A - 2; 1525B - 15; 3024 - 2; 4334 - 2; 7324 - 2; 9025 - 1; 9124 - 1; 9356 - 2; 9446 - 1; 43100 - 1; 73000 - 1.

(3) A net gain in strength of 13 officers plus adjustments in duty AFSC's to other assigned officers were the two principal factors in the attainment of an additional 10% of maximum points.

b. Airmen (Direct Support)

(1) 260 shortages existed out of 1604 authorized AFSC's giving an MIRS index of 83.8% and resulting in a score of 60% of maximum points.

(2) The specific AFSC's in which the bulk of the shortages existed were: 32171E, 40453, 43171, 43171B and 43179.

(3) The upgrading of 271 airmen during November was the principal factor in the marked improvement in this category.

c. Airmen (Indirect Support)

(1) 79 shortages existed out of 656 authorized AFSC's giving an MIRS index of 88.0% earning 80% of maximum points.

(2) Unfilled authorized AFSC's were reduced by 14 during November due to assignment of additional airmen and upgrading. This earned an additional 10% of maximum points.

2. AWOL Rate

a. For the four-month period ending in November, there were 11 AWOL's and a total mean strength of 11,546. The AWOL rate per 1,000 population was 1.0 resulting in a score of 100% of maximum points.

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3. Ground Safety

a. For the four-month period ending in November, the military disabling injury rate per 100,000 man-days of exposure was 5.35, based on 19 injuries with an exposure of 355,038 man-days. There were three (3) government motor vehicle accidents in 154,482 miles of driving for an accident rate of 1.94. There were no civilian disabling injuries. The total Ground Safety Index was 7.29. Total accident cost was $13,810 divided by a total mean strength of 11,891, giving an Accident Cost Index of $1.16. The combination of the foregoing indices earns 70% of maximum score.

b. The number of military disabling injuries for the four-month period (19) was responsible for the loss of 10% of maximum score. The number of government vehicle accidents (3) caused the loss of an additional 20% of maximum score.

c. Private motor vehicle accidents involving military personnel represented 63% of the total number of disabling injuries incurred during the period.

4. Reenlistment Rate

a. For the four-month period ending in November, there were 31 immediate reenlistments and 199 airmen were discharged who were eligible to reenlist. The reenlistment rate was 15.6% resulting in a score of 20% of maximum points.

b. Code S-7 (AFR 39-15) type discharges were deleted from the computation in accordance with SAC message COA 40757 (unclassified), 2 December 1954.

c. A recapitulation of discharge questionaire forms for November revealed that the desire to go to school and the attractiveness of a civilian job in an area of the airman's choice were the principal reasons given for failure to reenlist.

d. The reduction in score from 40% of maximum in October to 20% of maximum in November was due primarily to elimination of code S-7 discharges and reenlistments from the reenlistment rate computation. Airmen resigning from indefinite term enlistments to accept definite term enlistments had a very high reenlistment rate of 90%. Deletion of these airmen caused the reenlist ment rate to decrease to less than one-half the October rate.

5. Mobile Training Detachment Utilization

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a. For the four-month period ending in November, average monthly B-47 MTD (Mech) utilization was 4917 hours versus a desired utilization of 3500 hours. The foregoing earns 100% of maximum score.

B. MATERIEL

1. Flying Hours as a % of Required

a. For the quarter ending in November, flying hours required were as follows: B-47, 4807; 90th ARS, 2068; and 93D ARS, 2111. Flying hours accomplished were as follows: B-47, 4828; 90th ARS, 1973; and 93D ARS, 2053. The combined totals (eliminating B-47 flying time overages) were 8833 hours flown versus 8986 hours required for a percentage of 98.3% earning 59.0 of the 60 maximum points.

2. Reports of Survey

a. For the four-month period ending in November, 13 reports of survey were registered totaling $1,150.22 giving an average cost per survey of $88.48. The combined military and civilian strength was 11785. The number of reports of survey per 1,000 population was 1.1. The combination of the foregoing indices earns 80% of maximum score.

b. For the third consecutive month, the high average dollar cost per survey was responsible for the loss of points in this area. The average dollar cost per survey has shown an increase for the last three months, as follows: September, $61.68; October, $69.10 and November, $88.48.

3. Status of Technical Order Compliance

a. Not scored pending revision of reporting and scoring criteria.

C. USCM and FLYING SAFETY

1. Unit Simulated Combat Mission

a. There was no USCM flown by the wing during November.

b. On the 3rd and 4th of November, the 93D Air Refueling Squadron flew a USCM that was considered very successful. The required number of aircraft were airborne each day, all aircraft were effective and all aircraft completed mission as briefed. There were no tanker air aborts and only one ground substitution for both days of the mission. Applying the Management Control System scoring criteria, the squadron would receive 100% of maximum points.

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2. Flying Safety

a. For the four-month period ending in November, a total of of 11,956 hours were flown by wing aircraft with no major or minor accidents resulting in a score of 100% of maximum points.

D. OPERATIONS - Not Scored

SECTION III - Analysis of Air Training - Not Applicable

SECTION IV - Commander's Comments

None

Security Annex: This document is classified CONFIDENTIAL in accordance with paragraph 24a, AFR 205-1, 15 December 1953, as amended.

WILLIAM E. EUBANK, JR
Brigadier General, USAF
Commander

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

CO 10 December 1954

SUBJECT: Unit Management Control System - November 1954

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Management Control System Scores for November 1954.

2. AWOLs. Airmen going AWOL while enroute to join this station will not constitute a delinquency under the provisions of the Unit Management Control System. Squadrons incurring AWOLs of this nature can secure their exemption by submitting a memorandum to the Base Management Analysis Office giving the airman's name, rank, serial number and the morning report date or dates involved. This memorandum must be in the hands of the Base Management Analysis Office no later than the fourth working date following the end of the month.

BY ORDER OF THE COMMANDER:

Dwight E. Dutcher

DWIGHT E. DUTCHER
1st Lt, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores, Nov 54
2. Summary of Delinquencies

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UNIT MANAGEMENT CONTROL SYSTEM SCORES - NOVEMBER 1954

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d AGE	93d Fld Maint	93d Per Maint	Medics	2d SSS	90th Air Rflg	Hq 93d ABGp	93d Opns	93d Air Police	93d Instl	93d Food Service	93d Supply	93d Mtr Veh	52d AAA Bn
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	100	100	100	40	80	90	100	40	80	40	100	100	100	100	60	60	100	100
2. AWOL	130	100	100	100	60	80	100	100	100	100	100	70	100	100	100	100	100	100	100	20
3. Serious Incidents	90	100	60	100	100	100	80	90	40	100	100	100	100	100	60	100	100	100	100	100
4. Drunk and/or Disorderly	60	100	100	90	100	90	90	90	10	100	100	90	100	100	100	100	80	100	100	80
5. Uniform Violations	20	100	100	100	100	100	100	90	10	100	100	100	100	100	100	100	100	100	100	100
6. Minor Accidents (Other)	20	100	100	100	100	100	90	100	100	100	90	100	100	90	100	60	60	90	70	100
7. Major Accidents (Other)	50	100	100	100	100	100	100	90	100	100	50	70	100	70	100	100	100	100	100	100
8. Moving Traffic Violations	50	100	70	80	80	100	100	70	80	100	80	80	80	100	100	80	80	60	50	100
9. Driving While Intoxicated	90	100	100	100	100	100	100	100	100	100	100	100	100	70	100	100	100	100	100	100
10. Major Vehicle Accidents	50	100	100	100	100	80	80	100	40	100	80	100	100	100	100	100	100	100	100	100
11. Minor Vehicle Accidents	20	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	80
12. NCO Mess Membership	30	100	100	100	80	100	80	70	80	90	50	90	100	100	90	80	100	90	80	10
13. M/R Errors	70	60	60	100	20	90	80	60	10	10	50	80	80	50	100	90	10	40	100	NR
14. Delinquent MPOs	60	70	80	90	90	80	70	100	100	80	90	70	50	100	70	90	100	50	70	10
TOTAL (% of Maximum)	800	94	89	97	84	88	89	90	71	86	86	82	93	90	93	95	85	85	93	72
Total Points Received		754	709	778	670	703	714	720	565	686	685	659	746	721	743	763	683	679	745	529
Total (% of Max) October		78	92	87	84	93	90	86	85	89	96	76	94	96	81	58	71	85	75	70

Total Item Weight for all Squadrons - 800
Total Item Weight for 52d AAA Bn - 730

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UNIT MANAGEMENT CONTROL SYSTEM - NOVEMBER 1954

(Summary of Delinquencies)

ORGANIZATION	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Acdts (Other)	Major Acdts (Other)	Moving Tfc Violations	Driving While Intoxicated	Major Vehicle Acdts	Minor Vehicle Acdts	NCO Membership (Non-Members)	M/R Errors	Delinquent MPOs
Hq 93d Bomb Wg	183	0	0	0	0	0	0	0	0	0	0	0	0	5	3
328th	188	0	0	1	0	0	0	0	2	0	0	0	0	3	4
329th	201	0	0	0	1	0	0	0	1	0	0	0	1	0	2
330th	195	0	1	0	0	0	0	0	1	0	0	0	5	9	2
93d Air Rflg	282	2	1	0	1	0	0	0	0	0	1	0	6	3	4
93d A&E Maint	253	1	0	1	1	0	1	0	0	0	1	0	15	6	6
93d Fld Maint	568	1	0	1	2	1	1	1	6	0	0	0	23	16	0
93d Per Maint	142	0	0	1	3	2	0	0	1	0	1	0	5	9	0
Medical	150	1	0	0	0	0	0	0	0	0	0	0	2	23	1
2d SSS	307	1	0	0	0	0	1	2	2	0	1	0	27	10	2
90th Air Rflg	273	2	1	0	1	0	0	1	2	0	0	0	9	5	13
Hq 93d AB Gp	171	0	0	0	0	0	0	0	1	0	0	0	4	3	6
93d Operations	222	0	0	0	0	0	1	1	0	1	0	0	4	7	0
93d Air Police	201	0	0	1	0	0	0	0	0	0	0	0	5	1	5
93d Installations	190	0	0	0	0	0	2	0	1	0	0	0	5	2	1
93d Food Service	193	1	0	0	1	0	2	0	1	0	0	0	0	16	0
93d Supply	213	1	0	0	0	0	1	0	3	0	0	0	8	8	5
93d Motor Vehicle	116	0	0	0	0	0	1	0	2	0	0	0	7	0	2
52d AAA Bn	342	0	3	0	2	0	0	0	0	0	0	1	39	NR	23
TOTAL		10	6	5	12	3	10	5	23	1	4	1	165	126	79

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FISCAL YEAR 1955 ALLOTMENTS ADJUSTED BY SAC DURING NOVEMBER 1954

Project	Second Qtr. Allotment	Total Allotment to Date	Annual Budget Authorization
Base Maintenance & Operations, P-458 (Pay of Civilian Personnel for 2nd Qtr. $117,303.42)	$697,193.48	$1,354,488.25	$2,552,753.25
Base Maintenance & Operations, P-478 Medical Treatment Facilities. (Pay of Civilian Personnel for 2nd Qtr. $32,113.00)	74,806.00	149,123.00	277,364.00
PCS Movement within Major Commands, P-523 (10)	9,951.53	32,309.37	32,309.37
Subsistence, P-551	400,000.00	970,000.00	2,176,000.00
Travel of AF Reserve, P-541	40.00	70.00	100.00
Pay & Allowance of AF Reserve Airmen on Inactive Duty, P-528	30.00	60.00	75.00
Pay & Allowances of Air Force Reserve Commissioned Officers on Inactive Duty, P-525	900.00	2,000.00	4,000.00
Pay & Allowances of Air Force Reserve Commissioned Officers on Active Duty, P-521	1,200.00	3,675.00	6,500.00
Major Repairs and Minor Construction, SAC Approved AIO Special Projects, P-459	40,660.00	40,660.00	40,660.00

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93D BOMBARDMENT WING (H)
PROGRAMING PLAN
NUMBER 2-54

CASTLE AIR FORCE BASE
CALIFORNIA

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[illegible] (H)
Castle Air Force Base, California

PROGRAMING [illegible] 2-54 22 [illegible] 1954

SUBJECT: Conversion of [illegible] Bombardment Wing to B-52 Type Aircraft

[illegible]:

1. To implement a program and prescribe the responsibility and necessary action required to:

a. Establish the [illegible] Training Squadron to insure that it will be operational prior to receipt of students (Inclosure 4).

b. Convert from B-47 to B-52 aircraft while maintaining the prescribed combat capability in B-47 aircraft.

c. Attain full combat readiness in B-52 aircraft as soon as possible after receipt of authorized equipment.

d. Monitor the progress of the construction program to insure the adequacy of facilities at Castle Air Force Base.

e. Provide support and facilities for the:

(1) B-52 Operational Engineering Section (OEG).

(2) RB-52-1 Mobile Training Unit.

[illegible]:

2. Information for this programing plan was obtained from:

a. SAC Programing Plan 23-54, 12 July 1954.

b. 15th Air Force Programing Plan 2[illegible]-54, 19 August 1954.

c. SAC Technical Pamphlet 170-5, July 1953.

3. Current programing dates are as follows: (Inclosure 2)

a. Authorized overall manning date - 1 August 1954 - 26 officers and 226 Airmen. (Inclosure 1)

b. Reorganization date (B-52 tables) - 1 January 1955

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c. 4017th Training Squadron established - 1 January 1955 - 36 officers and 54 airmen. (Inclosure 21)

d. Arrival of RB-52-1 MTU - March 1955.

e. Arrival of B-52 OBS - January 1955 - 15 officers, 2 airmen, and one civilian. (Inclosure 22)

f. Initial B-52 aircrew training (ground) - April 1955. (Inclosure 4)

g. B-52 aircraft delivery - April 1955 to January 1956 - 30 aircraft. (Inclosure 3)

h. B-47 aircraft phase-out - 1 February to October 1955 - 45 to 0 aircraft. (Inclosure 3)

i. B-52 aircraft augmentation for 4017th Training Squadron - February to March 1956 - 10 aircraft. (Inclosure 3)

j. 90th Air Refueling Squadron transfer - July 1955.

k. Phase VI Test Program - commences January 1955.

4. Conversion Factors:

a. Reorganization of the 93d Bombardment Wing under B-52 tables will be effected on or about 1 January 1955. (Inclosures 16 thru 20)

b. Effective with the reorganization, the 93d Bombardment Wing will be assigned primary and secondary missions as follows:

(1) Primary Mission - Supervising the functions of the 4017th Training Squadron.

(2) Secondary Mission - Maintain full B-47 combat readiness until 1 February 1955. Beginning 1 February 1955 maintain a thirty B-47 capability. Upon assignment of the tenth B-52, a fifteen B-47 capability will be maintained until delivery of the twentieth B-52, at which time the Wing will be relieved of the B-47 requirement. The secondary mission will then be to develop full combat readiness in B-52 aircraft as quickly as possible.

c. The 328th, 329th and 330th Bombardment Squadrons will convert concurrently.

d. A special construction program has been established to prepare Castle Air Force Base for B-52 aircraft.

e. Unit Mission Equipment (UME) and Unit Support Equipment (USE) and supplies (applicable supply tables) will be issued on APSD's.

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f. Key command and staff personnel will receive B-52 orientation and familiarization at the Boeing Factory. (Inclosure 6)

g. Boeing Factory Training Courses will be provided by the Boeing Airplane Company and maintenance courses will be conducted by the Technical Training Air Force (ATRC).

h. Initial support of the activities of the 4017th Training Squadron must be provided from the facilities presently available at Castle Air Force Base.

i. The 90th Air Refueling Squadron is scheduled to move from Castle AFB to Forbes AFB on or about 1 July 1955. These facilities will then be available to allow the 4017th Squadron to train personnel of other SAC Wings converting to B-52 aircraft.

5. The 4017th Training Squadron capability is being developed as follows:

a. The average manning authorization of 26 officers and 226 airmen (Inclosure 15) is being filled by personnel from SAC resources and will consist of 2 increments of 13 officers and 113 airmen each. These personnel are presently being phased into Boeing Airplane Factory Courses.

b. Upon completion of these courses, approximately 107 airmen in each increment (Inclosure 13) will support the Phase VI Test Program at Edwards AFB for approximately 120 days each.

c. In addition to the 107 support personnel, 15 aircrew personnel (6 pilots, 6 observers and 3 gunners) will participate with each increment in the Phase VI Test Program.

d. The most highly qualified personnel from the two increments participating in the Phase VI Test will be selected to fill the majority of the 36 officer and 54 airmen spaces of the 4017th Training Squadron.

e. These 4017th Training Squadron personnel will then establish the ground and aircrew training program under the direction of the Director of Operations of the 93d Bombardment Wing.

f. Present plans call for crews to enter the Aircrew Training Program each month as follows: (Inclosure 4)

(1) Five per month in April through July 1955, incl.

(2) Six per month in August thru November 1955, incl.

(3) Seven per month in December 1955 thru March 1956, incl.

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g. The 4017th Training Squadron will train the aircrews utilizing B-52 aircraft assigned the three tactical squadrons. After the 328th, 329th and 330th Bombardment Squadrons are fully equipped, an overage of ten (10) B-52 aircraft will be assigned for use in the 4017th Training Squadron in conducting the CCTS training for wings converting subsequently.

h. Training to be conducted by the 4017th Training Squadron will include:

(1) B-52 flight check-out for all SAC crews converting to B-52 aircraft.

(2) B-52 MTU training for all flight crews and cadres of support personnel.

(3) B-52 indoctrination training for supervisory personnel of wings converting to B-52 aircraft.

i. Armament and Electronics personnel will not participate in the Phase VI Test Program at Edwards AFB due to the considerable difference in the A&E equipment configuration of the test aircraft and the B-52 aircraft scheduled for Castle AFB; therefore, these personnel will attend a Phase I and/or Phase II training course in the Technical Training Air Force (ATRC) as outlined in Inclosure 11.

6. After the transfer of the first 15 B-47 aircraft in February 1955, approximately 116 maintenance personnel will become available and will be scheduled into TTAF B-52 maintenance courses phased over a 3-month period.

7. The B-52 Operational Engineering Section (OES) will arrive at Castle AFB in January 1955. This base must provide facilities and base support for this organization. SAC Reg 80-2 outlines its functions. See Inclosure 22.

REQUIRED ACTIONS AND IMPLEMENTATION:

8. The Director of Personnel will:

a. Prepare and submit consolidated monthly progress reports (see example, Inclosure 31) to the Director of Wing Comptroller, by the third work day of the following month, on the following projects:

(1) Monitor the manning of the 4017th Training Squadron. Insure that the most highly qualified personnel available are assigned to this organization. Close cooperation with the Director of Operations and the Director of Materiel will be required.

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(2) Monitor the manning of the 93d Bombardment Wing during the conversion period. Coordinate with all staff agencies concerned on the proper distribution of assigned personnel.

(3) Coordinate with all command and staff agencies on the phasing and selection of personnel for factory training.

(4) Coordinate with all command and staff agencies on the phasing and selection of personnel for familiarization training.

(5) Coordinate with all command and staff agencies on the phasing and selection of personnel for package training.

(6) Maintain a roster of maintenance personnel whose qualifications place them in a critical category during the conversion program. Close coordination is required with the Director of Maintenance.

(7) Maintain a consolidated precedence roster of maintenance personnel scheduled for special training. Coordinate with the Director of Materiel to insure that the most highly qualified and most eligible personnel are given preference for specialized training.

(8) Screen all assigned non-aircrew personnel to determine those eligible for conversion program. List those personnel surplus to the needs of the program and report them for reassignment, after coordination with Director concerned. Determine interim utilization for those personnel ineligible for the conversion program and ineligible for reassignment.

(9) Coordinate with all staff agencies concerned in determining those aircrews surplus to needs of the program and report them for reassignment or use in support positions.

(10) Upon request of the appropriate commander or staff agency, requisition any additional quotas for training deemed necessary.

(11) Prepare monthly manning report by required specialties.

(12) Monitor the selection of personnel for the Phase VI Test Program. Place selected personnel in "Freeze Status" and notify Fifteenth Air Force of any change requiring qualified replacements. Selection will be scheduled as follows:

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(a) First increment.

(b) Second increment.

(c) Third increment (if required).

(13) Monitor the phase-out of B-47 personnel. Report for reassignment those personnel that cannot be utilized in B-52 program or in support positions.

(14) Determine adequacy of manning documents for support personnel. Coordinate with Manpower and Management Section any additional requirements deemed necessary.

(15) Take necessary personnel action on Phase VII Test Program when necessary.

(16) Appoint project officers to monitor the progress of the projects required by this plan.

9. The Director of Operations will:

a. Prepare and submit consolidated monthly progress reports (see example, Inclosure 31) to the Director of Wing Comptroller, by the third work day of the following month, on the projects listed in b and c below.

b. Projects in B-52 Conversion.

(1) Monitor assignment and transfer of all instructor and crew personnel of 93d Bombardment Wing and 4017th Training Squadron.

(2) Make a study and establish an adequate Ground Training Program for all aircrew members of 93d Bombardment Wing.

(3) Make a study and establish an adequate Flight Training Program for all crew members of 93d Bombardment Wing.

(4) Insure that system is established to maintain training records of all personnel of the 93d Bombardment Wing undergoing training.

(5) Establish instrument approach and letdown procedures at Castle AFB for B-52 operations.

(6) Revise and publish required forms for reporting of training accomplished under SAC Regs 50-43 and 50-8.

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(7) Standardize all charts in wing and squadron on B-52 crew training progress under SAC Regs 50-43 and 50-8.

(8) In coordination with Base Operations, set up Control Tower SOPs for B-52 operations.

(9) Make study and coordinate with Flight Surgeon, personal equipment requirements peculiar to B-52 such as pressure suits, helmets, parachutes, survival equipment, etc., and take action to procure, in coordination with Director of Materiel.

(10) Make study of possible air fields to be used for the B-52. Make charts to be incorporated in pilot's checklist showing distances of fields from Castle, best altitude to fly, time enroute, width and length of runway and fuel to be used.

(11) Coordinate with Base Operations in establishing traffic pattern procedures for Castle AFB. Publish pertinent directive.

(12) Establish a plan for setting up crews and their priority of selection for B-52 training.

(13) Establish ground school to fully qualify all Observers under SAC Reg 51-19.

(14) Make study of and establish adequate inflight maintenance operations procedures necessary for the B-52 program.

(15) Coordinate with 93d Bombardment Wing Standardization Board in the establishment of forms and reports required for all Observers.

(16) Set up an efficient bombing and navigation records-keeping system in 93d Bombardment Wing.

(17) Determine type of bombs and ammunition peculiar to requirements of B-52 operations and take action to procure in coordination with Director of Materiel.

(18) Select four potential standardization board crews in 93d Bombardment Wing for utilization in Wing and Squadron positions.

(19) Make a study of and establish a gunnery indoctrination course for all gunners on the B-52.

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(20) Set up and monitor an altitude indoctrination schedule for all B-52 aircrews of the 93d Bombardment Wing and Phase VI crews.

(21) Set up and monitor an advanced survival schedule for B-52 crews of the 93d Bombardment Wing.

(22) Coordinate with Base Ground Training Office on installation or conversion of synthetic trainers necessary for the B-52 program.

(23) Check on adequacy of local Physical Conditioning Unit. Consider location, size and strength of staff to handle B-52 crews after landing from long missions.

(24) Set up a special weapons program for B-52 crew personnel.

(25) Coordinate with 93d Air Base Group to establish navigation aids necessary for this program.

(26) Make a study and establish Communications and ECM indoctrination courses for all B-52 aircrews. Establish standard operating procedures.

(27) Obtain all manuals and checklists required by flight crew members for the B-52.

(28) Make a study and establish SOPs and operations memoranda for operations of B-52 aircraft.

(29) Establish and provide required forms for certification of:

(a) Aircrew check-out (SAC Reg 51-19).

(b) Aircrew field check.

(c) Safety of flight check.

(d) Standardization Board Checks.

(e) Training under SAC Reg 50-43.

(f) Emergency and proficiency examinations.

(30) Make a study of special target materials for use in the B-52 program.

(31) Monitor results of the Phase VI Test Program and the effect on B-52 Operational flying.

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(32) Coordinate with Director of Materiel in preparation of 93d Bombardment Wing Mobility Plan based on deploying with B-52 aircraft.

(33) Appoint project officers to monitor program and render progress reports as required by this plan.

c. Projects of the 4017th Training Squadron.

(1) Commander, 4017th Training Squadron will monitor the selection and assignment of all personnel.

(2) Make a study of qualified personnel and select an Air Operations Officer for the 4017th Training Squadron.

(3) Establish an adequate Ground Training Program for 4017th Training Squadron.

(4) Establish an adequate Flight Training Program for 4017th Training Squadron.

(5) Interview and assign the B-52 Instructor personnel to crews in "A" and "B" Flights, as called for by 15th Air Force Programing Plan 22-54.

(6) Make a study and establish SOPs and operations memoranda for the B-52 Training Program.

(7) Establish and provide required forms for certification of:

(a) Aircrew check-out.

(b) Safety of flight check.

(c) Standardization Board Checks.

(8) Obtain all B-52 manuals and checklists required.

(9) Devise and publish necessary forms in accordance with local directives, for reporting all training accomplished by the 4017th Training Squadron.

(10) Make a study of and establish a series of charts that will reflect the B-52 crew training progress for the 4017th Training Squadron.

(11) Take action to procure necessary personal equipment in coordination with Director of Materiel.

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(12) Make a study to determine what type training aids will be required by the 4017th Training Squadron for the B-52 and initiate action to procure.

(13) Make a study of facilities needed in the way of buildings, classrooms, etc., and monitor the assignment of these buildings; also make study of equipment needed such as furniture, file cabinets, supplies, etc., and initiate action to procure in coordination with Director of Materiel.

(14) In coordination with Director of Materiel, insure that adequate facilities are provided for B-52 MTU and integrate into the 4017th Training Program.

(15) Determine if facilities are adequate for altitude indoctrination and set up a schedule for all flying personnel of the 4017th Training Squadron to attend and accomplish before their first flight in the B-52.

(16) Monitor assignment of the B-52 Flight Simulator and obtain latest date of completion of this project.

(17) Coordinate with the Base Ground Training Officer in setting up a program for use of all synthetic trainers for the 4017th Training Program.

(18) Select one of the B-52 Instructor Crews to be the Standardization Board Crew of the 4017th Training Squadron.

(19) Appoint project officers to monitor the progress of the projects required by this plan.

10. The Director of Materiel will:

a. Prepare and submit consolidated monthly progress reports (see example, Inclosure 31) to the Director of Wing Comptroller, by the third work day of the following month, on the following projects:

(1) In coordination with Director of Personnel, effect assignment of Phase VI personnel.

(2) In coordination with Director of Personnel, insure retention of frozen personnel.

(3) In coordination with Director of Personnel, insure manning in accordance with applicable B-52 TOs and report critical shortages which will adversely affect conversion.

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(4) In coordination with Director of Personnel, insure adequate manpower is available for operation of B-52 and B-47 aircraft during all phases of conversion.

(5) In coordination with Director of Personnel, insure that all maintenance and supply personnel requiring specialized training off-base are processed into available schools at the appropriate time.

(6) In coordination with Director of Personnel, monitor projected input of key maintenance and supply personnel, to insure that they are sufficiently qualified for this progran.

(7) Coordinate with Manpower, changes required to authorize personnel commensurate with requirements.

(8) Take action to insure that required contractor technicians are authorized and assigned at the appropriate time.

(9) Take necessary action to insure an equal distribution of equipment and facilities among all converting squadrons.

(10) Make recommendations to SAC BCL Team for changes in equipment.

(11) Develop pre-issue and bench stocks in support of B-52 aircraft.

(12) In coordination with the Director of Operations, take action to effect transfer of B-47s on a gradual basis and at such time as it is anticipated enough personnel are not available to adequately maintain a projected number of B-47s and B-52s assigned.

(13) Request disposition instructions of spare built-up and raw engines not required and/or used during B-47 phase-out.

(14) Request authority to use built-up engines now in Fly-away Kits (J-47) to prevent unnecessary teardown and shipping or delay in the establishment of the B-52 Jet engine build-up facility.

(15) Request authority to airlift engines built-up to fly-away engine change status to prevent requirements for disassembly, teardown, preservation and canning.

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(16) Take action to insure installation of J-57 test stand prior to receipt of J-57 engines.

(17) Monitor the proposed hydrant refueling modification and installation program to insure readiness of the system.

(18) Insure runways, taxi-strips and stubs are painted as required for efficient and safe operation of B-52s.

(19) Take action to modify shop facilities as required.

(20) In coordination with the Director of Operations, assign B-52 aircraft to individual squadrons in accordance with 15th Air Force conversion plan.

(21) Provide facilities and liaison in support of B-52 OBS.

(22) Review present assets, program redistribution of excesses and requisition or receive on AFSD equipment and supplies authorized by Equipment Component Lists (ECL), Table of Authorization (T/A), Unit Authorizations List (UAL), and special authorization. Process required changes to the authorization lists.

(23) Requisition and/or receive on AFSD necessary stockage of aircraft spares to support the B-52 type aircraft.

(24) Requisition and/or receive on AFSD stockage applicable to sets of electronic equipment installed in the B-52 type aircraft.

(25) Insure receipt of sufficient raw engines concurrent with the arrival of aircraft.

(26) Review and prepare budget estimates for local procurement of equipment, supplies, and petroleum products for initial equipping and stockage for the B-52 program.

(27) Obtain sufficient quantities of stock lists, manuals, TOs, technical publications and current directives applicable to the B-52 and allied equipment.

(28) Request sufficient number and types of vehicles and materiel handling equipment to provide adequate transportation.

(29) Review requirements for storage to provide adequate facilities for storing B-52 supplies and equipment.

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(30) Obtain disposition of surplus B-47 spares and equipment either concurrently with transfer of aircraft or as the requirement is reduced.

(31) Redistribute surpluses between units when the operational requirement permits to fill shortages.

(32) Obtain disposition of B-47 flyaway kits.

(33) Request authority to delete items on B-47 263 property which will be required for B-52s.

(34) Determine type and quantity of ammunition required to obtain stockage objective.

(35) Determine requirements for liquid oxygen storage and generating plant.

(36) Insure adequate fuel storage facilities.

(37) Insure that space and facilities are available for 4017th Training Squadron, inclusive of barracks, adminstrative and classrooms by 1 January 1955.

(38) In coordination with the Director of Operations, take action to insure that the present facilities being utilized by the B-47 MTD are prepared for the conversion to the B-52 MTU prior to arrival of that unit on this base.

(39) Take action to insure that sufficient housing and adminstrative space is available and distributed in a logical and equitable basis consistent with the projected population at this base during 1955-56.

(40) Coordinate with and advise contractors to insure adequate timely construction of runway, taxi-strips, wash rack, compass rose, docks, hangars.

(41) Insure that all other necessary new construction and modification of existing structures are provided for in current construction programs.

(42) Insure that fire and crash personnel receive required training on B-52 aircraft, and that all authorized fire fighting equipment is on hand prior to receipt of the B-52s.

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(43) Take action to insure that suitable flying clothing and personal equipment is provided for combat crews and staff personnel as required for the B-52 aircraft.

(44) Obtain authority for and assign a highly qualified supply representative, at the appropriate time, to OCMA to perform necessary liaison between the Wing and the depot on B-52 supply matters.

(45) Appoint project officers to monitor the progress of the projects required by this plan.

11. The Director of Comptroller will:

a. Be responsible for the following projects:

(1) Monitor the status of funds in all the various projects to insure that no over-obligation occurs and that actual vs programmed expenditures are consistent.

(2) Reprogram funds when and if necessary.

(3) Take action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.

(4) Insure that project officers are appointed in all staff agencies to monitor and report the progress of this conversion and advise of deficiencies as required.

(5) Evaluate the progress of the various programs of this conversion and keep the Wing Commander advised by monthly progress reports, charts, graphs and special briefings, if necessary.

(6) Render monthly progress reports to higher headquarters as required by 15th Air Force Regulation 27-1.

12. The Wing Inspector will:

a. Perform those inspections and services deemed necessary by the Wing Commander in the efficient, expeditious and regulated conversion of the Wing under this plan.

13. The following Project Officers have been appointed to monitor his portion of this plan and furnish progress reports to his respective directorate:

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PERSONNEL	(Airmen)	Capt M. M. Bouterse	Ext 792
PERSONNEL	(Officers)	Lt A. B. Mitchell	Ext 412
OPERATIONS		Major Claire C. Whitney	Ext 714
OPERATIONS	(4017th)	Major R. R. Litchfield	Ext 205
MATERIEL	(Maint)	Capt W. J. Vetter	Ext 285
MATERIEL	(Supply)	Capt David F. Palmer	Ext 619
MATERIEL	(AGE)	Major Peter J. Howska	Ext 270
MATERIEL	(Housing)	Lt Colonel Norman T. Bierbaum	Ext 705
MATERIEL	(AIO)	Lt David L. White	Ext 764
COMPTROLLER	(Wing)	Major William D. Lewis	Ext 428
COMPTROLLER	(ABGp)	Major Paul G. Hallberg	Ext 321

14. Progress reports will conform to the prescribed format shown in Inclosure 31 and should be clear and concise, but in sufficient detail to insure easy and thorough evaluation of the current status.

BY ORDER OF THE COMMANDER:

W. KUHN
Major, USAF
Adjutant

31 Incls
1. Conferees
2. Sked of Events
3. Acft Asgnt Sked
4. CCTS Tng Sked
5. CCT Progress Chart
6. B-52 Off Tng Program
7. Selection Criteria for Aircrews
8. Trained Maint Pers to be in Place Prior to 1 Jul 55
9. Selection Criteria for Maint Specialties
10. B-52 Pers Tng Pkg
11. B-52 Pers Tng Pkg for 93d BW (H)
12. Phase VI Maint Supp Program
13. Pers Rqr by Incr for Phase VI Test Program
14. 15th AF Supp for Phase VI Test
15. Auth Overage Manning Table
16. Hq Bomb Wg Organ Chart
17. Heavy Bomb Sq Organ Chart
18. AGE Maint Sq Organ Chart
19. Fld Maint Sq Organ Chart
20. Per Maint Sq Organ Chart
21. 4017th Tng Sq Organ Chart

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31 Incls (Cont'd)

22. B-52 OMS Organ Chart
23. 93d Bomb Wg (H) Supp Pers Augm
24. Bomb Sq (H) Supp Pers Augm
25. AMS Maint Sq Supp Pers Augm
26. Fld Maint Sq Supp Pers Augm
27. Per Maint Sq Supp Pers Augm
28. Bomb Wg (H) Projected Auth
29. APCp Projected Auth
30. Atchd Units Projected Auth
31. Example Progress Rept

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COORDINATION

Director of Personnel

Director of Operations

Director of Materiel

Director of Controller

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(93d BW Programing Plan 2-54)

Commander, SAC	2
Commander, 15th Air Force	6
Wing Commander	1
Director of Personnel	2
Director of Operations	6
Director of Materiel	5
Director of Wing Comptroller	2
Wing Inspector	1
Commander, 4017th Training Sq	2
Commander, AMS Maint Sq	1
Commander, Field Maint Sq	1
Commander, Periodic Maint Sq	1
Commander, 328th Bomb Sq	1
Commander, 329th Bomb Sq	1
Commander, 330th Bomb Sq	1
Base Commander	1
Director of Base Materiel	1
Base Manpower Officer	1
Director of Base Comptroller	1
Base Supply Officer	3
Base Ground Training Officer	1
Air Installations Officer	1
Wing Historian	4

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LIST OF CONFERENS

Colonel	[illegible] D. FLEMING	WDC
Colonel	[illegible] J. [illegible]LY	ODC
Major	ROBERT R. LITCHFIELD	ODC
Lt Col	[illegible]. HILL	PDC
Colonel	ROBERT F. STAFFORD	MDC
Major	[illegible] D. LEWIS	AAC

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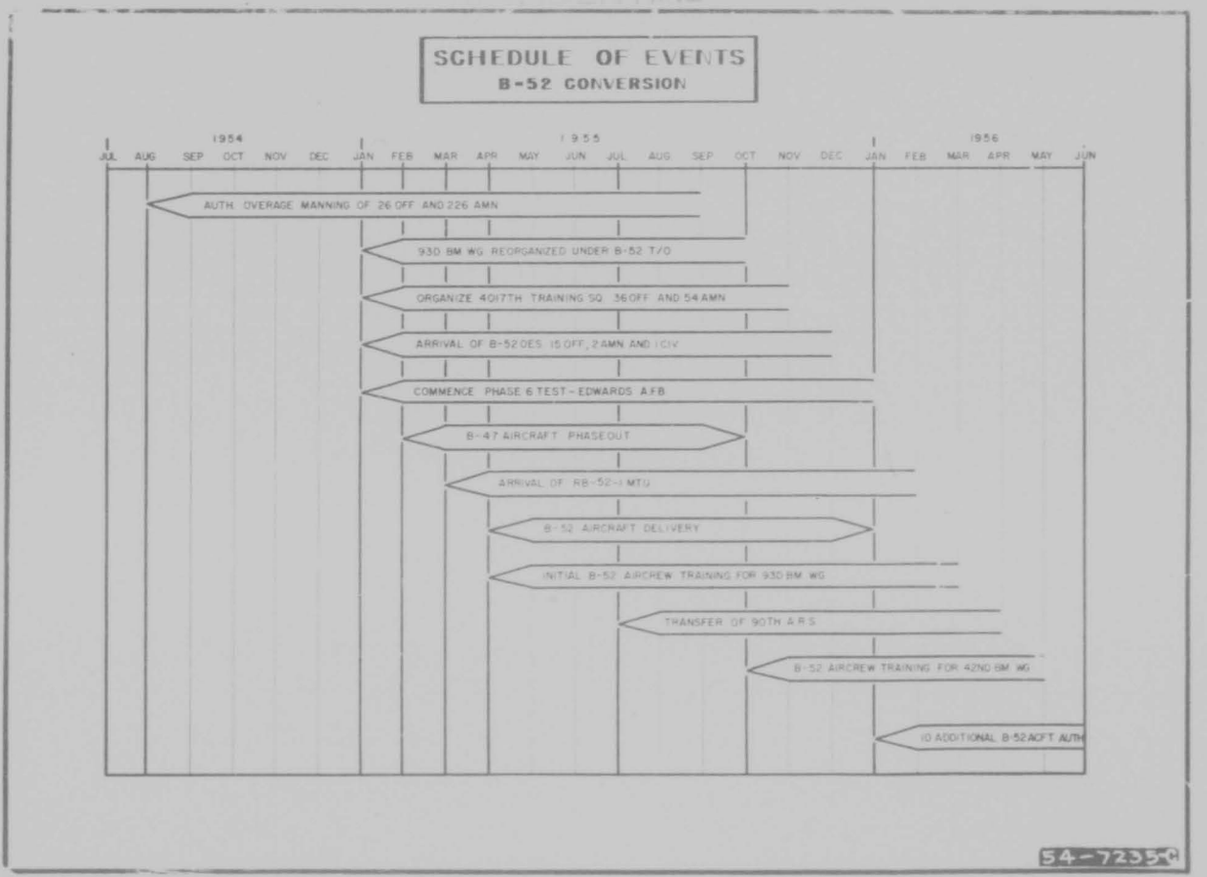

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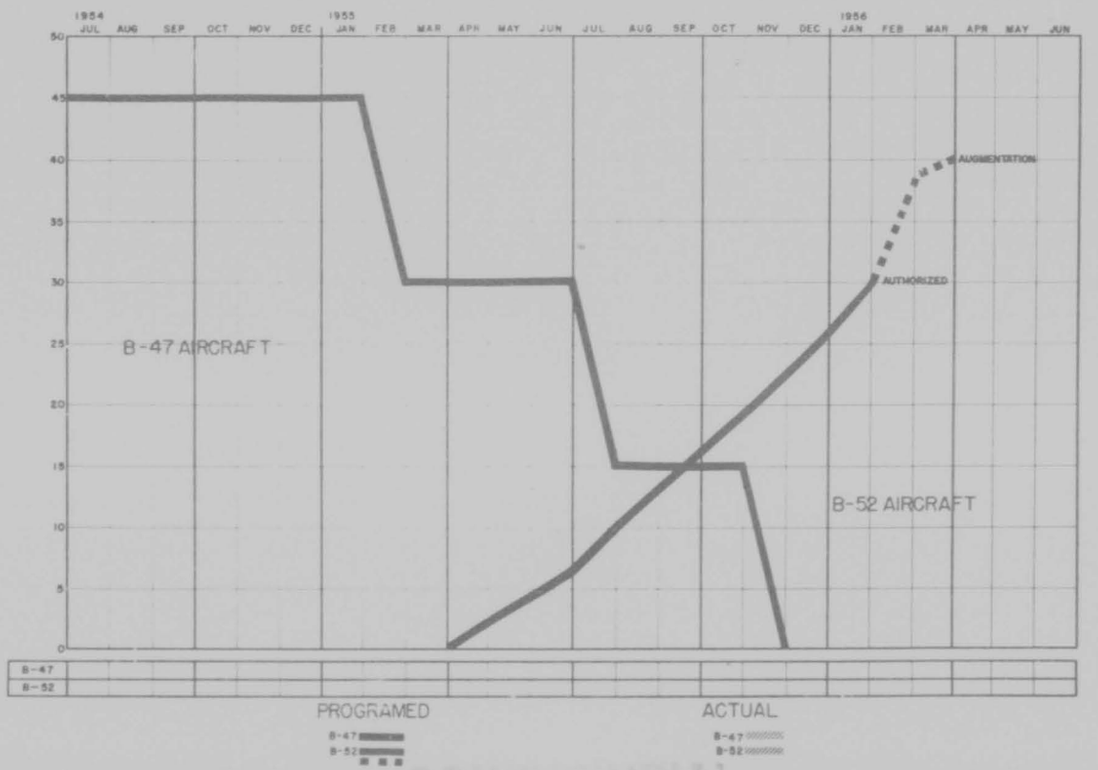
B-47 B-52
AIRCRAFT ASSIGNMENT
PROGRAMED VS ACTUAL



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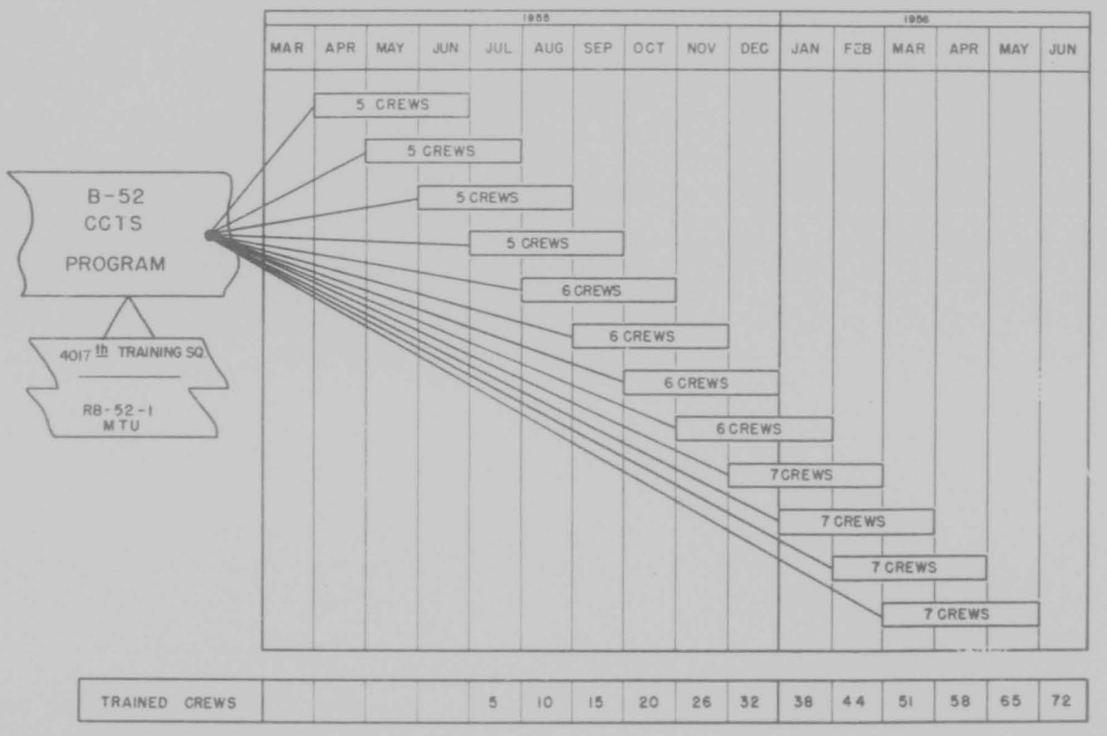
TRAINING SCHEDULE



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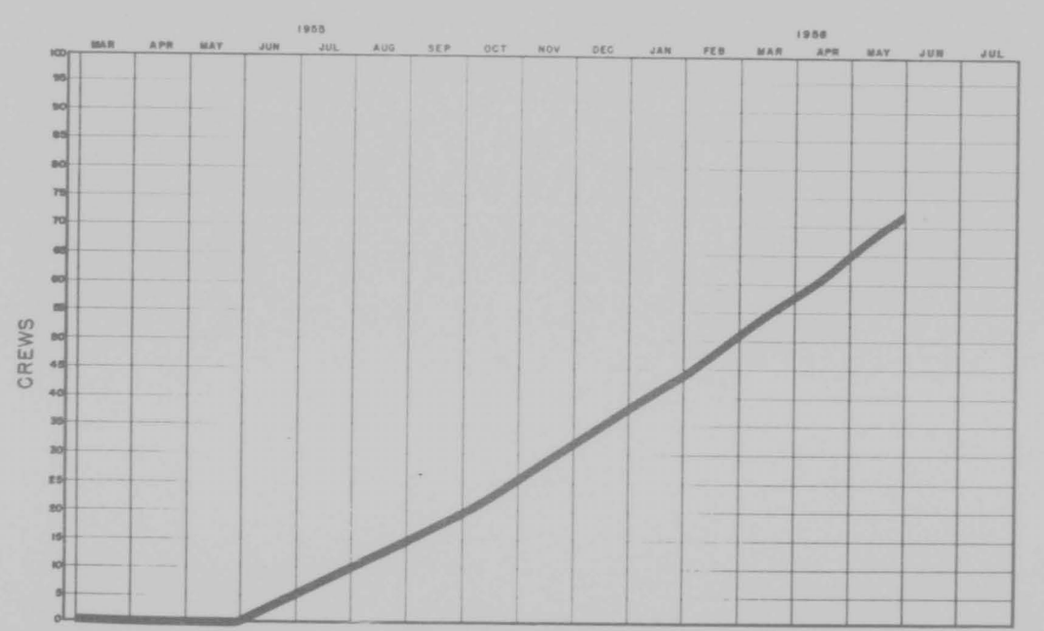
B-52 COMBAT CREW TRAINING PROGRESS

PROGRAMED VS ACTUAL



-NO. OF TRAINED CREWS-

PROGRAMED		0	0	0	5	10	15	20	26	32	38	44	51	58	65	72	
ACTUAL																	

LEGEND

PROGRAMED

ACTUAL

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93[illegible] WING

B-52 [illegible] TRAINING PROGRAM

Staff Officer Orientation Course

Commander
Director of Operations
Director of Materiel

TOTAL - 3

Supervisors and Planners Course

Director of Materiel
Chief of Maintenance
Maintenance Control Officer
OIC, Maintenance Standardization Team
OIC, Quality Control Unit
Assistant OIC, Quality Control Unit
OIC, Supply Unit
(3) Flight Line Maintenance Officers
Commander, Periodic Maintenance Squadron
OIC, Docks Supervision
Assistant OIC, Docks Supervision
Commander, Field Maintenance Squadron
OIC, Maintenance Supervision
OIC, Aero Repair Branch
OIC, Fabrications Branch
Commander, Armament-Electronics Squadron
OIC, Maintenance Supply
OIC, Flight Line Section
OIC, Periodic Maintenance Section
Operations Staff Officer

4017th B-52 Training Squadron

Commander
Flight Commander (Ground Training)

TOTAL - 24

Aircraft Performance Engineer Course

Wing Performance Engineer
(4) Squadron Performance Engineers

TOTAL - 5

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SELECTION CRITERIA FOR AIRCREW SPECIALTIES

1. Aircraft Commander, AFSC 1245 (Pilot A0B) (AFSC 1234, Pilot, Bombardment may be substituted).

a. Required Prerequisites:

(1) Senior Pilot.

(2) Experience as an aircraft commander on B-47 aircraft.

(3) A total of at least 3,000 pilot hours.

(4) Recommended for duty by commanding officer.

2. Pilot, AFSC 1234 (Pilot, Bombardment).

a. Required Prerequisites:

(1) At least 4 years active Air Force commissioned service.

(2) A total of at least 1,500 pilot hours.

(3) Recommended for duty by commanding officer.

3. Observers, AFSC 1525 (Aircraft observers, Navigator-Bombardier).

a. Required Prerequisites:

(1) A total of at least 1,000 observer hours.

(2) Recommended for duty by commanding officer.

b. Desired Prerequisites:

(1) Two years experience on a B/RB-47 crew (experience on a B/RB-36 crew may be substituted).

4. Tail Gunner, AFSC 32372B (Gunlaying Systems Gunner).

a. Required Prerequisites:

(1) Twelve months service retainability.

(2) Eight months experience as a gunner on a B47 crew.

(3) Recommended for duty by commanding officer.

5. ECM Operator, AFSC 30174.

a. Required Prerequisites:

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(1) Twelve Months service retainability.

(2) Eight months experience as an [illegible] operator on a [illegible] Crew.

(3) Recommended for duty by commanding officer.

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93D BOMBARDMENT WING B-52 TRAINED MAINTENANCE

PERSONNEL TO BE IN PLACE AT CASTLE AIR FORCE BASE PRIOR TO 1 JULY 1955

Total Personnel to be in place by:*

AFSC	1 Apr	1 May	1 Jun
43131/51	3	30	52
43171	-	-	4
43133/53	-	3	9
43134/54	8	15	34
42530/50	-	4	10
53430/50	-	-	-
42430/50	-	4	7
	11	56	116

*Plus Increment #1, Phase VI Maintenance Personnel.

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SELECTION CRITERIA FOR ALL AIRMEN MAINTENANCE SPECIALTIES (MINIMUMS)

1. 3 Skill Level.

   a. Fifteen months service retainability.

   b. Six months experience in aircraft maintenance specialty.

   c. Ability to adapt himself to new training and equipment.

   d. Fully qualified in accordance with applicable directives.

2. 5 Skill Level.

   a. Fifteen months service retainability.

   b. Eighteen months experience in aircraft maintenance specialty.

   c. Ability to adapt himself to new training and equipment.

   d. Fully qualified in accordance with applicable directives.

3. 7 Skill Level.

   a. Eighteen months service retainability.

   b. Thirty months experience in aircraft maintenance specialty, 12 months of which must have been in a 7 skill level position.

   c. Ability to adapt himself and others to the acceptance of new training and equipment.

   d. Fully qualified in accordance with applicable directives.

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B-52 PERSONNEL TRAINING PACKAGE

Aircraft and Vehicle Maintenance

AFS	AFSC	Number
Aircraft Mechanic	43151	90
Jet Engine Mechanic	43153	30
Aircraft Electrician	43154	30
Aircraft Maintenance Supervisor/Technician	43170/71	100
Aircraft Hydraulic Supervisor/Technician	42570/71	2
Aircraft Hydraulic Mechanic	42550	15
Pneumatic System Repairman	42450/70	2
AirFrame Repairman	53470/71	5
Vehicle Maintenance Supervisor/Technician	47170/71	4
Vehicle and Motorized Equipment Mechanic	47154	5
Vehicle and Motorized Equipment Electrician	47155	6
Aircraft and Elect Accessories Supervisor/Tech	42670/71	3
	TOTAL	292

Armament and Electronics

Electronic Communication Equipment Repairman	30150/70	11
Electronic Navigation Equipment Repairman	30151/71)	21
Electronic Countermeasures Repairman	30250/70)	
Electronic Countermeasures Repairman	30250/70)	19
Camera Repairman	40350/70)	
K Series Stabilization and Optics	32150/70/71B	2
K Series Radar and Interconnection	32150/71C	4
K Series Computer	32150/71D	2
K Series System	32150/71E)	42
Bomb Navigation System Supervisor	32170)	
Electrical Instrument Repairman	40453/71	8
Gunlaying Systems Mechanic	32350/70/71	20
Weapons Mechanic	46250/70	30
	TOTAL	159
	GRAND TOTAL	451

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B-52 PERSONNEL TRAINING PACKAGE FOR 93D NEW

Armament-Electronics Training

Course Title	Course Length	Total Package Requirement Nr	AFSC	Training Phase
Communication Systems Installation	5 Days	8	30150/70	I
Radar and ECM Installation	5 Days	21	30151/71 30250/70	I
Capsule Equipment Systems Indoctrination	5 Days	22	30250/70 40350/70	I
Capsule Removal and Installation	5 Days	7	46250/70	I
K Series Stabilization and Optics Specialist	Unknown	2	32150/70/71B	II
K Series Radar and Interconnection	Unknown	4	32150/71C	II
K Series Computer	Unknown	2	32150/71D	II
K-3A (Mod) and A-14 Autopilot and N-1 Compass Installation	5 Days	24	32150/71E 32170	I
A-14 Autopilot (Chanute)	5 Wks	8	40453/71	II
MD-5 Fire Control Installation (Must be graduates of Lowry MD-5) (Fire Control Course Phase II)	5 Days	20	32350/70/71	I
Ammunition Loading	3 Days	10	46250/70	I
AN/ARC-34 (UHF command set)	Unknown	6	30150/70	II
	TOTAL	134		

Aircraft and Vehicle Maintenance

Airplane Engine Mechanic (B-52 Installation) (Must be graduate of J-57 P-1 Engine Factory Course)	14 Days	30	43153	I
Airplane Electrical Mechanic	Unknown	30	43154	II
Airplane Mechanic	Unknown	190	90-43151 100-43170/71	II

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Course Title	Course Length	Total Package Requirement Nr	AFSC	Training Phase
Airplane Hydraulic Mechanic	Unknown	17	15-42550 2-42570	[illegible]
Pneumatic Systems Repairman	Unknown	2	[illegible]42450/70	II
Pneumatic Cart	5 Days	15	5-47154 6-47155 4-47170/71	I
Aircraft and Electrical Accessories	Unknown	3	42670/71	I or II
	TOTAL	237		

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PHASE VI MAINTENANCE SUPPORT GROUPS

1. Testing period will last at least six months.

a. Exact duration will depend on the number of Unsatisfactory Reports submitted on the aircraft.

2. Strategic Air Command responsibility for maintenance support per increment will consist of 107 airmen.

3. Support groups will receive training at Boeing and/or Air Training Command Schools prior to TDY to Edwards Air Force Base.

a. First support group received training July - October 1954.

b. Second support group will receive training November - December 1954.

c. Third support group, if one is required, will start training in May 1955.

4. The first group will depart Muroc and will be in place a Castle Air Force Base at least 30 days prior to delivery of the first aircraft.

5. Administrative instructions and criteria for TDY and re-assignment of these groups will be furnished Castle Air Force Base in separate correspondence.

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PERSONNEL REQUIREMENTS BY INCREMENT FOR B-52 PHASE VI TEST PROGRAM

AFS	AFSC	Number
Senior Electrician	43154	6
Senior Radio Equipment Airborne Mechanic	30150	3
Senior Aircraft Hydraulic Mechanic	42550	4
Apprentice Aircraft Hydraulic Mechanic	42530	6
Aircraft Maintenance Supervisor	43170	3
Aircraft Maintenance Technician	43171	12
Senior Aircraft Jet Engine Mechanic	43153	6
Senior Aircraft Mechanic	43151	9
Apprentice Aircraft Jet Engine Mechanic	43133	6
Apprentice Aircraft Mechanic	43131	8
Senior Airframe Repairman	53450	8
Apprentice Airframe Repairman	53430	8
Mechanical Accessories Repairman	42450	4
Bomb Navigation Systems Supervisor	32170	1
K-Systems Technician	32171E	2
K-Systems Mechanic	32150E	7
K-Systems Mechanic	32130E	1
Gunlaying System Technician	32371C	1
Gunlaying System Mechanic	32350C	2
Weapons Maintenance Supervisor	46270	2
Senior Weapons Maintenance Mechanic	46250	5
Apprentice Weapons Maintenance Mechanic	46230	3
		107

AIRCREW

Pilots	1244 or 1234	3
Co-Pilots	1241 or 1231	3
Observer	1524	6
		12

GRAND TOTAL - 122

Officers - 12
Airmen - 110

Incl 13

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CAFD Control No. [redacted]

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SUPPORT FOR PHASE VI TESTING

(Fifteenth Air Force Notes)

AFSC

AFSC	1st Increment	2nd Increment
1345 (1234)	0	6
1525	2	2
33372D	2	1
	4	9

AFSC

AFSC	1st Increment	2nd Increment
30150	3	2
32171D	2	2
32350B/C	2	2
43131J	0	0
43151J	2	-
43171J	12	-
43153	5	6
43154A	6	6
	47	27

Airmen holding the 5 skill level with prerequisites established in inclosure 12 for the 3 skill level may be substituted.

Airmen with experience in quality control duties should be selected when possible, but not more than two.

The training and experience received by Phase VI support personnel with armament-electronics AFSC's will not directly support conversion of the 93d Bombardment Wing. Additional personnel are programed to be trained to meet 93d Bombardment Wing requirements.

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AMC Control No. [redacted]

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AUTHORIZED OVERAGE MANNING TABLE

OFFICERS

AFSC	HQ WG	TOTAL
1245 OR 1234	12	12
1525	12	12
3024	2	2
	TOTAL OFFICERS	26

AIRMEN

AFSC	HQ WG	328SQ	329SQ	330SQ	PERIODIC MAINT	FIELD MAINT	ARMT & ELECT SQ	TOTAL
43154					4	8		12
30150							6	6
42550						8		8
42530						12		12
43170	1	1	1	1	1	1		6
43171	7	3	3	3	4	4		24
43153		2	2	2	2	4		12
43151		4	4	4	3	3		18
43133		2	2	2	2	4		12
43131		3	3	3	4	3		16
53450						16		16
53430						16		16
42450						8		8
32170							2	2
32171E							4	4
32150E							14	14
32130E							2	2

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AUTHORIZED OVERAGE MANNING TABLE

AIRMEN (CONT'D)

AFSC	HQ WG	328SQ	329SQ	330SQ	PERIODIC MAINT	FIELD MAINT	ARMT & ELECT SQ	TOTAL
32371C							2	2
32350C							4	4
46270							4	4
46250							10	10
46230							6	6
30174	6							6
32351B	6							6
						TOTAL AIRMEN		226

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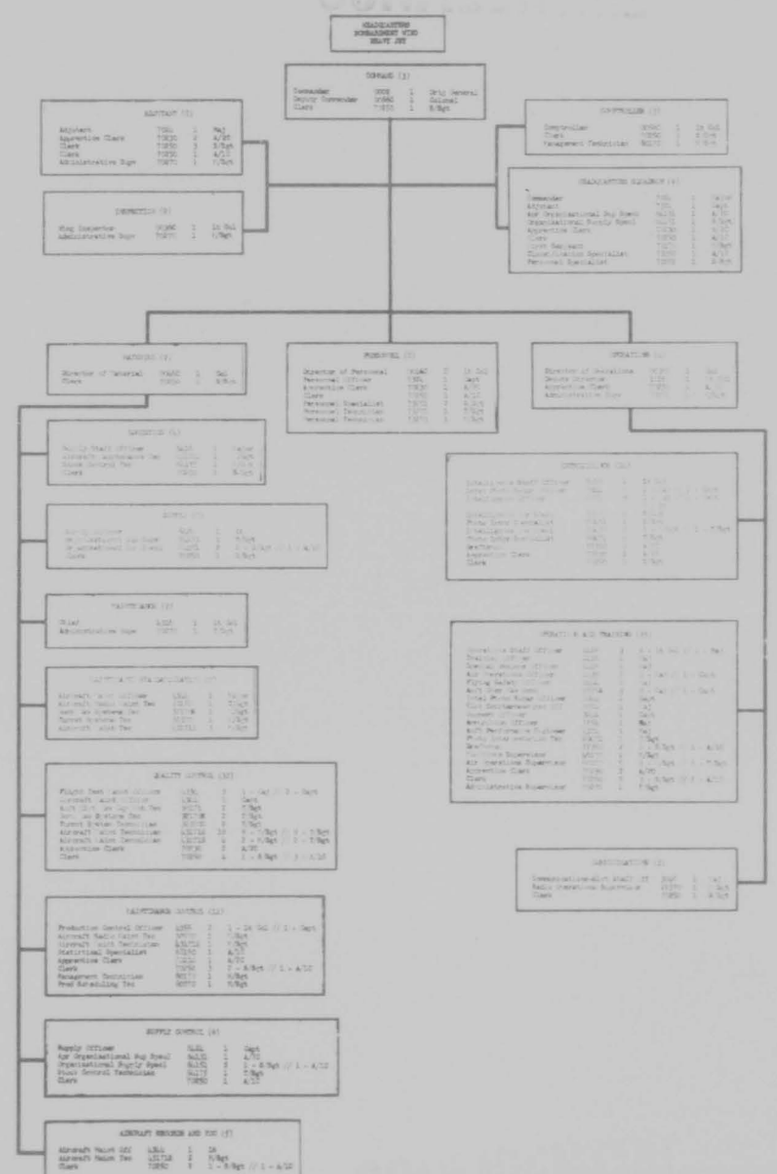

Sheet 16

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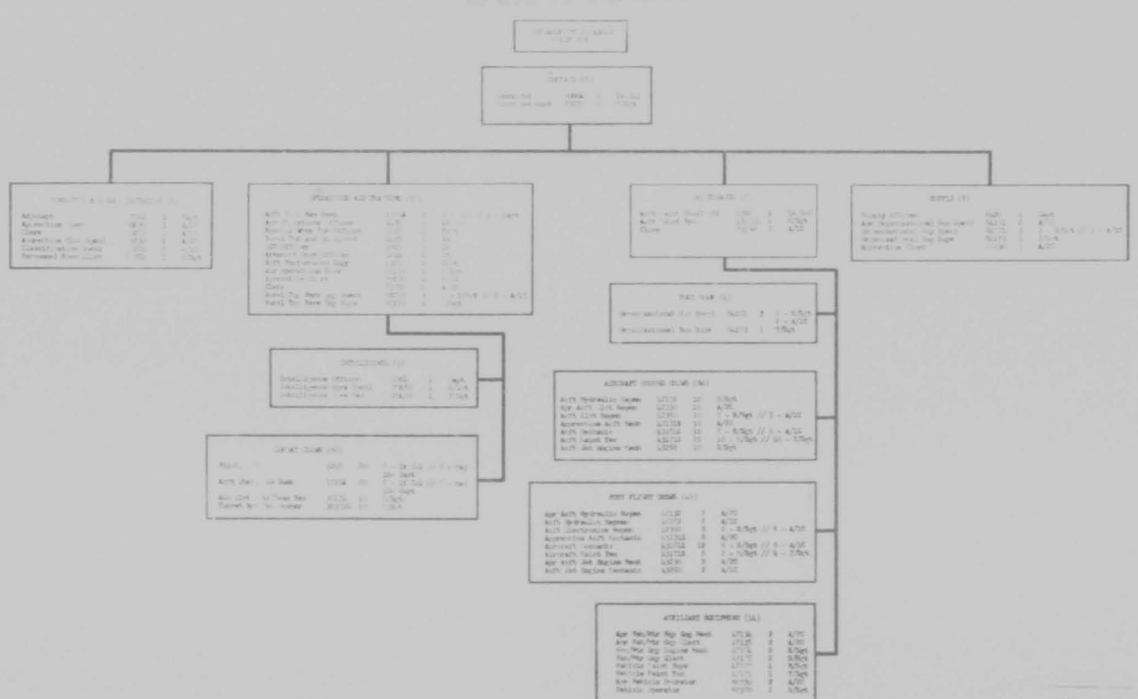

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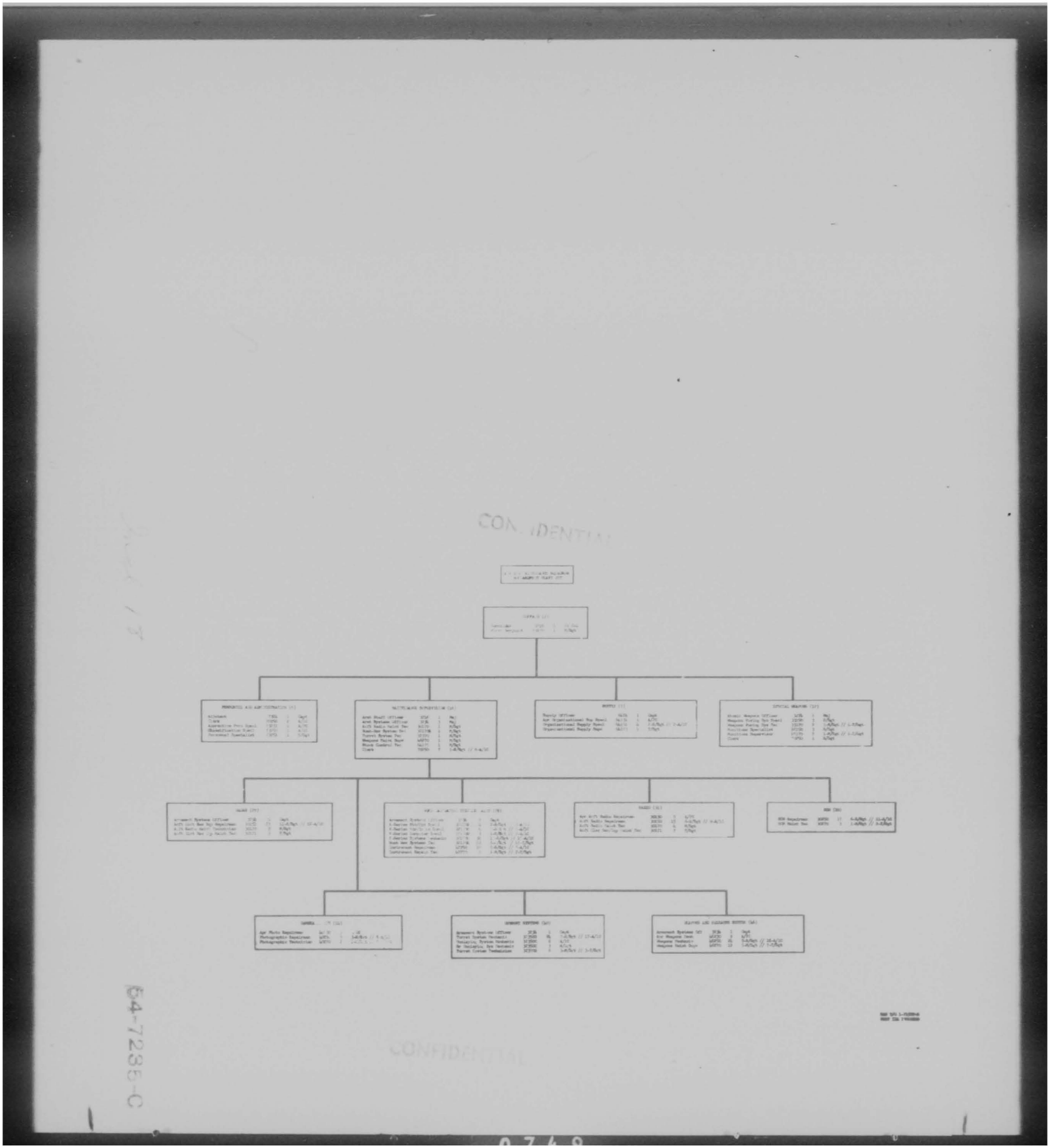

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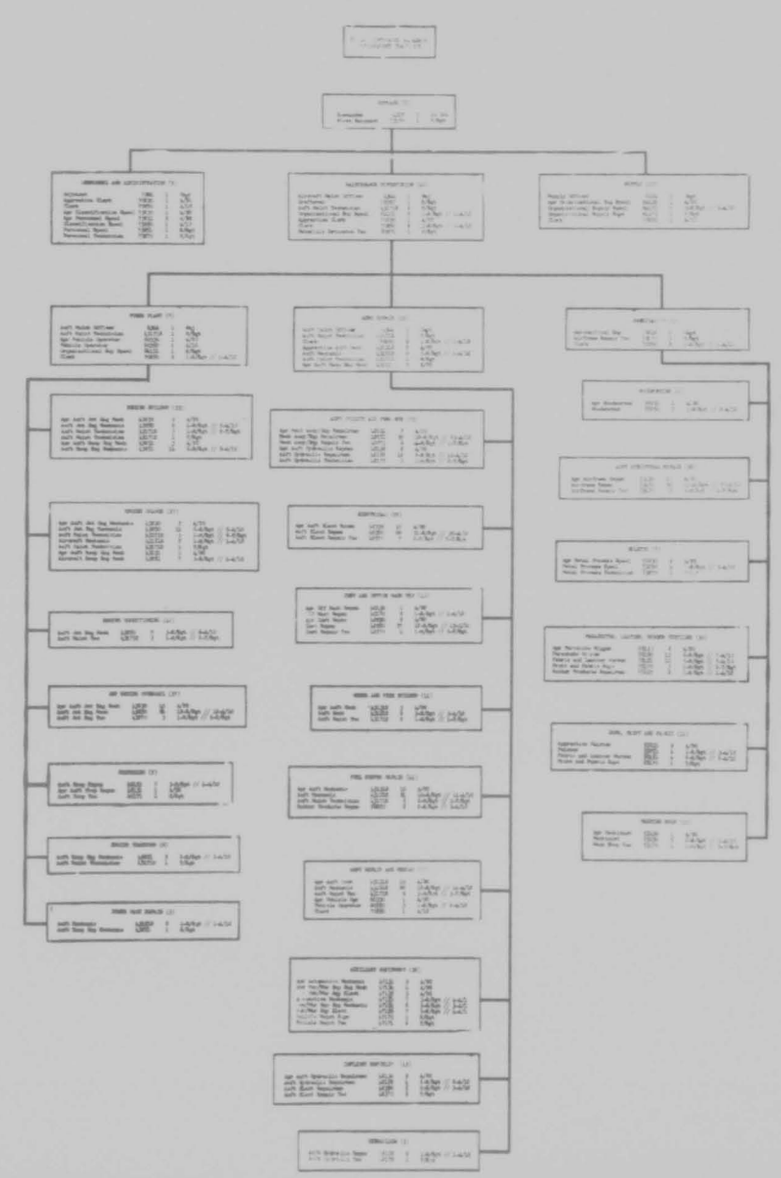

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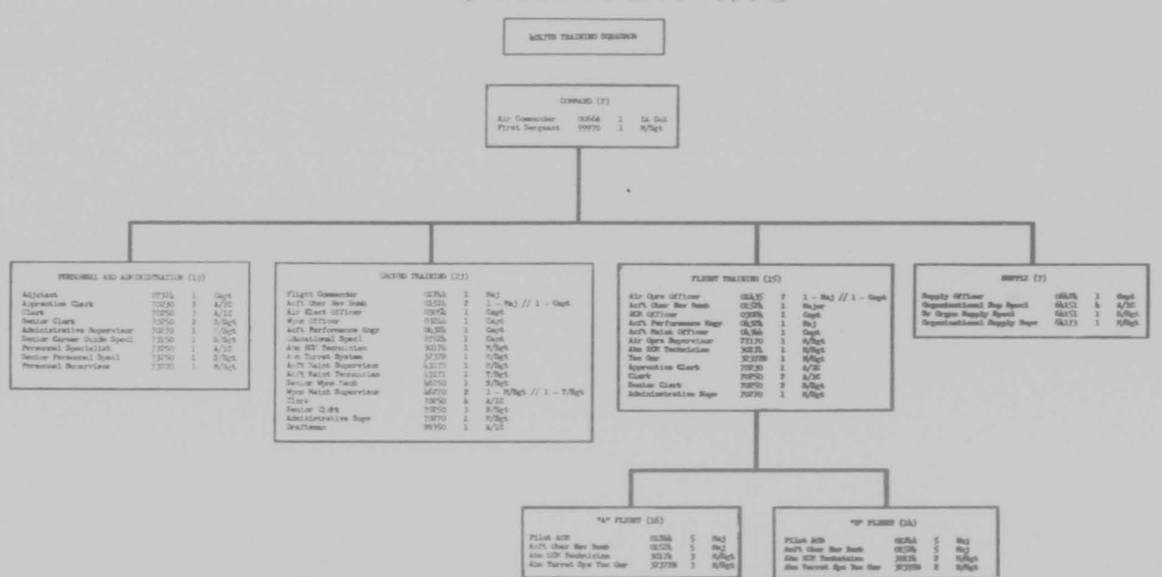

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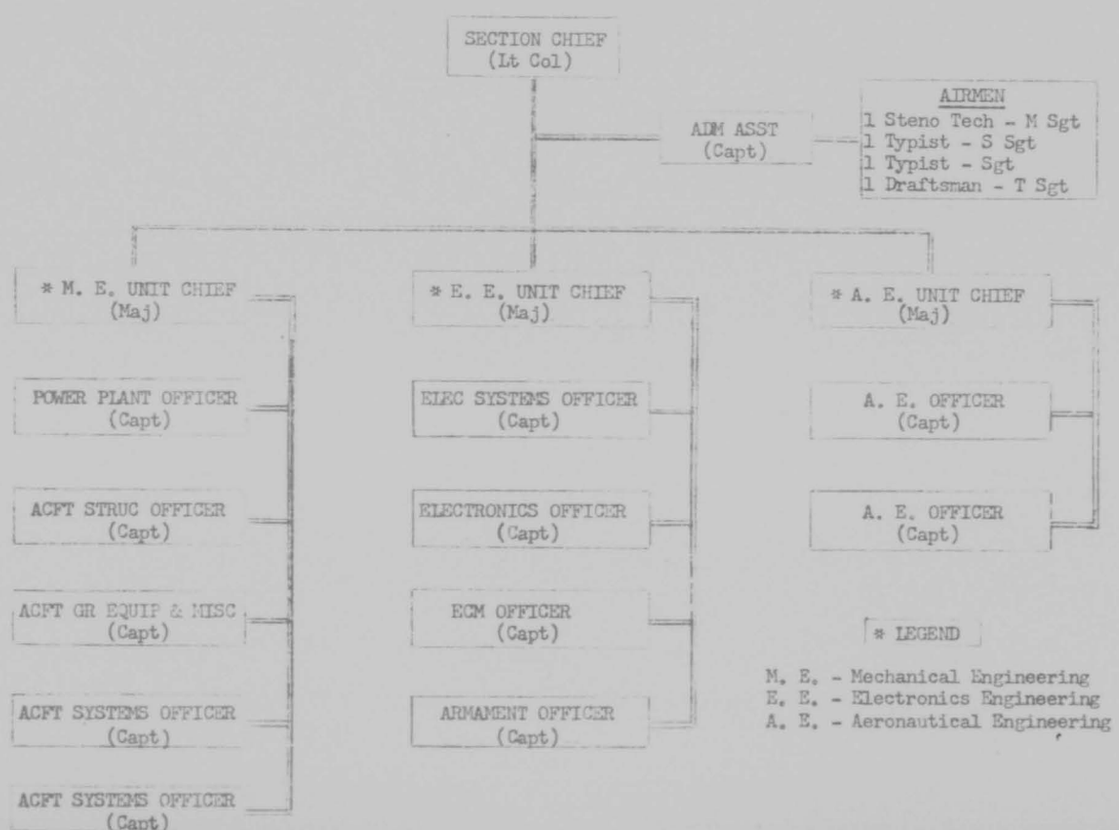
B-52 OPERATIONAL ENGINEERING SECTION
(Typical Organizational Chart)



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93D BOMBARDMENT WING (HEAVY) JET
PERSONNEL AUGMENTATION FOR THE SUPPORT OF THE INDICATED
SQUADRON AND ADMINISTRATIVE NON-T/O FUNCTION

TYPE OF SLOT IN SUPPORT OF ---	NON-T/O CIVILIAN	AUTHORIZED OVERAGES B-52 CADRE
COMMAND		
70252	1	
OPERATIONS		
70252	1	
MATERIEL		
70232	1	
SQUADRON HEADQUARTERS		
1245 or 1234		6
1245 or 1234		6
1525		12
3024		2
30174		6
32351B		6
43154		12
30150		6
42550		8
42530		12
43170		6
43171		24
43153		12
43151		18
43133		12
43131		16
53450		16
53430		16
42450		8
32170		2
32171E		4
32150E		14
32130E		2
32371C		2
32350C		4
46270		4
46250		10
46230		6
TOTAL	3	252

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BOMBARDMENT SQUADRON (HEAVY) JET
PERSONNEL AUGMENTATION IN SUPPORT OF THE
4017TH TRAINING SQUADRON

AFSC	NUMBER
42152	4
42330	4
42350	6
43151E	12
43171E	10
43230	2
43250	4
64151	2
70250	1
TOTAL	45

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93D ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON
PERSONNEL AUGMENTATION FOR THE SUPPORT OF THE
INDICATED SQUADRON AND FUNCTION

TYPE OF SLOT IN SUPPORT OF -------	NON T/O SPECIAL WEAPONS	4017TH SQ
3274	1	
30150		6
30151		3
30170		3
30171		2
30250		5
30270		2
32150B		2
32150C		2
32150D		2
32150E		10
32170E		9
32350C		3
32350G		7
32370		1
32370G		2
33150	3	
33170	2	
40250		4
40270		1
42250		2
42270		1
46150	3	
46170	2	
46250		9
46270		7
64151		2
64173		1
70250	1	3
73250		1
73251		1
TOTAL	12	91

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93D FIELD MAINTENANCE SQUADRON
PERSONNEL AUGMENTATION FOR THE SUPPORT OF THE
INDICATED SQUADRON, UNIT, OR OTHER FUNCTION

TYPE OF SLOT IN SUPPORT OF ------	T/O		NON T/O		
	90TH ARS	TOTAL	2D SSS	4017TH SQ	OTHER CIV
4344		1			1
6424		1		1	
7324		1		1	
22350		1		1	
22370		1			1
40150		1			1
40470		1			1
42132		1		1	
42152		4		4	
42172		1		1	
42230		2		2	
42250		9		9	
42251		9		9	
42271		1		1	
42330	4	2		2	
42350	2	18	1	17	
42370		5		4	1
42530	2				
42550	3	2	2		
42570		1			1
42571	1				
42630	1				
42650	8				
42671	3				
43131E		2		2	
43132A	1				
43151B	5	3			3
43151E		33		33	
43152A	25	5			5
43154B	5	5	3		2
43156	2	2			2
43170		3			3
43171B	1				
43171E		1		1	
43230		8		8	
43250		16		16	
47154		4		4	
47155		4		4	
53150		2		1	1
53170		1			1
53250		3		2	1
53270		1			1
53430	2				
53450	3	14	4	8	2
53470		2		1	1
53471	3				
55250		2			2
55253		3		2	1
58130	1				
58150	1	4		4	
58151		4	4		
58250		1		1	
60350		2		2	
64151	1	2		1	1
70232		1			1
70250		1		1	
73250		1		1	
73251		1		1	
80271		1		1	
TOTAL	74	191	14	147	30

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93D PERIODIC MAINTENANCE SQUADRON
PERSONNEL AUGMENTATION FOR THE SUPPORT OF THE
INDICATED SQUADRON AND FUNCTION

TYPE OF SLOT IN SUPPORT OF -------	T/O 90TH ARS	NON-T/O 4017TH SQ
42132		2
42152		6
42330		3
42350		12
43131B	2	
43151B	10	
43171B	4	
43131E		11
43151E		27
43171E		6
43132A	8	
43152A	16	
43154B	2	
43170	2	
43230		3
43250		3
47154		1
60350		1
64131		1
64151	2	2
64173		1
70250		2
73251		1
TOTAL	46	82

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93D [illegible] WING (HEAVY) JET
PROJECTED AUTHORIZATIONS

WING (ORGANIZATION)	TYPE OF AUTHORIZATION	18 NOV 54 OFF	18 NOV 54 AMN	18 NOV 54 CIV	8 FEB 55 OFF	8 FEB 55 AMN	8 FEB 55 CIV	1 JUL 55 OFF	1 JUL 55 AMN	1 JUL 55 CIV	1 FEB 56 OFF	1 FEB 56 AMN	1 FEB 56 CIV	ADDITIONAL AUTHORIZED OVERAGES
Hq Sq Sec 93D Bomb Wg	T/O	51	107		48	125		48	125		48	125		26 Off, 20 Amn
	Non T/O			3			3			3			3	
328th Bomb Sq	T/O	77	100		53	176		53	176		77	198		15 Amn
4017th Support	Non T/O								45			45		
329th Bomb Sq	T/O	77	100		53	176		53	176		77	198		15 Amn
4017th Support	Non T/O								45			45		
330th Bomb Sq	T/O	77	100		53	176		53	176		77	198		15 Amn
4017th Support	Non T/O								45			45		
4017th Tech Tng Sq	T/O													
	Non T/O				36	54		36	54		36	54		2 Amn
90th Air Rflg Sq	T/O	100	250		100	250								
93D Air Rflg Sq	T/O	100	250		100	250		100	250		100	250		
93D Armt & Elect Maint Sq	T/O	13	339		13	289		13	289		13	289		54 Amn
90th Air Rflg Sq Support	T/O	1	33		1	33								
Sp Wpns Support	Non T/O	1	11											
4017th Support	Non T/O								91			91		
93D Periodic Maint Sq	T/O	5	138		7	289		7	289		7	289		20 Amn
90th Air Rflg Support	T/O		46			46								
4017th Support	Non T/O								82			82		
93D Field Maint Sq	T/O	7	377		7	657		7	657		7	657		87 Amn
90th Air Rflg Support	T/O		74			123								
4017th Support	Non T/O							2	145		2	145		
Base Flt & DJT Support	Non T/O			30			30			45			45	
2nd SS Sq Support	Non T/O		14			14			14			14		
93D Tactical Hospital	T/O	27	95		36	137		36	137		37	137		
TOTAL WING		536	2034	33	408	2795	33	370	2796	48	480	2862	48	

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SAFE Control No. [redacted]

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[illegible] AIR FORCE AUTHORIZATIONS

ORGANIZATION	TYPE OF AUTHORIZATION	16 NOV 54 OFF	AMN	CIV	8 FEB 55 OFF	AMN	CIV	1 JUL 55 OFF	AMN	CIV	1 Feb 56 OFF	AMN	CIV	AUTHORIZED OVERAGES 16 NOV 54
Hq Sq Sec 93D AB Gp	T/O	26	71		27	74		27	74		27	74		11 Amn, EAM
	Non T/O	15	70	55	14	70	55	14	77	55	14	77	55	1 Off & 3 Amn OJT Section
93D Operations Sq	T/O	11	129		11	129		11	129		11	129		6 Amn, T-33 Maint
	Non T/O	7	58	6	7	58	6	9	75	6	9	75	6	
93D Supply Sq	T/O	12	198		13	227		13	227		13	227		
	Non T/O		4	112		55	112		92	112		92	112	11 Amn, Petroleum Branch
93D Installation Sq	T/O	4	153		4	167		4	167		4	167		
	Non T/O	2	59	131	2	83	134	2	83	134	2	83	134	
93D Motor Vehicle Sq	T/O	4	117		4	159		4	159		4	159		
	Non T/O			6			6			6			6	
93D Food Service Sq	T/O	2	139		4	178		4	178		4	178		66 - KPs
93D Air Police Sq	T/O	10	300		10	300		10	300		10	300		
4160th Hospital	Non T/O	15	22	30	15	22	30	15	22	30	15	22	30	
TOTAL AB GROUP		108	1360	340	111	1498	342	113	1503	343	113	1503	343	
TOTAL ATTACHED		110	791	17	131	820	29	131	820	29	131	820	29	
TOTAL WING		536	2034	33	408	2795	33	370	2796	48	480	2862	48	
TOTAL USSTAF AIR FORCE [illegible]		754	4185	390	650	5113	404	614	5199	420	724	5265	420	

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ORGANIZATION	TYPE OF ATTENUATION	18 NOV 54 OFF	AIR	ENV	8 FEB 55 OFF	AIR	ENV	1 JUL 55 OFF	AIR	ENV	1 FEB 56 OFF	AIR	ENV
2nd Strat Supp Sq	T/O	64	260		64	260		64	260		64	260	
52nd AAA Bn	T/O	21	335		21	335		21	335		21	335	
63D Sig Det (Radar Maint)	T/O	1	4		1	4		1	4		1	4	
165th Ord Det (Int Fire Cont)	T/O	1	7		1	7		1	7		1	7	
181st Ord Det (Art Repair)	T/O	1	8		1	8		1	8		1	8	
6002nd ASU Det	T/O		5			5			5			5	
9-1 Weather Det	T/O		17		8	17		8	17		8	17	
2035th AACS Sq		3	46		9	71		9	71		9	71	
774th AC & W		8	96		8	96		8	96		8	96	
Mobile Training Det		1	13		1	15		1	15		1	15	
Oper Eng Sec					15	2	1	15	2	1	15	2	1
Resident Engineers				14			25			25			25
Resident Auditor		2		3	2		3	2		3	2		3
TOTAL ATTACHED		110	791	17	131	820	29	131	820	29	131	820	29

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HQ Control No. [redacted]

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1. Status of Funds	Monitor the status of funds in all the various projects to insure that no over-obligation occurs and that actual versus programed expenditures are consistent.	[illegible]		Continual
2. Reprograming of Funds	Reprogram funds when and if necessary	[illegible]		Continual
3. Fiscal Year 56 Budget Estimate	Take action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.	[illegible]	Activities are currently being briefed - 70% completed.	January 1956
4. Conversion Project Officers	Complete - See Progress Report #1, December 1954			
5. Conversion Programs	Evaluate the progress of the various areas of the conversion against the plan and keep the Wing Commander and Staff advised by monthly progress reports, charts, [illegible] and special briefings, if necessary.	AAC	Analysis procedures presently being worked out. Charts and time-phased graphs being prepared.	Continual
6. Progress Reports	Prepare and submit reports as required by [illegible] 27-1.	AAC		Continual

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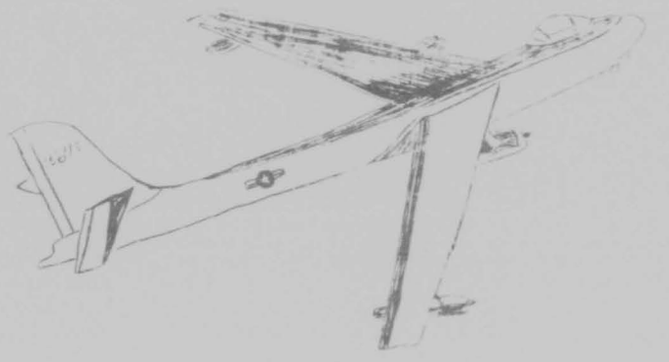
TRAINING PROGRAM

NOVEMBER 1950



93RD. BOMBARDMENT WING (M)

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

ODCT 27 October 1954

SUBJECT: Flying and Ground Training for November 1954

TO: See Distribution

PART I. FLYING TRAINING PROGRAM.

1. Bombardment Squadrons: The flying training program for November 1954 is oriented toward completion of AFR 60-2 requirements for all rated personnel as first priority, upgrading the remainder of available non-combat ready crews to combat-ready status and increasing the proficiency of combat ready crews to the highest possible level.

a. Non-combat ready crews: A minimum of 25 hours will be flown by each available non-combat ready crew. Upgrade training will be given first priority over combat ready training in the scheduling of squadron training missions.

b. Combat ready crews: Effective 1 November 1954, the provisions of SAC Reg 50-8, Supplement XVIII, as amended, are applicable for all combat ready crews. Since November is the last month of the SAC training quarter, only a proportionate share of the training requirements must be met. Proficiency standards of SAC Technical Pamphlet 170-1, SAC Management Control System, are applicable. The following training minimums have been established by this wing for each available combat-ready crew to accomplish during November:

Activity	Combat Ready Crews	Squadron Stand Bd
RBS Radar Record Runs (Total)	3	2
Direct runs	2	
At 40,000 MSL, or above	2	1
With IBDA Photos	1	1
Malfunction Radar Runs (GPI)	1	
RBS Visual Record Runs	2	1
Simulated Radar Attacks, Camera Scored, Using GPI	2	
Simulated Visual Attacks, Camera Scored	2	

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ODCT, Subj: Flying & Grd Trng for Nov 1954

Activity	Combat Ready Crews	Squadron Stand Bd
Scored Visual Releases	2	
T-59 Release (If not accomplished since conversion)	1	1
Night Celestial Legs	2	1
Day Celestial Legs	1	
NOTE: Pressure pattern techniques will be used on one of the above navigational legs.		
Long Range Mission	1	
Air Refueling Wet Hook-Ups (Total)	4	2
Above 20,000 feet	1	1
Radio silence	1	1
During darkness	1	
Total transfer of at least 24,000 lbs one hook-up	1	
*To a max internal load (178,000 lbs)	1	1
*NOTE: Will be accomplished with an IP or after at least ten (10) solo wet hook-ups.		
Radar Rendezvous	2	1
Maximum Load Gunnery Mission at Optimum Altitude	1	1
Fighter Lock-Ons	3	
Formation flying	1 hour	1 hour
Night Cell Mission	1	1
Pilot Proficiency Mission (or equivalent training)	1	1

**Strange Field Landings - To extent possible

**NOTE: The provisions of 15AFL DOTF, Subj: "Strange Field Landings for B-47 Aircraft" dated 19 Jan 54, will be complied with by each squadron.

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Activity	Combat Ready Crews	Squadron Stand Bd
Night Takeoff and Landing	1	
Hooded Instrument Practice	3 hours	1 hour
Hooded OCA's - Aircraft Commander	4	1
Hooded OCA's - Co-pilot	4	4
Practice Instrument Letdown & Low Approach Utilizing Radar	2	1
Pressurized Flight Above 30,000' with Pressure Switch in "Combat" Position	1 hour	
Emergency Procedures Drill	1	
Standardization Board Check	As Required	

c. In preparation for the "Graduation" exercise scheduled in December all crews, both ready and non-ready, will participate in one mission which will include formation, formation refueling and night cell tactics, with a simulated radar attack, camera scored. These missions will be conducted in accordance with the SAC Tactical Doctrine and will involve four (4) or more B-47 aircraft on each mission.

d. In preparation for the December radar evaluation missions, each combat ready crew will accomplish three (3) radar bomb runs in accordance with Chapter 10, Section C, SAC Manual 55-5A, Tactical Doctrine, Jet Bombardment, as amended by 15AF message DOOP B-13107 (Top Secret), 5 Oct 54. These runs may be either simulated practice radar camera attacks or practice RBS runs.

e. Wing Ordered Missions: Ten (10) combat ready crews per squadron will participate in a wing bomber stream mission on 3, 4 and 5 November 1954. Duration of this mission is seven (7) hours. A second mission will be scheduled on 9 November 1954 for the remaining available combat ready crews.

f. Higher headquarters ordered missions: As directed. No missions have been directed by higher headquarters as of this date.

2. Air Refueling Squadrons: The flying training program for November is pointed toward completion of AFR 60-2 requirements for all rated personnel as first priority, accomplishment of all higher headquarters ordered missions, upgrading of non-combat ready crews, and completion of SAC Reg 50-8, Supplement VII training requirements.

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a. Non-combat ready crews: These crews will be scheduled to complete the required 90 hours for the quarter ending in November. Newly formed crews will fly a proportionate share of the required time.

b. Combat ready crews: These crews will be scheduled to complete 100% of training requirements directed in Supplement VII, SAC Reg 50-8, with emphasis on proficiency standards set forth in SAC Technical Pamphlet 170-1, SAC Management Control System. Emphasis will be placed on increasing the capability for accomplishing successful rendezvous with APN 12/76.

c. In preparation for the "Graduation" exercise scheduled in December, formation refueling missions will be scheduled for each combat ready crew.

d. Higher headquarters ordered missions: As directed. The following higher headquarters ordered missions have been directed as of this date:

Squadron	Date	Type Mission
90th ARS	3 Nov 54	Support 303d BW
93d ARS	3 Nov 54	Support 22d BW
93d ARS	4 Nov 54	Support 22d BW

PART II. GROUND TRAINING PROGRAM.

1. OFF BASE COMMITMENTS:

a. Advanced Survival: The 93d ARS will send one crew to Advanced Survival, reporting not later than 1200 hours, 11 Nov 54, to Stead AFB, Nevada.

b. OQ Gunnery Training: In order to implement SAC Reg 50-43 squadrons will send pilots to the Sahaurita Gunnery Range in accordance with the following schedule. The first man listed on the orders sending personnel to OQ Range will call Motor Pool upon arrival at Davis-Monthan for transportation to the range in the morning.

Nov	328	329	330	Nov	328	329	330
5	2	1	1	26	2	1	1
12	1	2	1	Dec			
19	1	1	2	3	1	2	1

c. KC-97 Flight Simulator Refresher: The Air Refueling Squadrons will send one crew each week to the Flight Simulator at March AFB, in accordance with the following schedule. Crews are to report to the

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Commander, 807th Operations Squadron not later than 0730 on the class starting date. This one-week refresher course is designed for experienced crew personnel.

Nov 1	90ARS
8	93ARS
15	90ARS
22	93ARS
29	90ARS
Dec 6	93ARS

2. WING LEVEL SCHOOLS:

a. Wing Basic Survival: Basic survival classes will be scheduled currently during the month.

b. Instrument School: A five-day course will begin at 0800 hours, 8 Nov 54, in the Wing Briefing Room. Pilots who have instrument cards due to expire within 90 days should attend.

c. B-47 Flight Simulator: Alloted periods for the B-47 Flight Simulator, located in Bldg. T-105, are given in Incl #2. Aircraft commanders and pilots will maintain crew integrity.

d. B-47 MTD: An Air Refueling Systems MTD will be given at 1230, 2 Nov 54, 2 Nov 54, in Room 7 of the quonset area. Any further need of the MTD must be scheduled before 15 Nov as the unit is departing CAFB on or about 20 Nov 54.

e. T-1A Trainer: Alloted periods for the T-1A trainer, located in Bldg. T-243, are given in Incl #6.

f. T-2 Trainer: The T-2 trainer will begin operation in Nov. The T-2 schedule will be submitted to the squadrons at that time.

g. K-Systems Course: A K-System inflight maintenance course for bombardment squadron observers will be held daily, 0800-1000 hours, in the Wing Conference Room until further notice. Each observer will attend one period per week.

h. Physical Conditioning: Alloted periods for the Physical Conditioning Unit and Combative Measures Instruction are given in Incls #3 and #4. Due to maximum flying commitments, the PT and Judo schedules have been cancelled for the first week of November. Squadrons wanting to use these facilities during this time may do so by scheduling with Sgt Bryant, Ext. 776.

i. Code Training: Alloted periods for the code room, located in Building 703, are given in Incl #5.

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j. Power Unit Fire Guard School: Personnel required to appear on orders as qualified fire guards may coordinate with the Base Fire Department, Ext 612, for the necessary training and certification as fire guards.

k. Character Guidance: In order to implement Castle Air Force Base Regulation 35-5, Character Guidance Lectures will be scheduled at the Base Gymnasium for all personnel on dates indicated. It is mandatory that all personnel attend at least one lecture per month. Officers and NCO's may be excused from the character guidance lectures if they attend a Moral Leadership lecture scheduled by their squadron commander.

Officers	0900, 6 and 13 Nov
NCO's	0900, 20 and 27 Nov
Airmen, E-1 thru E-4	1000, 6, 13, 20 and 27 Nov

l. Special Weapons Training: Bomb squadrons will comply with 93d Bomb Wing Letter, 25 Oct 54. Refresher training, IFI, missions and loading will be scheduled by direct coordination with Special Weapons Section, Ext 628.

3. SQUADRON LEVEL TRAINING.

a. Flying Safety: Flying safety instruction of 2 hours for aircrews and 1 hour for maintenance personnel will be given during the month by Squadron Flying Safety Officers.

b. Instrument Training: Squadrons will accomplish 4 hours of instrument training, 2 hours of which may be flying safety instruction for all pilots.

c. Small Arms Firing: Base range facilities have been alloted in Incl #5.

d. Loran Training: Loran training for proficiency may be scheduled by coordination with Sgt McNamarra, Ext 773.

e. Tactical Doctrine: All combat crews will be given instruction on Tactical Doctrine in accordance with SAC Manual 55-5, Oct 54.

BY ORDER OF THE COMMANDER:

SAM J. BYERLEY
Colonel, USAF
Director of Operations

6 Incls
1. Instr Thr Sch
2. B-47 Flt Sim Sch
3. Phys Cond Sch
4. Cmbt Meas Sch
5. Small Arms & Code Sch
6. T-1A Sch

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CDCT, Subj: Flying & Grd Tng for Nov 1954

DISTRIBUTION:

Comdr, 93BW	2
328S	5
329S	5
330S	5
CDC	5
MDC	5
90ARS	5
93ARS	5
93d PMS	3
93d AES	3
HSQ Wg	3
BOTO	2
Base Phys Cond	2
Base Tng Aids	3
Wg Historian	4

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INSTRUMENT TRAINER SCHEDULE (C-11)

Two C-11 trainers are now in operation for the Bomb Squadrons. The squadron designated in AM will utilize both trainers; each squadron designated in the PM will utilize one (1) trainer the entire afternoon.

NOV	AM	PM	NOV	AM	PM
1	328	329/330	16	329	330/328
2	329	330/328	17	330	328/329
3	330	328/329	18	328	329/330
4	328	329/330	19	329	330/328
5	329	330/328	22	330	328/329
8	330	328/329	23	328	329/330
9	328	329/330	24	329	330/328
10	329	330/328	26	330	328/329
12	330	328/329	29	328	329/330
15	328	329/330	30	329	330/328

INSTRUMENT TRAINER SCHEDULE (C-8 & P-3)

Each squadron will utilize 3 trainers (2C-8's, 1 P-3) during the assigned periods. Minimum requirements are two (2) hours for each pilot.

NOV	AM	PM	NOV	AM	PM
1	90	93	16	93	SSS
2	SSS	Base	17	Base	90
3	93	SSS	18	SSS	Base
4	Base	90	19	90	93
5	90	93	22	Base	90
8	90	93	23	93	SSS
9	Base	90	24	90	93
10	Base	90	26	SSS	Base
12	90	93	29	93	SSS
15	SSS	Base	30	Base	90

Incl #1

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B-47 FLIGHT SIMULATOR

NOV 54	0715-1030 HRS	0945-1300 HRS	1245-1600 HRS
1	330	328	329
2	328	329	330
3	329	330	328
4	330	328	329
5	328	329	330
8	329	330	328
9	330	328	329
10	328	329	330
12	329	330	328
15	330	328	329
16	328	329	330
17	329	330	328
18	330	328	329
19	328	329	330
22	329	330	328
23	330	328	329
24	328	329	330
26	329	330	328
29	330	328	329
30	328	329	330

Incl #2

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute workout period. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout in order to receive credit for that training period. The periods beginning at 0750, 0930 and 1250 require eight (8) personnel; periods beginning 0830, 1010 and 1330 require twelve (12) personnel. Staff personnel are to attend 1430 to 1530 periods.

NOVEMBER	0750	0830	0930	1010	1250	1330
8	330	90	328	93	329	SSS
9	328	93	329	SSS	330	90
10	329	SSS	330	90	328	93
12	330	90	328	93	329	SSS
15	328	93	329	SSS	330	90
16	90	93	SSS	90	SSS	93
17	329	SSS	330	90	328	93
18	330	90	328	93	329	SSS
19	328	93	329	SSS	330	90
22	329	SSS	330	90	328	93
23	93	90	SSS	93	SSS	90
24	330	90	328	93	329	SSS
26	328	93	329	SSS	330	90
29	329	SSS	330	90	328	93
30	330	90	328	93	329	SSS

Incl #3

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a fifteen-hour course in combative measures. The 90ARS, 93ARS and 2d SSS are to supply nine (9) crewmen for each period assigned. The 328th, 329th and 330th Bombardment Squadrons are to supply a minimum of three (3) crewmen each for a total of nine (9) for each period indicated as Bomb Squadrons (BS).

NOV	0800	0900	1000	1400	1500
8	90ARS	93ARS	90ARS	SSS	BS
9	93ARS	SSS	93ARS	BS	90ARS
10	SSS	BS	SSS	90ARS	93ARS
12	BS	90ARS	BS	93ARS	SSS
15	90ARS	93ARS	90ARS	SSS	BS
16	93ARS	SSS	93ARS	BS	90ARS
17	SSS	BS	SSS	90ARS	93ARS
18	BS	90ARS	BS	93ARS	SSS
19	90ARS	93ARS	90ARS	SSS	BS
22	93ARS	SSS	93ARS	BS	90ARS
23	SSS	BS	SSS	90ARS	93ARS
24	BS	90ARS	BS	93ARS	SSS
26	90ARS	93ARS	90ARS	SSS	BS
29	93ARS	SSS	93ARS	BS	90ARS
30	SSS	BS	SSS	90ARS	93ARS

Incl #4

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SMALL ARMS RANGE SCHEDULE

The following periods have been allotted for firing at the Small Arms Range. A maximum of fifty (50) men may fire carbine or thirty (30) men the pistol. Squadrons will notify the range Officer, Extension 773, not later than 1500 hours the preceding day of the type of weapon they intend to fire.

NOV 54	AM	PM	NOV	AM	PM
1	328	329	17	330	90ARS
3	330	90ARS	18	93ARS	SSS
4	93ARS	SSS	22	328	329
8	329	330	24	330	90ARS
10	90ARS	93ARS	29	93ARS	SSS
15	SSS	328			

CODE

NOV 54		NOV 54	
1	328	16	330
2	329	17	90ARS
3	330	18	SSS
4	90ARS	22	93ARS
8	SSS	23	328
9	93ARS	24	329
10	328	29	330
15	329	30	90ARS

Incl #5

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T-1A TRAINER

Each Bombardment Squadron is allotted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Extension 480.

NOV 54	0800 & 0900	1000 & 1300	1400 & 1500
1	328	329	330
2	329	330	328
3	330	328	329
4	328	329	330
5	329	330	328
8	330	328	329
9	328	329	330
10	329	330	328
12	330	328	329
15	328	329	330
16	329	330	328
17	330	328	329
18	328	329	330
19	329	330	328
22	330	328	329
23	328	329	330
24	329	330	328
26	330	328	329
29	328	329	330
30	329	330	328

Incl #6

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of the Director of Operations
Castle Air Force Base, California

OPERATIONS MEMO) Page 1 of
NUMBER 35-6) 2 Pages

RBS TARGET ROTATION 1 December 1954

1. PURPOSE: To establish a procedure for accomplishing and monitoring RBS target rotation of Combat Ready, Lead and Select Crews.

2. SCOPE: The contents of this memo are applicable to all B-47 Combat Ready, Lead, and Select Crews, and the Staff Observers of the Bombardment Squadrons of the 93d Bombardment Wing.

3. GENERAL: a. Prior to accomplishing a second record run against a single target within an RBS Complex, record runs will be accomplished against all other targets within the complex. Rotation must be established separately for visual and radar RBS runs.

b. Not more than one third of the total number of record runs (radar or visual) made by each crew during a six month period will be made against any one RBS site. Six month periods will be 1 January through 30 June and 1 July through 31 December.

c. Deviation from this procedure can result in loss of accomplishment.

4. PROCEDURE: a. Squadron Staff Observers will maintain a chart which will currently reflect RBS target rotation. Data will appear on the chart in the following manner:

OBSERVER	CREW NO.	LOS ANGELES	SAN FRANCISCO
Capt John Doe	R001	6 Dec 6 Dec 6 Dec	6 Dec
		F 4 E 4 J 5	A 5
		6 Dec	
		E 0	

b. The chart will include Los Angeles, San Francisco, Sacramento, Spokane, Denver, Phoenix and an additional section entitled "other".

c. Each RBS section will contain 12 squares, six for

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radar runs and six for visual runs. Each of these squares will be sub-divided into 3 sections; the top section will contain the date; the lower left section the target letter; and the lower right section the type run.

d. When an observer has made six runs on any one site, he will not be scheduled for that site again until he has made at least 12 runs on other sites. This will assure that no more than one-third of the total number of runs for a six month period are made against one RTS site.

5. RESPONSIBILITY: It will be the responsibility of the Squadron Commanders to assure compliance to this memorandum through effective utilization of this chart by the Squadron Observer and Crew Observers.

BY ORDER OF THE COMMANDER:

SAM J. PYERLEY
Colonel, USAF
Director of Operations

OFFICIAL:

Stuart M. Abrams

STUART M. ABRAMS
Major, USAF
Operations Officer

DISTRIBUTION "C"
1 - Comdr 93BW
1 - Dpty Comdr, 93BW
2 - Adj Sec
4 - D/Met
20- D/Ops
250 Wg Stand Bd

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 5)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
22 Nov 54

PRE-FLT AND POST-FLT INSP PROCEDURES OF BOMBING-NAVIGATION SYSTEMS

1. PURPOSE: To establish Pre-Flight and Post-Flight Inspection Procedures for Bombing-Navigation Systems.

2. AUTHORITY: SAC Letter, DM6D, dated 22 April 1954, subject: Pre-Flight and Post-Flight Inspections of Bombing-Navigation System and 1st Indorsement 15th AF DM6EA dated 6 May 1954.

3. RESPONSIBILITIES: Responsibilities will be as outlined below:

a. Armament-Electronics Maintenance Squadron:

(1) Provide sufficient representatives to meet all aircraft upon landing to insure that radar observers mission reports are complete and contain all malfunctions encountered inflight, with corrective inflight maintenance attempted.

(2) Perform maintenance on Bomb-Nav Systems only when malfunctions are written on the mission report form. Pre-flight and post-flight inspections of the Bomb-Nav System will not be performed.

(3) On completion of maintenance, the mechanic will contact the crew chief who will, in turn, notify the squadron concerned that the aircraft is ready for a ground operational check of the radar system. At the earliest possible time, but in no case later than 24 hours prior to the next scheduled mission, the observer scheduled to fly in the aircraft will review the Radar History Log on file in the Armament-Electronics squadron to familiarize himself with all particulars of the past radar difficulties experienced and will accomplish a ground operational acceptance check of the system. An Armament-Electronics mechanic will be available at the aircraft to assist the observer in making this check.

(4) Use of SAC Form 252 and 250 as directed by SAC Reg 137-15 will apply.

(5) Maintain one flight line ledger book per aircraft by serial number to show the following:

(a) Date of mission.

(b) Observer flying.

(c) Malfunctions encountered.

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(d) Mechanic correcting malfunction reported.

(e) Date maintenance performed.

(f) Corrective action taken by mechanic.

(g) Radar observer who accepted set, or performed operational check after maintenance was completed. NOTE: Items a, b and c can be obtained from the mission report. Items d, e and f can be obtained from the Specialist Job Record. Item g can be obtained from Part II of AF Form 1.

b. Radar Observers:

(1) Carefully maintain the Bomb-Nav inflight mission report provided by the Armament-Electronics Maintenance Squadron. All Bomb-Nav System malfunctions and discrepancies encountered during flight and any in-flight maintenance attempted or performed will be entered on the report.

(2) Discuss the malfunctions and mission results with Armament-Electronics maintenance personnel that meet the aircraft.

(3) Perform ground operational checks of Bomb-Nav Systems only when maintenance has been accomplished.

(4) Accomplish the Bomb-Nav System test flight report when performing a test flight.

(5) Perform visual power off inspection on preflight as outlined in T.O. AN-01-20EN-6.

(6) The operator will accomplish a system check prior to landing.

(7) Those portions of operational SOP's, manuals, or TO's that are in conflict with this directive are waived indefinitely.

4. PROCEDURES: Maintenance will be conducted using the following criteria:

a. Only essential maintenance will be performed. Essential maintenance is defined as that required by virtue of malfunctions encountered during operation of the Bomb-Nav System in the air and reported by the radar observer.

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b. Flight crew members will determine the operational condition of the Bomb-Nav System prior to landing and unless maintenance is definitely required, none will be performed. Equipment will be considered as operational and will not be given a ground operational check prior to the next flight.

c. Establish inspection procedure to insure that Bomb-Nav system components are inspected, overhauled and lubricated at periodic intervals, based on -6 inspection procedures.

d. External ground power may not be applied to the Bomb-Nav system except under the following conditions:

(1) When required to aid in the confirmation, isolation, and correction of malfunctions of maladjustments reported by the radar observer.

(2) After the replacement of a component, when required to perform system functional or accuracy checks.

(3) When it is required that the Bomb-Nav system be cycled and ready for the navigation function at take-off as a flight safety precaution in cases of take-offs under instrument conditions. The Bomb-Nav System may then be turned on for a period not to exceed 20 minutes before take-off. This paragraph is not to be construed as permission to perform preflight functional checks as a routine procedure, since that would deviate from the intent of this policy.

e. Components of the Bomb-Nav System will not be removed from the aircraft except:

(1) To aid in correction of malfunctions reported by the radar observer.

(2) When required during accomplishment of periodic inspection.

f. Bomb-Nav Systems will be operated on all test flights and on training missions when scheduled.

g. The Armament-Electronics mechanic will record on his SJR the amount of system ground time expended to accomplish the maintenance and the ground operational acceptance check.

5. GENERAL: The AN/APS-42 and K4A system are considered Bombing Navigation systems and are affected by the provisions of this directive.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 7)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
23 Nov 54

PARTS ORDERED DURING PERIODIC INSPECTION

1. PURPOSE: To establish procedures for transferring requests originated by the 93d Periodic Maintenance Squadron for an aircraft upon completion of scheduled inspection and return of the aircraft to the tactical squadron.

2. SCOPE: This Maintenance Instruction Letter is applicable to all tactical organizations, 93d Periodic Maintenance Squadron and the Base Supply Officer.

3. PROCEDURES:

a. Upon completion of the periodic inspection on each aircraft, the dock chief and aircraft crew chief will review all requests for parts initiated during the inspection period which were not supplied. The review will determine that all items ordered are still required and that all items ordered are recorded in the Form 1. Upon completion of the review, the dock chief will submit a list of parts still required and those which may be cancelled. The dock chief will also turn over to the aircraft crew chief all organizational copies of issue slips, AF Form 446, for filing in the organizational file. The list will be prepared as outlined in inclosure number one and will be forwarded to the Supply Unit, Maintenance Control.

b. This action will permit delivery of all requirements directly to the aircraft and eliminate probelm areas previously encountered on "72 hour hand receipts". It will also permit monthly verification of all items on back order for each aircraft assigned to a particular tactical squadron as required by SAC Reg 67-7.

BY ORDER OF THE COMMANDER:

1 Incl
Form

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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TRANSFER FROM 93D PERIODIC MAINTENANCE SQUADRON

TO_____SQUADRON
(Fill in appropriate squadron)

Request No.	Stock Number	Noun	Acft No. & Type	
11-9-136	6600-754749-777	Seal	52-123	B-47E
11-9-144	6600-585260	Seal	52-123	B-47E
11-9-155	6700-480948-235	Ring	52-123	B-47E
11-10-205	1AFE-6-36713-2	Boot	52-123	B-47E
	CANCEL THESE REQUESTS - NO LONGER REQUIRED			
11-10-186	6600-273496-2	Seal	52-123	B-47E

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 54A) Castle Air Force Base, California
5 Nov 54

MAINTENANCE OF PUBLICATION FAMILIARIZATION FOLDERS
(This MIL amends MIL No. 54, 2 Aug 54)

* * * *

5.

a. Upon receipt, new TO's, publications, letters, manuals, TWX's and MIL's will be reviewed and screened by supervisors of each flight, section, unit or shop. Each supervisor will determine applicability, categorize and enter in publications familiarization chart.

* * * *

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 71A)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
22 Nov 54

TRIM COORDINATION
(This MIL amends MIL No. 71, dated 29 Sep 54)

* * * *

5.

c. At 357 knots and 23,000 feet (Check rudder and elevator as listed below).

(1) CAUTION: Due to the flight limitation of 310 knots or MACH .815 the rudder-elevator trim coordination flight will be performed at 284 knots and 35,000 feet. When the restriction has been lifted trim coordination will be flown at 357 knots and 23,000 feet. Record rudder-elevator trim with rudder-elevator power control switch in ON (NORM) then turn switch to OFF position. Rudder and elevator force should be zero.

NOTE: Inclosure 1 (Check List)of this MIL is amended to read as follows:

ITEM F. 23,000 feet, 357 knots IAS or 35,000 feet, 284 knots IAS, not to exceed MACH .815.

* * * *

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 94)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
15 November 1954

SHOP, DOCK AND FLIGHT LINE STOCK
(This MIL supersedes MIL No. 94, 9 Mar 54)

1. PURPOSE: To amplify the provisions of SAC Manual 65-2 and to establish procedures for maintenance and operation of, and revisions to, Shop, Dock and Flight Line Stocks.

2. SCOPE: This Maintenance Instruction Letter is applicable to all tactical organizations, 2nd Strategic Support Squadron and Base Flight and the Base Supply Officer.

3. GENERAL: The purpose of a bench stock is to provide each maintenance activity with its requirements of all non-recoverable parts on which regular consumption is experienced. It is the responsibility of each Maintenance Officer to insure that suitable storage facilities are provided and that property is properly stored and identified.

4. PROCEDURES:

a. INITIAL ESTABLISHMENT OF BENCH STOCKS: Flight Line, Dock and Field Maintenance Officers will submit a list of non-recoverable items which they desire to include in their shop, dock or flight line stock. The list will be prepared in stock numbered sequence and will include quantity required for fifteen day operations. This action will be taken by newly activated units or upon change in type of aircraft being supported.

b. REVISION OF ESTABLISHED BENCH STOCKS: The Supply Unit, Maintenance Control, will revise existing Shop, Dock and Flight Line Stocks based upon the following factors:

(1) Consumption data obtained from the forms forwarded to the Supply Unit in accordance with paragraph 4e and f below.

(2) Requests for additional items received from a Maintenance Officer. Such requests will be submitted in stock numbered sequence and indicate the quantity required for fifteen days operation. Requests for items not previously used will include justification to enable proper requisitioning action by the Base Supply Officer.

c. APPROVAL AND PUBLICATION OF BENCH STOCK LEVELS: Initial bench stock lists and requests for additional items to established bench stocks will be forwarded by the Supply Unit, Maintenance Control, to the Base Supply Officer for review, approval and other necessary action. Items added to established bench stocks by the Supply Unit, Maintenance Control, based upon quarterly analysis of consumption data need not be referred to

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the Base Supply Officer for approval since adequate levels will have been established. Each organization or shop maintaining a bench stock will be provided with a deck of punched, interpreted cards representing each item authorized for that bench stock. The punched, interpreted cards will contain the stock number, noun, unit of issue, quantity authorized, cost and bench stock code number.

d. SUBMISSION OF REPLENISHMENT REQUESTS: Each organization maintaining a shop, dock or flight line stock will submit a punched interpreted card for each item for which replenishment is desired. Requirements will be determined by taking a physical inventory of stock on hand and record under #10 the quantity on hand and under #15 the quantity required to the right of authorized level respectively. Cards covering items for which a requirement does not exist will be retained in the organization or shop for use in submitting the following week's requirements. Replenishment requests will be submitted in accordance with the schedule attached as Inclosure 1. Completed cards will be hand carried to the Supply Unit, Maintenance Control, by 0900 hours each morning. Care must be exercised to protect all cards from bending, tearing or other mutiliation and to insure that all cards are maintained in stock number sequence.

e. PREPARATION OF MACHINE RUN LISTING COVERING BENCH STOCK REQUIREMENTS: The Supply Unit, Maintenance Control will interfile all punched, interpreted cards received from each organization or shop into one consolidated deck representing requirements from all aircraft maintenance activities. Upon completion of the interfiling operation, the Supply Unit will deliver the cards to the Machine Unit for their action. The Machine Unit will reproduce an identical card for each card delivered to them. The quantity on hand and quantity required appearing in pencil on each card will then be key punched in the appropriate columns. The necessary header and trailer cards will be inserted in each property class or sub-class and machine run listing prepared for each class or sub-class in small four part paper. After preparation of the machine run vouchers, the Supply Unit will deliver them to the appropriate unit of Base Supply for processing. Separate packages will be prepared for each organization and shop on each voucher and the signature of the organizational representative will be obtained on the original (voucher file) copy. The duplicate (organizational) copy will be detached from the balance of the copies upon completion of the posting action and forwarded to the Supply Unit, Maintenance Control.

f. PREPARATION, MAINTENANCE AND SUBMISSION OF PARTS REQUEST REGISTER, SAC FORM 224: SAC Manual 65-2 requires each organization or shop to record all parts ordered from the Service Unit on a SAC Form 224. The form will be prepared in duplicate for each working day and will reflect the stock number, noun, quantity, aircraft serial number or work order number, time ordered and time received. In the event delivery of the part is not made, that particular request will reflect not received in the "Remarks" column.

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The duplicate copy will be forwarded to the Supply Unit, Maintenance Control, by 1200 hours the day following the request date. Organizational copies of issue slips, AF Form 446, reflecting issue of property will be forwarded along with the duplicate copy of the SAC Form 224. The original copy will be maintained in file by month along with the organizational copies os Issue Slips, AF Form 446, reflecting back orders for use in compliance with SAC Regulation 67-7. As parts originally back ordered are received the "Received" column of the appropriate SAC Form 224 will be completed prior to forwarding the organizational copy of the Issue Slip to the Supply Unit, Maintenance Control.

5. INSPECTION: The Supply Unit will insure that a spot check of each bench stock is made at least once each thirty days to insure all requirements of SAC Manual 65-2 are being fulfilled. Representatives from Supply Unit are available to assist in indoctrinating personnel selected to maintain bench stocks whenever requested.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

1 Incl
Sked for Sbm of
Bench Stock Replenishment Requests

DISTRIBUTION: "C"

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1st Mon of Month	Ea Tuesday	Ea Wednesday	Ea Thursday	Ea Friday
Class	Class	Class	Class	Class
04-A-LP	01-D-C124	01-F-FG	03-A	06-B
06-B-LP	01-D-PC	01-F-R-47	03-C1	07
07-LP	04-A	01-F-RC-97	03-C2	08-B
08-B-LP	04-B	01-H-PC	03-C3	08-C
08-C-LP	04-D	01-H-T7	03-D	08-E
08-E-LP	17-A	02-B	03-E	08-F
08-F-LP	17-B	02-D	03-F	08-G
08-G-LP	19-E	02-H	03-G	11-A
16-A-LP	20-B	02-I	03-H	23-A
17-A-LP	21-A	02-Q	03-I1	23-B
21-B-LP	21-B	05-A	03-I2	24
23-A-LP	34-B	05-C	03-J	
23-B-LP	38	05-D	16-A	
24-LP	43	05-F	16-E	
25-B-LP	51-H	29	16-M	
29-LP	OAD	29-C	16-O	
29-C-LP		29-F	16-P	
29-F-LP		29-H	16-Q	
29-H-LP		29-I	16-R	
43-LP			16-S	
64-LP			16-T	
			16-U	
			SIGNAL	

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M)
CASTLE AFB, CALIF.

NUMBER 6-54 26 OCTOBER 1954

CORRECT FUEL BOOST PUMP USAGE ON KC-97G AIRPLANES

The applicable dash four T.O. does not call out external tank boost pumps and versatility feature of AR fuel system imposes a boost pump usage precaution.

The correct fuel boost pump to use in the external wing fuel tank and the center wing fuel tank on the KC-97G airplane, is the Pesco 122394-200 series. If the above pumps are non-available, Pesco 121072 series bonded pumps may be used. The 121072 series pumps should only be used for replacements until such time as 122394-200 series pumps are available. A number of Pesco 121072 series pumps were bonded a installed at the Boeing Factory. These pumps are reworked conform t 122394-200 pumps and may be readily identified by the red anodized discharge fittings.

The AF Supply Stock List, shows the Thompson TF-31600 series pumps as interchangeable with the Pesco 121072 series. However, the Thompson boost pump should not be installed in the external wing fuel tanks or the center wing tank. In these installations there is danger of the pump running away and excessive current drain because of the low discharge back pressure when pumping into the aerial refueling tanks on emergency boost.

The correct fuel boost pumps for the main wing tanks are either the Thompson TF-31600 or the Pesco 122394-200 series. If either of these two series are not available, the Pesco 121074 pumps may be used provided they are bonded. (Red discharge fittings and/or encircled letter "G" stamped upon pump body). If a Pesco 121074 pump is not bonded, it will not be used because an explosion hazard exists.

Remember, Pesco 122394-200 or bonded Pesco 121074 series pumps in external and center wing fuel tanks. Either of the aforementioned pumps or Thompson TF-31600 series in the main wing tanks.

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INSTALLATION OF A/R TANK FLEXIBLE INTERCONNECT COUPLINGS KC-97G AIRCRAFT

A study of the many flexible interconnect coupling failures has revealed that several of the various interconnects used throughout the A/R fuel system are being installed under tension loads. These couplings were designed to be installed under a slight compression load. Therefore, when replacing failed interconnects all brackets and vent tubing should be adjusted to allow the interconnect to fit snugly between the coupling flanges of both tanks without stretching. This may be accomplished by adhering to the following instructions when installing all interconnects.

1. Place the interconnect between the fuel tank flanges and rotate into a position which will allow the interconnect coupling flanges to be as nearly parallel to the tank coupling flanges as possible. This alignment can generally be accomplished by rotating the interconnect within the limits of the slotted holes located in the interconnect flanges. However, in some instances the interconnect may have to be rotated one complete hole.

2. Loosen any vent tubing which may tend to force the interconnect out of alignment. Cut and refit vent tubing if necessary.

3. [illegible]

4. If necessary, 1/4 inch spacers with "O" rings may be added at either or both ends of the interconnect to eliminate any stretching. This spacer or shim, P/N 3-89357 was orginally designed for use between tanks 9 and 11 but can also be used elsewhere if required. The spacer, P/N 3-89357 can be fabricated from the end flanges of failed interconnects. The same "O" ring as used with the interconnect should be used with the spacer. Machine shop personnel should use caution in cutting the flange from the flex tube as the fibre material in the coupling can be harmful to the eyes and skin. Face shield gloves and long sleeves should be used while cutting. If a spacer is employed, longer attach bolts will be required. Since some interconnect support brackets may have been misaligned in production, new mounting holes may be drilled in the airplane structure if necessary. No more than one set of new holes are permitted for each bracket. NOTE: Any additional holes drilled in floor beams should be at least the diameter of the bolt away from the original hole.

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It is believed that the present interconnect failures are an installation problem and that careful installation to relieve stretching or bending will eliminate many failures.

CORROSION PREVENTION

The following applies to protective covers used on aircraft nose, canopy, fuselage, wing, stablizer, ATO, and engines

Paragraph 3-11 on page 20A of the 1B-47B-2 T.O., revised as of 28 Feb 54, states in part: "Failure to remove the covers will result in excessive and rapid corrosion of the airplane skin due to trapped condensation in any temperatures above 32°F. Even when temperatures are below 32°F, frequent inspections for corrosion should be made if the protective covers are used over an extended length of time".

Since corrosion of the aircraft is a definite problem, it is felt that this section of the -2 T.O. should be re-emphasized to insure that all are aware of the increased possibility of corrosion when protective covers are left installed for too long a period of time. It is imperative, corrosionwise, that areas covered on an aircraft for protection be properly ventilated at intervals to preclude accumulation of moisture with resultant corrosion. As soon as possible after weather conditions have improved, the protective covers should be removed.

POWER PLANT HOISTING SLING ASSEMBLY

There have been reported failures of the F-65928-32 links in the power plant hoisting sling assembly (P/N F65928). The links failed at the bolt hole where the links attach to the engine.

The -32 link is made from 24ST-4 plate AN-A-12 condition T aluminum, anodized per Spec AN-QQ-A-696. It has been noted that unfailed links in service have elongated bolt holes at the point that failure occurred in the above mentioned incidents.

The sling assembly was designed for a load of 8200 pounds and has been proof loaded to 5800 pounds. This proof load is twice the anticipated normal working load. However, the failed links and the in-service links with elongated holes indicate operational use of the hoist in excess of 5800 pounds.

To prevent overload conditions and link failures, the following is suggested:

1. Center hoist above the hoisting eye assembly (this produces a balanced load on the links).

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2. When using the C-2 type hoist unit, exert every effort to apply a smooth load increase to prevent by-passing the no load position on the engine mounting pin.

3. Station an observer in a position to closely monitor the engine and give directions to the C-2 hoist operator who is, of necessity, too far from the engine to readily co-ordinate the operation.

4. Inspect the -32 links for elongated holes and be exceedingly cautious if it is necessary to use a sling with elongated holes in the -32 links.

5. Above all, stand clear of the engine to insure that no personnel are injured.

Boeing Airplane Co. has recommended to OCAMA that a TO be issued to:

1. Permit using activities to fabricate new -32 links of 4130 normalized steel using the old links as a pattern.

2. Revise the -2 handbooks to describe the utilization of a crane scale between the hoist and the sling to indicate the amount of hoisting effort being made.

However, until T.O. revisions or basics are issued, remember:

WHEN USING A POWER PLANT HOISTING SLING, CHECK THE -32 LINKS, DON'T OVERLOAD THE LINKS, AND BE CAREFUL.

NYLON CASING TIRES

On page 25, reference number 4, and on page 27, reference number 14, Section III of the 1B-47B-2 T.O. revised as of 28 Feb 54, it is stated that airplanes equipped with nylon casing tires should be moved once every 3 days to completely change the area of contact of the casings with the supporting surface. If cases of repeated out-of-round conditions are encountered, rotate at the end of each 48 hour period.

It is important that this item in the T.O. be complied with. Out-of-round conditions of the main casings on the airplane can cause excessive vibration of the aircraft and its component parts during take-off and taxiing operations as well as excessive wear of the tires. Remember: AIRPLANES WITH NYLON CASING TIRES SHOULD BE MOVED ONCE EVERY THREE DAYS.

AF FORM 1, PART II MAINTENANCE NOTATIONS

There have been repeated instances of maintenance personnel failing to make notations in Part II of the AF Form 1 when maintenance work is interrupted. Instances wherein engine fuel lines have bee

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left disconnected and/or fuel pressure transmitters not reinstalled when the flight crew attempts to start engines for a scheduled flight are inexcusable.

T.O. 00-20A-1, dated 30 Dec 53, revised as of 30 Apr 54 entitled "Aircraft Inspection System" states in Section V Par 21, g that the notation E/T/R will be made in part II of the AF Form 1 signifying Equipment Temporarily Removed whenever an item is removed and not immediately replaced.

There is no excuse for non-compliance and serious damage can be caused to aircraft and personnel by failure to properly note equipment removal.

Don't let this happen to you. Remember: NOTE IN PART II, AF FORM I ANY EQUIPMENT THAT IS REMOVED AND NOT IMMEDIATELY REPLACED.

UNAVAILABLE FUEL IN DROP TANKS

The Power Plant System Group at Boeing Airplane Co. has advanced the following information regarding unavailable fuel in the external wing drop tanks:

1. 5.05 gallons of fuel per tank cannot be pumped out of the tanks by the drop tank booster pump in an IN-FLIGHT ATTITUDE.

2. 156.7 gallons of fuel per tank cannot be pumped out of the tanks by the boost pump in a TAXI ATTITUDE.

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M)
CASTLE AFB, CALIF.

NUMBER 7-54 — 18 NOVEMBER 1954

INTERIM EMERGENCY PROCEDURE FOR CLOSING RETURN BY-PASS VALVE ON KC-97G TYPE AIRCRAFT

Interim emergency procedure to be used for closing return by-pass valve on KC-97G aircraft, in case flex coupling breaks or other malfunctions occur during boom pressurization.

1. Using Emergency Handpump:

   a. Check hydraulic system de-pressurization valve closed.

   b. Check boom stowed and #3 valve normally closed.

   c. Check telescope handle neutral.

   d. Set handpump selector to hoist.

   e. Hold hoist lever to "raise".

   f. Check power is on the main DC bus; place pump operators master switch "ON".

   g. Insure hydraulic by-pass valve circuit breaker is "IN" and that signal system is in either "READY" or "MADE".

   h. Operate handpump to close return by-pass valve.

   i. Insert block to hold valve closed. NOTE: Block should be taped in valve to prevent it from being accidently dislodged.

   j. Turn pump operators master switch "OFF". Remove power from airplane bus.

   k. Turn hoist and handpump selector valves to "OFF".

   l. Depressurize pod.

2. Using Engines:

   a. Maintain pod pressurization and cut engines, being certain boom signal system is not in disconnect or emergency fuel shut-off and having pump operators master switch "ON".

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b. Insert block in by-pass valve to hold closed. Comply with NOTE in 1i above.

c. Depressurize pod and cut all aircraft power.

LANDING GEAR STRUTS, VISIBLE PISTON AREA (AS COPIED FROM B-47 SERVICE LETTER NO. [illegible] DATED 8 OCT 54)

1. It has been brought to our attention that maintenance personnel are not always cognizant of the fact that about 2 1/2 inches of the front main landing gear strut piston is visible when the strut is bottomed. This lack of understanding may result in damage to the strut if mechanics try to force the strut beyond its bottomed position. AMC has requested Boeing to initiate an ECP to install a decal on the forward main shock strut of all production and in-service aircraft to warn personnel that approximately 2 1/2 inches of the piston is showing when the strut is bottomed.

2. Accordingly, an ECP will probably be initiated to add this decal and possibly decals on the other three struts, to indicate the amount of piston that will show when each particular strut is bottomed.

3. The amount of piston that will show when each strut is bottomed is as follows:

a. Forward Main . . . . . Approximately 2 1/2 inches

b. Aft Main . . . . . Approximately 1/16 inch

c. Outriggers . . . . . Approximately 3/8 inch (Not including area visible within slots in spanner nut)

4. This letter is for your information and provides advance notice of the proposed decal addition.

DUAL WING FLAP INDICATING SYSTEM

Other activities using the KC-97 airplane have experienced indications of unsymmetrical flap retraction at the pilots station while scanners report symmetrical flap retraction.

The trouble was established as the following (Refer to 1C-97(K)E(C)-4, Figure 52). The AN3-17 bolt (item 33) had been omitted and shaft (item 39) was not held securely to the worm gear inside the switch assy (item 41). The tight fit between shaft and worm gear permits the system to function normally up to the time of malfunction.

The OCAMA will be issuing instructions for a one time inspection on all airplanes subsequent to KC-97F, 51-315.

If wing flap indication discrepancies are noted before the inspection instructions are received a check for the missing bolt might prove interesting.

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THE FOLLOWING IS AT NOW AND QUOTED FOR YOUR INFORMATION

FM COMDRAF [illegible] MARCH AFB CALIF
JWPJM/COMDRSOMWG 93 CASTLE AFB CALIF

/UNCLASSIFIED/CS 75. RECENT ACCI RESULTING DAMAGE TO ACFT OCCURRED AS A RESULT OF OVER INFLATION OF OUTRIGGER TIRE. ACFT [illegible] DAMAGED AS A RESULT OF TIRE EXPLOSION INCLUDED LEFT OUT-RIGGER WHEEL ASSY TIRE AND TUBE, LEFT AND RIGHT BOMB-BAY DOORS AND LEFT FLAP. ZOAL EST DAMAGE $3230. FINDINGS ARE: A. HIGH PRESSURE SIDE OF COMPRESSOR WAS CONNECTED TO TIRE WITH COMPRESSOR RUNNING AND DELIVERY VALVE OPEN AT TIME OF ACCI. B. INPUT AIR PRESSURE NOT REG. C. NO PRESSURE GUAGE UTILIZED TO MEASURE TIRE PRESSURE DURING INFLATION. IT IS DIR THAT LINE AND MAINT PERS CLOSELY CHECK THIS PRO TO ASSURE THE PROPER METHODS AND SAFETY PRO ARE ESTB IN SERVICING TIRES, THAT TIRE GUAGES AND PROPER TYPE AIR COMPRESSORS EQUIPPED WITH WORKABLE AIR REGULATORS ARE IN USE.
06/2103Z NOV JWPRH

FM COMDRAF [illegible] MARCH AFB CALIF
JWPJM/COMDRSOMWG 93 CASTLE AFB CALIF

/UNCLASSIFIED CS 76. RECENT ACFT GND ACCI OCCURRED TO KC-97 AS FOLS: CREW CHIEF HAD RUN UP ENGINES USING CHOCKS IN FRONT OF BOTH MAIN WHEELS. UPON COMPL OF ENGINE RUN UP CREW CHIEF LEFT ACFT UNATTENDED AND WITHOUT CHOCKS IN REAR OF MAIN WHEELS. ACFT PARKED ON SLIGHT DOWNGRADE PRO TO ROLL BACKWARD A DISTANCE OF 118 FT INTO SOME POST FLT MAINT STANDS INFLICTING $600.00 DAMAGE WITH 7 DAYS OUT OF SVC. ACFT WAS BROUGHT TO STOP BY CREW MEMBER OF NEARBY ACFT. IT WAS ALSO NOTED THAT THERE WAS AN INSUFFICIENT NR OF CHOCKS AVAL FOR USE. IT IS DIRECTED PROPER PARKING PRO BE ESTB AND FOL. ALL MAINT PERS WILL ASSURE THAT ADEQUATE CHOCKS ARE AVAL AND PROPERLY USED. PERIODIC INSPECTIONS OF PARKING PRO W/B ESTB.
10/0412Z NOV JWPRH

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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Sperry Gyroscope Company
Division of the Sperry Corp.
Great Neck, L.I., New York

SUBJECT: Monthly Report, RCS: 3-AMC-U19 For Month Ending 30 November 1954

Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 30 November 1954, submitted in accordance with Air Force Regulation 66-18, and SAC Regulation 55-7.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Co.
A. Larson	Western Electric Co.
H. Magee	Sperry Gyroscope Co.
Milani	Sperry Gyroscope Co.
W. Montain	General Mills Inc. (Departing 6 Dec 1954)
L. Ruple	Sperry Gyroscope Co.
C. Zaluga	Western Electric Co.

II. EQUIPMENT: K-4A Bomb-Navigation System

III. TRAINING ACTIVITIES:

Subject Taught	A-1A Maint	Y-4 Maint	K-4A Maint	K-4A Operator
Airmen Trained	28	30	75	40
AFSC(Primary)	32130E(20) 32150E (8)	32130E(20) 32150E(10)	32130E(49) 32150E(20) 32170 (4) 32171 (2)	1521B
Instructor Hours	112	76	695	61
Student Hours	385	275	1369	171
Type Training:				
Fundamentals	X	X	X	
Advanced				X
Cross Training				
OJT			X	
Informal Class			X	X
Formal Class	X	X		X

1. The above 695 instructor hours listed under K-4A maintenance represents 410 hours of OJT by Sperry Representatives, 210 hours by Western Electric Representatives and 75 hours by the General Mills Representative.

2. The newly initiated observers inflight maintenance training program mentioned in last months report is progressing as scheduled. The observers appear to be interested in the presentation and consequently it will be continued.

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3. because of message DM6B 19024 from 15th AF to Commander 93d Bomb Wing, mechanics will be assigned to specific aircraft for line maintenance. This change will affect our present formal K-Systems mechanic training program since pre-scheduling and retention of students for a five (5) day period will be difficult. Thought is currently being given to this problem in order to devise a means for continuing with an effective formal mechanic training program.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instructing in the operation and maintenance of Air Force equipment (K-4A).

2. In accordance with SAC Regulation 66-4, technical assistance of Contractor Technicians will be required for 30 months minimum.

V. EQUIPMENT MALFUNCTIONS:

1. Maintenance records reveal that constant speed motors are still being cycled through the Field Maintenance Shop for inspection. Erratic operation of these motors continues to reflect an excessive application of Molycote by the manufacturer and they appear to give no subsequent trouble after being cleaned. The Sperry Gyroscope Company has been advised of this difficulty.

2. During the past two (2) months, seven (7) Modulator transformers (T-1204) have failed. A few of the defective transformers have been sent to the Western Electric Company in order to ascertain the cause of failure.

3. The remaining equipment malfunctions were of a random nature and displayed no particular trend. In general it is felt that the number of equipment malfunctions were not excessive.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

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IX. GENERAL REMARKS:

1. A study is currently underway to determine the feasability of completely be-passing the radar function switch which isolates the computers from the radar. This switch is supplied on American Phenolic K-System Flyaway Benches and it restricts the simulation of aircraft wiring configuration while bench checking specific K-System functions. Research is being conducted to determine the complexity of the change and the information derived will be used to determine the practicality of the contemplated change.

2. Mr. James D. Montain, General Mills Field Engineer, assigned to the 93d Bomb Wing will depart Castle AFB 6 December 1954 for reassignment to the 98th Bomb Wing, Lincoln AFB, Nebraska. Mr. Walter F. Renner, a General Mills roving Field Engineer, assigned to Headquarters 15th Air Force will be available to fulfill future needs as required.

W. Milani

PREPARED BY: W. Milani
Field Engineer
Sperry Gyroscope Co.

FOR: A. Calhoun
Field Engineer
Sperry Gyroscope Co.

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1 December 1954

Contractor: American Machine and Foundry Company
Electronics Division
1085 Commonwealth Avenue
Boston 15, Massachusetts

Subject: Monthly Technical Report, RCS: 3-AMC-U19 (SAC1) for Month Ending 30 November 1954

To: Commander
93d Air Base Group
Castle Air Base Group
Merced, California

1. Following is Technical Report for the month ending 30 November 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4:

I. SUBMITTED BY: Harry C. Dresios

II. EQUIPMENT: Radar Navigation Bombing Trainer, AN/APQ-T2A

III. TRAINING ACTIVITIES:

A. Classroom: None. It is estimated that formal classrooms for the maintenance of the AN/APQ-T2A will start on or about 3 January 1955. This is due to the fact that the Ultramasonic section has five airmen assigned to it. Two are operating the AN/APQ T2A daily and the remaining three are installing two AN/APQ T3.

B. OJT: The personnel of this section were instructed in the installation and operation of the AN/APQ-T2A and are qualified to operate the trainer without further operating instructions.

IV. UTILIZATION:

A. The assignment of the Field Engineer is to instruct, assist and advise Air Force personnel in the installation, operation and maintenance of the AN/APQ-T2A.

B. The services of the Field Engineer, Mr. Harry C. Dresios, can be terminated on or about 30 June 1955.

V. EQUIPMENT MALFUNCTIONS:

A. Erratic radar trigger from Pulse Generator 822.

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1. To correct this bias for V6006 2C51 (Blocking GSC section) was increased about 4 volts by adding a 1200 OHM resistor in series with R6C31 6.8K. This stopped blocking GSC sections of V6006 from free running.

B. Motor Generator Nr 451B is fluxuating in voltage (about 10 volts).

1. This has not been corrected to date. It has not stopped operations for total 115V 400 cycles is being drawn from M/G-449B

2. Request for a Engrin has been made to the manufacturer.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED;

None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED.

None.

VIII. SPECIAL DEVELOPMENTS:

None.

GENERAL NOTES:

A. Mr. Harry C. Fresics arrived 4 November 1954.

B. Mr. Leonard M. Jeffs departed 26 October 1954 and Mr. Jack Woods departed 6 November 1954.

C. Trainer became operational 12 November 1954 and students commenced 13 November 1954.

HARRY G. DEFSICS
American Machine &Foundry
Electronics Division
Field Engineer

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SUBJECT: [illegible]thly Technical [illegible]port 1 December 1954

CONTRACTOR: General Electric Co.
[illegible]rcraft Gas Turbine Division
[illegible]ndale, Ohio

TO: [illegible]
[illegible] Bomb Wing
[illegible] AFB, Cali[illegible]

[illegible]: [illegible] Force Regulation [illegible]
[illegible] 3AAA-U19 [illegible]

The [illegible] is the Technical Report for the month ending [illegible] submitted in [illegible] with AFR 66-18 and [illegible]

[illegible] W. [illegible]
[illegible] Frank [illegible]

[illegible]

[illegible]

[illegible]:

	[illegible]				[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]			6
[illegible]	[illegible]153	[illegible]	[illegible]	[illegible]	[illegible]43153
[illegible]	[illegible]33	[illegible]	[illegible]	[illegible]	[illegible] 43133
[illegible]	[illegible]70	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		2
[illegible]	[illegible]	42	103	[illegible]	15

[illegible] training.

Advanced ------	[illegible]		[illegible]		
Cross training-			[illegible]		
OJT------------	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

IV. UTILIZATION:

1. It is the intent and purpose of the General Electric Technical Representatives to provide technical assistance and instruction in the proper maintenance and operation of the J47 Turbo Jet Engine and the General Electric Turbosupercharger and to provide a direct contact between the contractor and the using activity

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IV. UTILIZATION: (continued)

2. The services of two General Electric Technical Representatives will be required until the completion of Phase I. The services of one General Electric Technical Representative will be required for the completion of Phase II.

V. EQUIPMENT MALFUNCTIONS:

1. Engine# 702-093, Model J47-ST-25, Time 172:00, Pos.# 6 A/C 52-450. During preflight inspection it was found that there were nicks on the 1st and 3rd stages of the stator blades. Upon removal of compressor casing it was found that there were approximately 35 rotor and stator blades nicked some of which were beyond the limits of Minor Repair. In addition to compressor nicks it was found that the stator blades were rubbing on the spacer ring between the 10th and 11th stages resulting in a scored area about 3" long which was burned blue. The rotor blades were rubbing on the compressor casing between the 11th and 12th stages. This engine was returned to Overhaul. Another engine was installed and aircraft was returned to flight status.

2. Engine# 700-871, Model J47-ST-25, Time 07:05, Pos.#6, A/C 52-450. During post flight inspection inspection it was found that there was a considerable amount of metal chips and particles some of which appeared to be of bearing origin. Due to the fact that this was a comparatively new engine it was suspected that these particles could have originated in the engine during manufacturing. The filter and magnetic plug were cleaned of these metal chips and particles. The engine was run up again and a growling sound was heard in the forward frame. Upon disassembly of the magnetic plug there was additional evidence of bearing wear. This engine was returned to Overhaul. Another engine was installed and aircraft was returned to flight status.

3. Engine# 702-302, Model J47-ST-25, Time 00:00, Pos.#4, A/C 52-523. During a normal conditioning run of this newly installed engine it was found that all engine gauge readings were normal with the exception of rpm which would not exceed 97%. It was suspected that the high speed stop was improperly set. The engine was cutback to 40% rpm and while adjusting the high speed stop the engine suddenly seized and fire poured from the nose and tail sections of the engine. The engine was shutdown and the fire was extinguished. Examination of the engine after the fire was extinguished revealed that the compressor rotor and stator blades were wiped out. It was impossible at this activity to determine what had caused this failure. The engine was sent to (cont. on page #3)

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V. [illegible] MAINTENANCE: (continued)

OCAMA for overhaul. I have requested the General Electric representative there to follow the tear down of this engine and to send a report advising us as to the cause of this failure. Another engine was installed and the aircraft was returned to flight status.

4. Engine 25-0437, Model J47-PA-25, Time 220:50, Pos. 3, A/C 52-442. During flight the alternator, on this engine disintegrated resulting in parts of it entering the compressor. Damage to the compressor rotor and stator blades was beyond the limits of minor repair so the engine was sent to overhaul. Another engine was installed and the aircraft was returned to flight status.

5. The engines listed listed below were removed from aircraft this month because of compressor nicks and dents beyond repairable limits as defined in T.O. 2J-J47-375. These engines were sent to overhaul. Other engines were installed and aircraft were returned to flight status.

Engine	Model	Time	Pos.	A/C
702-359	J47-[illegible]-25	186:50	4	52-444
702-000	J47-GT-25	191:35	4	52-513
077-513	J47-GM-25	191:35	6	52-513
25-0478	J47-PA-25	207:35	1	52-444

6. The engines listed below were removed from aircraft this month because of compressor nicks beyond flyable limits. These engines were minor repaired and returned to flyable status. Other engines were installed and aircraft returned to flight status.

Engine	Model	Time	Pos.	A/C
702-367	J47-GT-25	150:40	6	52-456
702-510	"	130:25	3	52-513

7. Engine 702-190, Model J47-GT-25, Time 188:50, Pos. 2, A/C 52-470. During cooldown of engine after a flight, it was noted that there was a grinding sound in the area of the #3 bearing. The engine was removed and sent to minor repair for inspection. It was found that the bearing inner race was scored for 360° of its circumference. Another engine was installed and the aircraft was returned to flight status.

8. Engine 702-258, Model J47-GT-25, Time 195:35, Pos. 5, A/C 52-466. During three successive starts, while throttle was in the start detent, fuel flow would surge to approximately 1000 pph flow and the EGT surged toward an overtemperature condition. The flow divider piston was suspected of sticking in the closed position causing fuel pressure to build up to a point where it overcame the piston and dumped too great a quantity of fuel into the combustion chambers. The flow divider was changed and subsequent runs were satisfactory.

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General Elec. Co. Subject: Report for month ending 30 Nov. 1954

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

T.O. 2J-J47-249 requires that all VS-2-142503-1 main fuel regulators be removed from engines and replaced with VS-2-142503-2 regulators. It is reported that, on this base, there are approximately 75 of these regulators on engines mounted on aircraft and spare engines. On engines mounted on aircraft this change over necessitates disassembly and reassembly of the PTO section and subsequent conditioning of the engine. In order to keep loss of flight time to a minimum it is suggested that an ideal time to make this change is during the time the aircraft is out for Periodic Maintenance Inspection. In addition it is suggested that field maintenance check all engines before installation to be certain that the proper regulator is installed.

It is suggested that crocus cloth not be used to remove corrosion from inlet guide vanes. Crocus cloth contains a ferrous grit which when impregnated in the inlet guide vane will nucleate corrosion. It is suggested that inlet guide vanes be cleaned in the following manner.

a. Cleaning the corrosion from the inlet guide vane should be accomplished using a light touch to prevent working into the parent metal.
b. Use, as an abrasive, Alundum Paper which has as an aluminum oxide grit.
c. Clean away dust and loose grit after cleaning and touch up with G.E. 1212 silicone paint.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

No comment

VIII. SPECIAL DEVELOPMENTS:

No comment

IX. GENERAL REMARKS:

A word of warning to pilots when operating engines at altitude with the Stall Prevention Switch in the ON position. Before putting the Stall Prevention Switch in the OFF position be sure that the engine RPM is above 80% as there is a danger of general flame-out on all engines.

James W. Anderson

James W. Anderson

General Electric
Representative

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1 December 1954

Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

Monthly Technical Report, RCS: 3-AMC-U19,
For Month Ending 30 November 1954.

Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

Following is Technical Report for month ending 30 November 1954 in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

1. SUBMITTED BY: John Hopkins

2. EQUIPMENT: A-12D Auto-pilot, B-4 Auto-pilot, Engine Analyzer and Sperry Flight Instruments.

3. TRAINING ACTIVITIES:

Subject Taught	A-12D Maintenance		Engine Analyzer Instal	T/S	Maintenance
Number of Men ATSC	8	2	11	1	4
	40471	40471	40471	43154	43170
	40453	40433	32150F		43152B
	43156		40433(2)		43151(2)
	43136		Flt Crew (7)		
	40433(4)				
Instructor Hrs	43	47	8	5	2
Student Hrs	298	75	25	5	8
Type Training:					
Fundamentals	X				
Advanced		X	X	X	X
Cross Train			X		
Informal OJT	X				X
Planned OJT		X			
Informal Class			X	X	
Formal Class	X				X

1. Formal classroom Training on the A-12D Auto-pilot was given to six (6) new men in the 93d A&E Auto-pilot Section and two men in the 2nd SSS Instrument Section. Because of the similarities between the B-4 Auto-pilot used in C-124 aircraft and the A-12D Auto-pilot used in B-47 aircraft the two men from 2nd SSS attended the A-12D course. This training included Basic Aerodynamics, A-12D Components Circuits, use of the Line Analyzer and the A-12D Power Control System. A-12D Training Films were also shown. The MTD's Auto-pilot and Power Controls mock-ups were used for demonstrations.

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2. Informal OJT involved assisting A&E Field Maintenance personnel in constructing an A-12D mock-up. Construction is nearly completed, however, in testing the mock-up many wiring errors were discovered. As a result the mock-up can be used for only a limited number of tests. Due to the workload of this section progress has been slow and no estimate can be given regarding when the mock-up will be 100% operational.

3. Informal classroom training consisted mainly of discussions held with pilots and observers concerning A-12D operation and the N-1 Compass tie-in. A class for all pilots was scheduled through the Wing Ground Training Officer but it was cancelled due to pilot commitments.

4. The local MTD conducted a 40 hour, A-12D class for eight (8) new men assigned to the 93d A&E Auto-pilot Section. Four (4) men in this section have completed the A-12D school at Chanute AFB, Illinois.

5. One Sperry Engine Analyzer system was installed in a Mobile Engine Test Stand this month. This stand is used for testing R-4360-20W. OJT was accomplished in demonstrating trouble-shooting procedure to 93d Field Maintenance personnel.

6. Informal classroom training was given to one electrician in the 93d Field Maintenance Squadron. He will install a Sperry Analyzer in another Test Stand to be used for testing R-4360-59 engines. The necessary cannon connectors are on order and all analyzer components are on hand.

IV. UTILIZATION:

1. The writer has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

2. Technical assistance on the A-12D Auto-pilot will be necessary for approximately 29 months.

V. EQUIPMENT MALFUNCTIONS:

1. A-12D Auto-pilot:

a. Two (2) Servo Engaging Switches, P/N 2240-670040B, Serial Numbers D105 and D109, were removed from aircraft because an engage handle would not hold in the "Engaged" position. One (1) Flight Controller P/N 2240-670724, Serial Number D169, was removed because the pilot switch would not hold in the "On" position. In each case it was found that the force adjustment screw in the coil assembly had backed off slightly. The adjustment screws were reset and the units returned to the aircraft. In order to lessen the chance of this recurring, glyptal was used on the threads of the adjustment screws after they were reset.

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b. Altitude Control malfunctions were reported on five (5) aircraft. Tightening the elevator servo cable tensions corrected two (2) of these writeups and a static line fitting was found to be loose on another aircraft. The source of the trouble in the remaining two (2) instances is unknown.

c. Excessive Auto-pilot "Jitter" was caused by inverter power fluctuations on two (2) aircraft. This is a deficiency listed in AF Form 2630. Speed feedbacks is an accepted fix for this problem. T.O. 1-B47E-355, which installs the aircraft wiring for the speed feedback modification, is being complied with. Modified 6-Channel amplifiers are necessary to complete this fix.

d. Two (2) E-1 Turn Controls, P/N 669386-2, Serial Numbers 662[illegible] and D63-B, were removed for defective parts. In one instance a pair of contacts in the K-1 Relay were stuck in the closed position. In the other case a leaf spring contact was bent in the S-2 turn detent switch. This rendered the M-2 Pilot-Bombardier Switch inoperative. Both units are being held in the shop awaiting replacement parts.

2. E-4 Auto-pilot:

a. One Servo Engaging Control, P/N 2240-664416-113, Serial Number 213 was found to be damaged when the aircraft was returned from SMAMA. One of the lock pieces, part of the locking assembly, was broken at the cutout section. The engaging control was disconnected and wired in the disengage position at the depot. The damage appears to have been done either in handling the switches or performing other maintenance in the vicinity of this component. The broken piece will be ordered and the part repaired locally.

3. Engine Analyzer:

a. No Engine Analyzer malfunctions have been encountered during the past four (4) months on any of the thirteen (13) B-[illegible] aircraft at this station.

4. J-2 Compass System:

a. A T-33 aircraft reported erratic compass operation. The trouble was found to be a defective thermal relay tube, P/N 3380-705375-2365, in the A-2 amplifier. The tube was replaced and the system operated satisfactorily.

VI MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. The lack of suitable test equipment for testing altitude controls is preventing effective maintenance on the units. AW-2 Pitot-Static tester, P/N 7CAD-802695, has been ordered and parts are on hand for constructing a vacuum system in the A&E field maintenance shop. When the W-2 tester and the vacuum system are available, the causes of altitude control malfunctions can be definitely determined.

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SUBJECT: Monthly Technical Representative Report for Month Ending 30 November 1954
(Cont'd)

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Discussions with B-47 Flight Crew personnel has disclosed the need for some training. The Wing Ground Training Officer is scheduling a class.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Crosley Division of AVCO 1 December 1954
Evendale Plant # 8 - Box 116
Cincinnati 15, Ohio

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 November 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 30 November 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes - Senior Engineer
A. Harden - Field Service Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. Both formal training and LJT were given during the past month. Approximately 65% of the instruction was practical trouble shooting and repair training on the flight line. This was an effort to try to improve the quality of the repair made by the airman.

2. A total of one-hundred and forty hours (140) of training was given to Flight Line and Field Maintenance Personnel.

3.

Subject Taught	A-5 Fire Control
Number of men	22
Number of Student Hours	3080
Number of Instructors Hours	140
AFSC	32330C
Type Training:	
Fundamentals	
Advanced	X
OJT	X

IV. UTILIZATION:

1. Field Service Engineers stationed at Castle Air Force Base for administration and Instruction inthe operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical services of Contractor Technicians will be required through Phases I, II, III of the B-47 program. At present this Wing is 100% through Phase I and has begun Phase II.

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V. EQUIPMENT MALFUNCTIONS:

1. Twenty-four (24) malfunctions took place this month. Failure of precision resistors in the Antenna Control Amplifie. is probably due to the wet damp weather now being experienced. Calendar inspection procedures were responsible for uncovering a large numbe of these. Malfunctions for the month are as follows:

	FAULTY PART	LOCATION	NO. OF EACH
1.	V1301 (2C51) Tube	R.F. Head	1
2.	V502 (6AL5) Tube	Ind. Chassis	1
3.	V212 (6Y6G) Tube	Low Volt Rect	1
4.	V704 (6J6) Tube	Ant Cont Amp	1
5.	V1101 (3B24W) Tube	Modulator	1
6.	V601 (6AK5) Tube	R.F. Head	1
7.	V506 (6G4) Tube	Ind Chassis	1
8.	V1804 (6AL5) Tube	Indicator	1
9.	V1803 (6J6) Tube	Indicator	1
10.	V5 (6AL5) Tube	Gyro Drive	1
11.	V24 (5992) Tube	Servo Amp	1
12.	V1201 (2K25) Klystron	R.F. Head	2
13.	Gun Charger Motor	Charger	2
14.	R779 Resistor	Ant Cont Amp	2
15.	R8[illegible]9 Resistor	Ant Cont Amp	1
16.	R8[illegible]1 Resistor	Ant Cont Amp	1
17.	R78 Resistor	Ant Cont Amp	1
18.	R1210 Resistor	R.F. Head	2
19.	R843 Resistor	Ant Cont Amp	2

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

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VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. Upon request the W. L. Maxson Corp. forwarded drawings and information necessary to service the Frequency Control Unit (A-5 Inverter) which the Corporation Manufactures. To date there has been no T.O.'s issued for this purpose and the above information will fill the gap until T.O.'s are received.

IX. GENERAL REMARKS:

1. The writer wishes to express his thanks for the cooperation which has been received at this base.

E. Hayes

E. HAYES
Senior Field Service Engineer
Crosley Division of AVCO

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CONTRACTOR: Philco Corporation
22nd and Lehigh
Philadelphia, Pennsylvania

1 December 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 November 1954

Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 30 November 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1. A formal lecture on the operation of the Collins 18S-4 was held for approximately forty (40) crew members. More have been scheduled until all crews have been briefed.

2. Informal OJT has been performed for the period covered by this report on communications and navigational equipment.

3. Subject Taught

	ARC-27	ARN-6	ARN-14	ARN-18	18S-4
No. of men	3	1	2	1	6
AFSC	30150	30150	30150	30150	30150
	30170		30170		30170
Instructor hrs	25	5	7	2	15
Student hrs	57	5	10	2	42
Type Training:					
OJT	X	X	X	X	X
Cross Training	X				X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force communications and navigational equipment.

2. An estimate of the time when Contractor Technician services will no longer be required by this activity will be six (6) months after after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. No new equipment malfunctions for period covered by this report.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new difficulties encountered for period covered by this report.

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VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. The following report can be summed up in the following statements. There has been more complaints of noise and more maintenance difficulties encountered on the ARN-6 and the ARC-27 being used in the B-47 type aircraft than any other type of aircraft used at this station. The source of this noise in the ARN-6 has been and is still elusive, while in the ARC-27 the source in the majority of cases has been equipment or tube filures with the 6J4 tube carrying the bulk of the blame.

2. ACTION TAKEN: Complying with the TOC on changing to ruggedized (6J4WA) tubes, periodic inspections on ARC-27 are performed more frequently because of carbonizing brushes and dynamotor blowing the carbon into Power Amplifier stages thereby reducing power. Closer surveilance of the ARN-6 noise condition in an effort to determine and eliminate source.

3. DETAILS: The following details include statistics and history of the Noise Survey. A survey of this type leaves room for error since so many people are involved, weakness of survey structure in an effort to keep it simple, and varying flight conditions. Specific and exacting clues were not necessarily expected, however, it was hoped that enough general trends or indications could be ascertained and by the process of elimination many sources of noise could be subdued. The survey has been sucessful in pointing out the 2 major items of noise complaints, the ARC-27 and ARN-6. By remarks of crew members and forms filled out by the the complaints indicated static trouble with the ARN-6 and unstable squelch conditions on the ARC-27 as major contributors of noise.

a. The following is a history of the survey:

(1) After receipt of B-47 aircraft, complaints were received as to the noisy reception on the ARN-14, AIC-10, ARN-6 and ARC-27. After several attempts to isolate this noise to specific source and having little success in subduring the interference, it was decided to request help from higher headquarters.

(2) The main verbal complaints from crews were "Extreme Noise", "Too Noisy to Operate", "ARN-6 Always Noisy, Cannot receive on Antenna Position", "Noise Builds Up then Disappears", etc. Suspecting precipitation type of static interference, reference past reports, WADC was notified and in turn sent a specialist in the precipitation static field. He findings indicated precipitation was possible but not probably the cause of the interference existing in this situation. This left us with the noise and still no solution. A survey was developed in hopes it would answer enough questions to furnish the leads necessary to eliminate the source of the noise. The results of the survey are indicated as follows:

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NOTE: The following figures will not necessarily total since some reports indicated both motor and static type interference, some indicated noise only.

(a) There were 323 forms turned in indicating 323 flights.

(b) High noise complaints; 108.

(c) Normal noise (background, static, etc) 92.

(d) Negigible noise, 100.

(e) Motor noise, 74.

(f) Static, 100.

(g) Miscellanious, 26. (These figures do not include negligible noise that indicate motor or static since it is reported by the crew as negligible)

(h) Twenty eight (28) reports indicated altitude affected noise level.

(i) Nineteen (19) reports indicated power settings affected noise level.

(j) Four (4) reports indicated weather affected noise level.

(k) Two (2) reports indicated popping chutes increased noise level.

(l) One (1) report indicated wheels touching down increased noise level.

(m) One (1) report indicated wheels touching down decreased noise level.

(n) Popping chutes and wheels touching down seem to have little or no effect upon overall noise condition and will be discussed no further.

(3) The ARN-6 was listed in the reports as being used 74 times and of these, there were 50 complaints of high static. Only 13 reports indicated negligible noise. It was hoped the noise survey would indicate more t trouble with the ARN-6 since it is the equipment that was complained about the most in connection with Precipitation static. Curious about the meager number of reports, many crew members were queried and they unanimously claimed that the ARN-6 was so noisy on antenna position and of such little use and short range on Loop, that they didn't bother to use them anymore.

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(4) Though the AIC-10 was listed in the survey, little trouble seemed to be experienced with its operation, consequently, no problem here.

(5) ARN-14 was listed 54 times as used and 23 times as a source of noise. 24 reports indicated negligible noise from this source. 19 Antenna's were found to have disconnected cables in the tail section and only two of these were in the 500 series aircraft.

(6) The ARC-27, being the only communication set available at the time of the survey, was assumed to have been used in all 323 cases whether indicated or not. There were 97 complaints of background noise on the ARC-27, this includes motor noise, static and unknown sources. This is serious inasmuch as the squelch, if operating properly, should permit only strong signals to come through. Also, high level noise on the only communication equipment created a safety hazard. In almost every complaint of noise in ARC-27, it was found in the shop or aircraft, that the squelch was not operating properly. In most cases, it was a matter of 6J4's being gassy or unstable in the R.F. Stages. In a few cases, other tubes were at fault. Through the courtesy and able assistance of Mr. Taylor of Collins Radio, many maintenance procedures have been improved and the quality of equipment turned out has made a pronounced improvement, but tube failures cannot be controlled. Why there is more difficulty maintaining ARC-27's in B-47's than in KC-97's is not fully understood. There are two points under investigation however,

(a) The ARC-27 is in an unpressurized section in the B-47 while it is located in the pressurized section of the KC-97.

(b) The ARC-27 is not relied upon as heavily in the KC-97's as in the B-47's. Pursuing the first chain of though, an attempt is being made in acquiring a pressure gauge of reasonable accuracy to determine if there is any relation between malfunctions and loss of pressurization in the B-47's.

(7) Many comments, remarks, etc on the survey forms can be condensed into types and following are some typical remarks made by the crews on the noise survey. On the credit side, 46 reports took the time and effort to remark "Radio's Good, Noise Negligible, Satisfactory to excellent".

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(8) Comments also included "Changing power changed noise level". Other sources complained about ATO Boost, fuel transfer, rudder boost, engine starter, Inverters, auto pilot produced hum in several cases, "Radar antenna in search gives audible Click in headset". ATO Boost received most complaints of which there was a total of 20 in the REMARKS section of the survey.

(9) Of the remarks made on static type of noise concerning localities, there were five reports with this type of comment, "Noise level high over greater Los Angeles or San Diego, all other areas clear".

(10) Of the remarks made on static type noise concerning altitude, there were six reports with this type of comment, "Noise decreased at lower altitudes" with four reports referring to 40,000 ft and two referring to 20,000 ft. One remark symbolizing both altitude and locale complaints were stated thusly. "ARN-6 had excessive noise at altitudes above 23,000 ft, other radio equipment did not seem to be affected, had excessive noise in Los Angeles area to 33,000 ft".

(11) Three (3) indicated static due to weather.

(12) Six (6) remarks "Omni-Range extremely noisy", background and static.

(13) Thirty (30) reports had remarks on the noisy condition of the ARN-6. Typical of these remarks are the following: "Very loud static on ARN-6 on all antenna positions", "High amount of what sounded like precipitation static on Radio Compass, VOR not affected", "Radio Compass static so bad that it can't be used at all", "noise level excessive on all antenna positions", Radio Compass exdessive static fade in and out". Most Complaints were directed toward antenna positions or noise fading in and out.

(4) SUMMARY: It is plain that there are many causes of the noise being received, some is static, less is motor noise and without a doubt much is merely background noise with the gain turned to high. However, any background noise in the ARC-27 is indicative of poor squelch operation or setting. The same holds true for the Omni-Range Receiver, but the ARN-6 has no squelch. Consequently, more complaints on background noise plus the fact it operates in the noisy Low Frequency Spectrum. Without a doubt, some noise complaints stem from improper use of volume controls, some from faulty equipment or equipment needing adjustment. The reason for this report was to determine the percentage of noise complaints and the source with hopes of curing some of the problems.

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The main facts brought to light are as follows:

(a) The ARC-27 is a very strong source of noise and presents a serious problem and safety hazard but this situation can be alleviated to a noticeable degree from a maintenance standpoint but nothing can be done about the tube failure situation (6J4's).

(b) The ARN-6 is causing more trouble than has been reported because crews are reluctant to use them since they are considered a constant source of high noise level. This noise condition is seldom encountered on the ground, only during flight. Reportedly extremely noisy ARN-6's have been checked on the ground and checked good even with all equipment on. The source of this trouble has not yet been determined but since better methods are being used on the ARC-27, reducing some of the noise complaints there, more time will be spent on the ARN-6 in an effort to alleviate this problem.

(c) The ARN-14 has caused some of the noise reports but this has been equipment sources and separation of antennas in the tail sections.

(5) It would be interesting to determine if ARC-27 failure or malfunctions had any relation to loss pressure in the case. This will be accomplished as soon as a pressure Gauge of proper specification can be procured. TOC for 6J4WA's in R.F. Amplifier will be complied with as speedily as possible in hopes of reducing noise complaints created by failure of 6J4's in these curcuits. Due to some difficulties, i.e. soft dynamotor brushes and carbon dust encountered, periodic inspections have been made more frequent. This has reduced many failures of the ARC-27. A closer surveillance of the ARN-6 is in progress in hopes some difficulties can be eliminated here.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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CONTRACTOR: RCA Service Co. Inc. 1 December 1954
Ellis & Essex Avenues
Glouchester, New Jersey

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19,
for Month Ending 30 November 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Representative Report for month ending 30 November 1954 submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Pinsky

II. EQUIPMENT: APS-42, Rendesvous, APN-70, AIC-10 and ARC-21.

III. TRAINING ACTIVITIES:

1. Field, shop and line training: instruction was given during the month to maintenance men in the Electronic Field Maintenance shop and on the Flight Line on APS-42, APN-12 (76), APN-70 and AIC-10 equipment.

2. Classroom instruction in the operational procedure of APN-70 Loran Set was given to Navigators of the 90th ARS. This program will continue until all appropriate personnel of Both the 90th and 93d ARS are checked out on equipment.

3. Training Accomplished:

Subject Taught	APS-42	APN-12(76)	AIC-10	APN-70
Number of men	4	2	2	10
AFSC	30151-31	30151	30150	30151
Instructor Hours	16	10	12	16
Student Hours	42	18	2	28
Type Training:				
Advanced Training	X	X	X	X
Fundamentals	X		X	X
OJT	X	X	X	X
Informal Classroom				X

IV. UNTILIZATION:

1. Advising and instructing inthe operation and maintenance of Air Force Electronic Equipment.

2. In accordance with SAC Regulation 66-4, Technical Services of Contractor Technicians will be required for eighteen (18) months minimum.

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V. EQUIPMENT MALFUNCTIONS:

1. DETAIL: Several AN/APN-11 Beacon Sets were turned into Field Maintenance for identical malfunctions. On inspection of these sets it was found that L-104, Pulse Forming Coil, was burned out along with any or all resistors R-208 - R-211. These resistors are mounted on terminal board E-401.

2. Further inspection showed cause to be arcing of C-116 Modulator capacitor, to resistors R-208 - R-211 on Terminal Board E-401.

3. ACTION TAKEN: C-116 is of fuse type construction and is held to chassis by means of a single heavy clip. Sliding C-116 through clip until it was relatively centered with Respect to E-401 put the ends of capacitor "out-of-range" of E-401. This has prevented recurrences.

4. RECOMMENDATION: It is recommended that Terminal Board E-401 be re-located approximately one to one and one-half inches toward rear of chassis from present postion. This should eliminate possibility of arcing regardless of position of C-116.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. A visit was made by Factory Representatives Mr. G.G. Reutter and Mr Henry Neu of RCA Victor to this base in conjunction with the current ARC-21 Retro-fit Installation Program. They will remain available, unitl program is completed, to render any assistance necessary.

Bernard Pinsky

BERNARD PINSKY
RCA Technical Instructor

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SUBJECT: Monthly Technical Report.

CONTRACTOR: Avion-Knickerbocker, Inc.,
56-15 Northern Boulevard,
Woodside, 77, New York.

TO: COMAIRCR,
93rd Bomb Wing (H),
Castle Air Force Base,
Merced, Calif.

REFERENCE: Air Force Regulation 55-18.
SAC Regulation 55-4.

The following Technical Report for the month ending 30 November 1954 is submitted in accordance with above reference.

I. Submitted by: Wilson C. Heydt.

II. Equipment: Avion Fuel Quantity Systems for KC-97G and B-47E aircraft.

III. Training Activities:

Avion Fuel Quantity Systems

No. of Airmen trained - - - - 2
AFSC - - - - - - - - - - - - - 1 - 43155
1 - 43136
No. of instructor-hours - - -52
No. of student-hours - - - -104

Type of Training:

Fundamentals - - - - - - - - - X
Advanced - - - - - - - - - - -
Cross training - - - - - - - -
O. J. T. - - - - - - - - - - - X
Informal classroom - - - - - -
Formal classroom - - - - - - -

IV Utilization:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avion Fuel Quantity System, and to provide a direct contact between contractor and using activity.

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V. Equipment Malfunction:

1. Two transmitters (tank units) were found to be permitting fuel seepage though their heads.

2. Three power units (amplifiers) failed in service.

3. One Fuel Quantity indicator failed in service.

VI. Maintenance Engineering difficulties:

1. There were no serious maintenance engineering difficulties encountered. Occasionally fuel transmitters (tank units) are found to be permitting fuel seepage through the head. This condition will be completely eliminated upon completion of Technical Order Compliance 1B - 47 - 553.

VII. Operational difficulties encountered:

None.

VIII. Special Developments:

None.

IX. General comments:

1. Water entering wiring and fittings in the aft wheel well of B-47B aircraft, Serial Numbers 52-470 through 52-507, affects the operation of Avion Fuel Quantity Systems on these aircraft.

2. Malfunction of indicator transfer relays, in B-47B aircraft, cause erratic operation of Avion Fuel Quantity indicators.

3. On B-47E aircraft, the failure of the frequency regulator used with the A-5 inverter has caused erratic operation of the Avion Fuel Quantity Systems.

Wilson H. Heydt

Wilson H. Heydt, Tech. Rep.
Avion-Knickerbocker, Inc.

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CONTRACTOR: Boeing Airplane Company 2 December 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 30 November 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 30 November 1954, submitted in accordance with SAC Regulation 66-4 and AFR 66-18.

I. SUBMITTED BY: R. D. Beckord*
E. J. Hill
J. L. Robison**

*R. D. Beckord departed from this activity on 1 December 1954.
**J. L. Robison reported to this activity on 17 November 1954.

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DMBC 39812 dated 17 May 1954:

Subject	Fuel System	Cabin Pressurization	Ejection Seats	Anti-icing System
Number of Personnel Trained	13	5	12	5
AFSC	(4) 43131 (3) 43151 (6) 43171	(2) 43151 (3) 43171	(3) 43151 (6) 43171 (3) 46171	(1) 1245 (2) 43171 (2) 43151
Instructor Hours	7	3	12	4
Student Hours	27	7	48	20

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Subject-(cont)	Fuel System	Cabin Pressur-ization	Ejection Seats	Anti-Icing System
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training		X	X	X
OJT	X	X	X	X
Informal Class		X	X	
Formal Class				

Subject	Landing Gear System	Trim Tab System	Canopy System	Control Cable Rigging
Number of Personnel Trained	15	7	8	46
AFSC	(2) 42651 (4) 43131 (5) 43151 (4) 43171	(4) 43151 (3) 43171	(2) 43131 (3) 43151 (3) 43171	(27) 43131 (9) 43151 (4) 43153 (3) 43170 (3) 43171
Instructor Hours	11	6	9	3
Student Hours	31	19	37	42
Type of training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X			X
OJT	X	X	X	
Informal Class				X
Formal Class				

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Subject	Flap System	Power Control Systems	Main and Emergency Hydraulic Systems	Cold Weather Operation	Brake System
Number of Personnel Trained	5	11	6	60	7
AFSC	(1)43131 (2)43151 (2)43171	(3)43131 (3)43151 (5)43171	(3)42571 (1)43151 (2)43171	(18) 1234 (20) 1241 (22) 1245	(2) 1245 (2)4257 (3)4317
Instructor Hours	4	7	4	4	4
Student Hours	10	21	7	80	9
Type of Training					
Fundamentals	X	X	X	X	X
Advanced	X	X	X	X	X
Cross Training	X	X	X		X
OJT	X	X	X		X
Informal Class			X	X	X
Formal Class					

2. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of the maintenance organization, Bomb Squadrons, and A & E Squadron to provide assistance in solving problems related to the B-47 Airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization from the airplane.

2. It is estimated that the services of the Boeing Technical Representatives will be required until two years after the beginning of Phase I training.

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V. EQUIPMENT MALFUNCTIONS:

1. A-5 inverter frequency control unit. The B-47 airplanes assigned to the 93rd Bomb Wing have a special frequency control unit for the A-5 inverters. The control unit (Waxson part number R62906) is an electronic device for controlling inverter speed and thus frequency. The inverter used with the control unit is essentially an AN 3516 with a change-over relay and a resistor added. Normally, the output of this type installation is 400±1 cps.

There have been a few failures of the control units mentioned above on the airplanes assigned. The control unit is designed to return the frequency control to inverter carbon pile frequency regulator if an over speed condition prevails. This return to the carbon pile unit is accomplished by the change-over relay mentioned above. The nature of the failures of the control units thus far has been the failure to return the frequency control to the carbon pile during over speed conditions.

2. Tow bar shear pin failures. There have been numerous cases of failures of the shear pin installed in the B-47 tow bars, part number F30074. This pin is installed to prevent damage to the airplane landing gear strut and the tow bar. The high gross weight of the airplanes to be towed from the refueling pits to the parking area aggravates these failures. Another cause of numerous shear pin failures is the binding of forward landing gear struts. This problem was covered in paragraph V, item 3, of Monthly Technical Report dated 2 November 1954.

A new, stronger tow bar is being developed by the contractor. The new tow bar will be designated as F30195. Also kits are being developed to modify the F30074 tow bar into the F30195 configuration. It is felt that this new tow bar configuration will materially reduce towing problems.

3. Weber ejection seat static cable. A condition was found on Weber ejection seats at another activity whereby the static cable from the canopy to the separable linkage on the pilot's and co-pilot's seats could hang up on nuts or ends of bolts. This difficulty could cause the cable to be broken when the canopy is jettisoned instead of arming the catapult initiator.

Immediate action was taken by this activity to eliminate the possibility of this interference occuring on the airplanes assigned to this activity. A piece of one inch diameter aluminum tubing, 16" long

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was clamped on the seat rail with the canopy static cable passing through the tubing. The cable is supported in this manner so that it can not hang up on nuts and ends of bolts as described above.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Brake and approach chute latch. A condition was discovered at this activity whereby it might have been possible for a brake or approach chute to be inadvertently jettisoned. A few chute release latches, part number 6-34006-503, have been received which would not completely interlock with the appropriate jettison mechanisms. The discrepancy was revealed to be that the teeth on the release latches were too thick to completly engage with jettison hook assembly, part number 6-34029-502. No known cases of this problem causing inadvertent jettisoning of a chute exist.

The Contractor has been notified of the possibility of difficulty being encountered. The Contractor revised the engineering of the production of the 6-34006-503 latch to include a maximum thickness of the teeth to be .37 inch. In addition the Contractor issued B-47 Service Letter No. 399, advising all activities to check for the condition described above.

2. Bottoming of landing gear struts. It has been brought to the attention of this office that maintenance personnel are not always cognizant of the fact that about two and one-half inches of the front landing gear strut piston is visible when the strut is bottomed. This lack of understanding may result in damage to the strut if an attempt is made to force the strut past its bottomed position. The AMC has requested the Contractor to initiate engineering to install a decal on the forward main strut of all B-47 airplanes to warn personnel that approximately two and one-half inches of the piston is showing when the forward strut is bottomed.

The amount of piston that will show when each strut is bottomed is as follows:

(1) Forward main -- approximately 2½"

(2) Aft main -- approximately 1/16"

(3) Outriggers -- approximately 3/8"

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VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Operational restriction imposed by use of 32 ply tires. Main landing gear tires of 32 ply rating are being used more and more at this activity. The following operational restriction should be observed to obtain maximum utilization and safety from these tires. Taxi speeds for gross weights exceeding 185,00 pounds should not exceed 25 knots. There are no taxi speed restrictions, due to the use of 32 ply tires, for airplanes weighing less than 185,000 pounds.

VIII. SPECIAL DEVELOPMENTS:

1. Bomb bay spoiler door actuator flex hose assemblies. The subject AN 6271-6 hydraulic hoses described in paragraph V, item 1 of Monthly Technical Report, dated 1 October 1954, are being replaced in accordance with T.O. 1B-47-439. In addition to the hoses described by the above mentioned report, an AN 6271-6-34 hose is being replaced in the aerial refueling hydraulic system on the airplanes assigned to this activity.

E. J. Hill
E. J. Hill
Technical Representative
Boeing Airplane Company

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4 December 1954

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 30 November 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base, California

1. Following is Technical Report for month ending 30 November 1954, submitted in accordance with AFR 66-18 and AFM Regulation 66-4.

2. SUBMITTED BY: Walter J. Hansen

3. EQUIPMENT: KC-97 Type Airplanes

4. TRAINING ACTIVITIES

a. The following course of training conducted during the month is submitted in accordance with 15th Air Force Message DMSBC39812, Dated 27 May 1954

	Cold Weather Operation	A/C Boom	Airplane General	General Technical Information
No. Airmen Trained	178	66	108	149
1254	(46) 1234	(5) 4344	(12) 43170	(8) 4344
	(55) 43271	(11) 42550	(25) 43171	(12) 43170
	(5) 43179	(8) 42170	(30) 43151	(40) 43171
	(30) 43159	(12) 43171	(20) 43271	(36) 43151
	(4) 4344	(15) 43151	(15) 1234	(30) 1234
	(8) 43170	(10) 43131	(6) 4344	(20) 43271
	(12) 43171	(6) 43450		(3) 4324
	(12) 43151			
	(1) 42350			
	(1) 42550			
	(1) 42650			
	(1) 53450			
	(1) 47150			
	(1) 43156			
No. Instructor Hrs.	30	16	24	30
No. Student Hours	352	180	174	328
Type of Training				
Fundamentals	X	X	X	X
Advanced		X	X	X
Cross Training	X			
Informal Classrm.	X	X	X	X
Formal Classroom				
On Job Training		X	X	X

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 30 November 1954. KC-97 Aircraft.

	A/R Fuel System	Aerodynamics and Structure	Control Systems	Alternator Control
No. Airmen Trained	37	39	39	8
AFSC	(8) 43171	(10) 43170	(13) 43171	(5) 43271
	(12) 43151	(4) 4344	(12) 43151	(3) 42670
	(6) 4344	(6) 43171	(8) 43170	
	(3) 43170	(11) 43271	(6) 4344	
	(8) 42550	(8) 1234		
No. Instructor Hrs.	16	10	12	13
No. Student Hours	108	78	165	13
Type of Training				
Fundamentals	X	X	X	
Advanced	X	X	X	X
Cross Training				
Informal Classroom	X	X	X	X
Formal Classroom				
On Job Training	X	X	X	X

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 Airplane.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (M) sections which support the KC-97 Airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance engineering, design, and operational problems thereby promoting increased utilization of the concerned airplanes.

2. It is estimated that the services of a Boeing Field Service Engineer with the 93rd Bombardment Wing (M) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. Fuel By-Pass Valves, Whittaker P/N 101191, BAC Specification 10-1273-2, continues to present a problem to this activity through leakage of the "O" ring seal. The "O" ring is used in conjunction with a teflon slipper which keeps the "O" ring from rolling on the sliding valve shaft. Recent studies by the contractor has revealed that the leakage encountered in the field is very possible under certain conditions. The size "O" ring utilized does not maintain sufficient pressure against the teflon wiper to keep a constant seal. The Boeing and Whittaker Companies are currently conducting tests on these seals towards establishing corrective action.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 30 November 1954. KC-97 Airplanes.

2. The teflon seal, P/N 6-45877, which is used as the sliding seal in the Aerial Refueling Boom has contributed to many aborts and some unscheduled maintenance during the month. Inspection of leaking seals revealed that the feather edge which moves along the inner fuel tube has worn extensively. The service time on the concerned parts ranged from 291 to 682 hours. Continuing failures indicate that a time replacement of these seals in the vicinity of 400 hours airframe time is justifiable in the opinion of the undersigned.

3. With the advent of cooler weather the shaft seals on the fuel boost pumps, Thompson TF 31600 series have again presented a problem. Technical Order 6R5-2-4-501 dated [illegible] (Formerly 03-10EC-7[illegible]) authorizes organizational maintenance to retorque the seal retaining nut to 120 inch pounds [illegible] as prescribed by the above noted Technical Order have been fabricated and the rework made the topic item of [illegible] Maintenance Information Bulletin. Through this medium [illegible] believed that the problem will not constitute a continuing maintenance problem.

4. Interconnect flexible coupling 10-1650-3 used between Aerial Refueling tanks [illegible] and [illegible], and the inner [illegible] creating a fuel leak which caused the aircraft concerned to abort shortly before take-off on a special mission effort. Improved couplings have been developed and are intended to be made available to using activities through an on condition parts replacement program.

5. Engine driven fuel pumps seal leakage also presented a last minute abort problem for a special mission effort. The fuel pump was removed and a new unit installed. The latter unit created a greater leakage problem than the original pump, resulting in a definite abort. These two instances appear to be rather isolated cases and fuel pump seal leakage at the engine doesn't appear cronic.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED.

1. The outdatedness, inadequacy and non-applicability of the existing 1C-97A-7, Cold Weather Operational Check List, to the local airplanes was very much in evidence during the past month. It is understood that a revision to that Technical Order dated 3 December 1954, which will be made available approximately 1 January 1955, will alleviate this situation. As can be readily determined from Section III of this report, an appreciable portion of the undersigned's time was spent on this subject during the month.

2. The report dated 1 November 1954, submitted by this representative dealt with the control and buffet characteristics of KC-97G airplane 52-2630. Toward the latter portion of this month, KC-97G airplane 52-2629 began to

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SUBJECT: Monthly Technical Report, RCS: 3AMC-U19, For Month Ending 30 November 1954. KC-97 Airplanes.

exhibit similar tendencies. Aircraft 52-2630 is still at an AMA depot undergoing flight test and corrective action. The outcome of the program on that airplane will prove most interesting. However, if continued problems are encountered with the [illegible] airplanes on this station, with respect to aerodynamic buffet, it may be well to initiate a thorough investigation into the causes and action which may be taken to avert further occurrences.

3. An assorted number of Aerial Refueling Boom malfunctions have been encountered during the month which have affected the mission of this command. While the sliding seal [illegible] outlined in V2 of this report has been the most outstanding problem, several other malfunctions have occurred [illegible] of the boom during contact through master link [illegible] the drive chain. (b) Stripping of the micarta [illegible] for the drive chain. This channel is attached [illegible] at the twelve o'clock position. [illegible] seals and cause leakage. [illegible] telescope transmitter [illegible] of the inner structural tube [illegible] the outer structural tube causing heavy abrasion of the inner structural tube [illegible] of the outer structural tube. [illegible] forward [illegible] of the boom [illegible] flexible fuel coupling. [illegible] of the outer boom [illegible] contact with the boom check [illegible] fraying of the ruddevator control cables at pulleys, [illegible] replacement. [illegible] Loosening of screws which [illegible] seals and cause leakage. [illegible] Miscellaneous small malfunctions which are detected on boom disassembly for maintenance purposes. It is the opinion of the undersigned that a study [illegible] be made and consideration given toward a boom overhaul period and a more extensive parts replacement program than is currently listed in the inspection programs. Personnel in this activity are qualified to perform this work at base level and such a program could be quite readily established, manpower availability permitting.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. The more outstanding operational problems encountered during cold weather operation were as follows:

a. Oil dilution appeared consistent across the board during the dilution operation but subsequent findings in two instances concerning different aircraft revealed excess fuel in the oil tank. No cause for such an occurrence could be readily established as associated equipment checked okay. Further study is being conducted on this problem.

b. Flight crews reported what they believed to be frozen open fuel feed valves. However, this might possibly have been a condition of icing of the mixture control bleeds causing the severe enrichment. One engine stopped on landing through such

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an occurrence and several engines noted over-enriched during ground operation.

c. Two magneto failures were experienced through breakage of [illegible] under the cold conditions.

d. [illegible] oil cooler [illegible] absent during start, [illegible], taxi and take-off during the colder conditions.

e. [illegible] hatches were noted [illegible] frozen closed upon landi[illegible]

f. [illegible] the heater fuel system solenoid control cycli[illegible] propeller feathering motor relay and a wastegate [illegible] to operate after cold soak, but returned to norm[illegible] [illegible] warming.

g. [illegible] Aerial Refueling [illegible] in the wing fuel [illegible] heater fuel [illegible] hose clamp in the [illegible] Fuel system. The Aerial Refueling Boom [illegible] fuel [illegible] of the pressure check

h. [illegible] the valve [illegible] servicing [illegible].

VIII. SUPPLY PROBLEMS [illegible] MAINTENANCE ENGINEERING [illegible]

1. [illegible] no [illegible] included [illegible] this heading.

IX. SPECIAL [illegible]

None

X. GENERAL REMARKS

None

Walter J. Hansen
Field Service Engineer
Boeing Airplane Company

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HEADQUARTERS
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

30 October 1954

SUBJECT: (Unclassified) Combat Readiness of the 93d Bombardment Wing

TO: Commander
Fifteenth Air Force
March Air Force Base
California

1. I am pleased with the 93d Bombardment Wing's swift and efficient conversion to B-47 aircraft. The period of time required to convert and attain combat readiness betters that required by any previous wing. It is indicative of the excellent training program, the efficiency of your air crews and maintenance organization, and the effectiveness of all personnel concerned.

2. It is my wish that you express my appreciation to your people for a job well done.

/s/t/ CURTIS E LeMAY
General, USAF
Commander

C (30 Oct 54) 1st Ind

HEADQUARTERS FIFTEENTH AIR FORCE, March Air Force Base, California
9 Nov 54
TO: Commander, 93d Bombardment Wing, Castle Air Force Base, California

1. The record established by the 93d Bombardment Wing in their conversion to B-47 aircraft is outstanding. You and all members of your command are commended for a job exceptionally well done.

2. Please express my appreciation, as well as that of the Commander, Strategic Air Command, to all concerned.

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

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Hq SAC Subject: (Uncl) Combat Readiness of the 93d Bomb Wing

WC (30 Oct 54) 2nd Ind

HEADQUARTERS 93D BOMBARDMENT WING (M), Castle Air Force Base, Calif.
6 Dec 54
TO: See Distribution

It gives me great pleasure to pass on to all members of this command the congratulatory letter received from General Curtis E LeMay, Commander, Strategic Air Command, as well as that of Major General Walter C Sweeney, Jr., Commander, Fifteenth Air Force.

Each and everyone of you has reason to be proud of the part you played to bring the Wing to combat readiness.

I wish to add my appreciation to those expressed by the Commander of Strategic Air Command and Fifteenth Air Force, to all concerned.

William E Eubank Jr

WILLIAM E EUBANK, JR.
Brigadier General, USAF
Commander

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HISTORY

93d BOMBARDMENT WING

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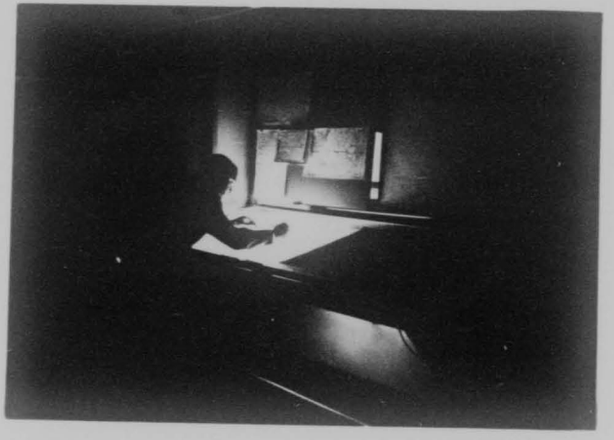

CASTLE AIR FORCE BASE

CALIFORNIA·

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AUTH: Comdr, 93d B.W.
DATE: 7 Feb 55
NAME: W. Renfro

HISTORY

of

93D BOMBARDMENT WING, MEDIUM

Castle Air Force Base, California

December 1954

Prepared
by
First Lieutenant Charles S. Tilghman
and
Technical Sergeant Bernard C. Renfro

Charles S. Tilghman
CHARLES S. TILGHMAN
1st Lt, USAF
Hq Sq, 93d Air Base Gp

WILLIAM E. EUBANK, JR.
Brigadier General, USAF
Commander

Fifteenth Air Force, Strategic Air Command
United States Air Force

55-1380-S

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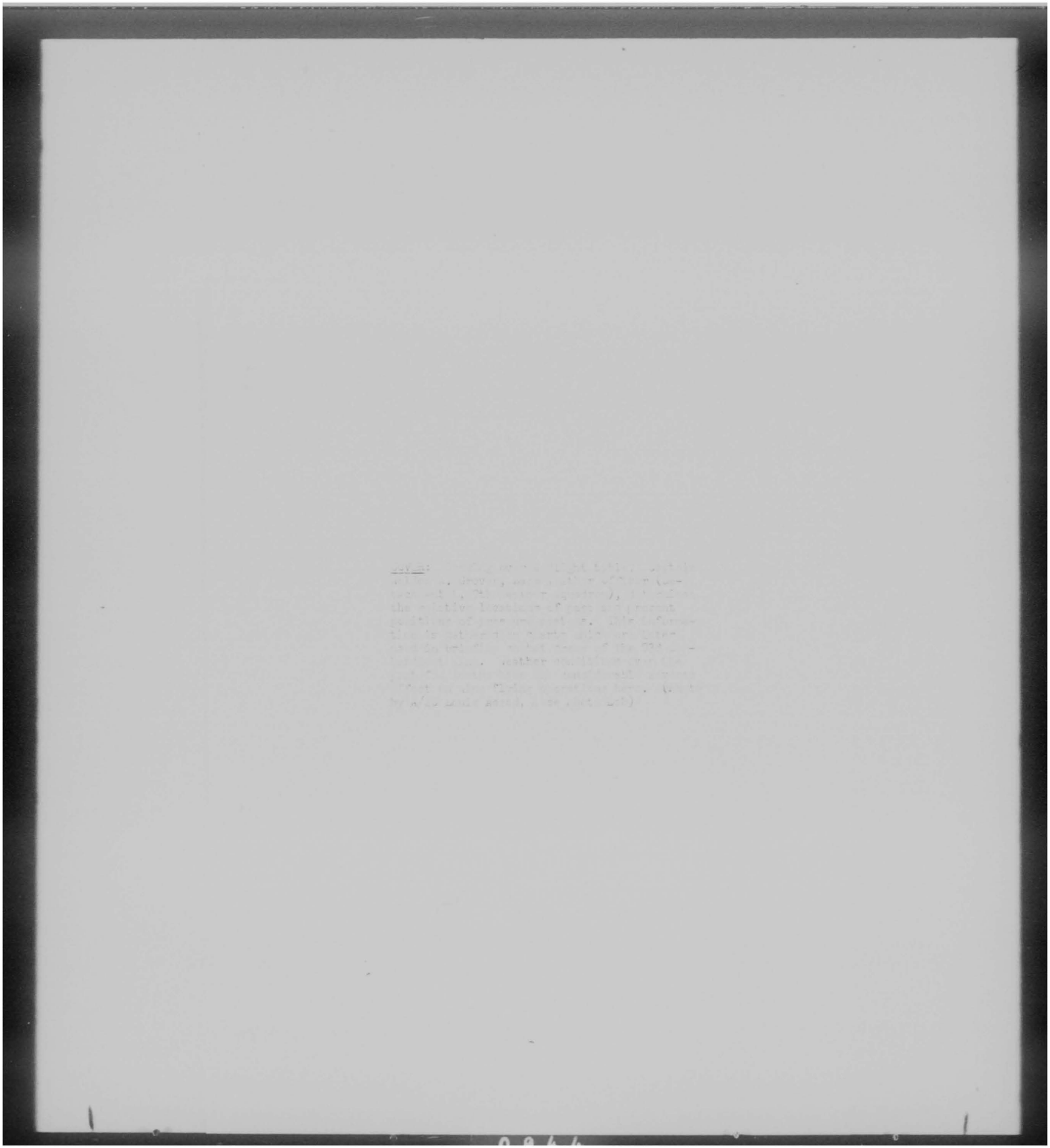

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

ORGANIZATIONAL CHANGES:

A letter from Headquarters Strategic Air Command (SAC)revealed that Tables of Organization (T/O's) for the Headquarters Air Base Group and Operations Squadron were being revised. In this change one Lieutenant Colonel, Air Force Specialty Code (AFSC) 4316, was to be deleted from Code B0001 in the Operations Squadron T/O and added to the Air Base Group T/O, Code D1753. Base Operations function Code D1753 and all troop spaces with the exception of Navigation and Bombing Trainer Specialists were to be deleted from the Operations Squadron T/O and added to the Air Base Group T/O. The Base Operations function, Code D1753, was scheduled for an increase of five Captains, AFSC 1435. The Synthetic Trainer function, Code D2405, would be added to the Operations Squadron T/O to identify the Navigation and Bombing Specialists. One Major, AFSC 1416, was to be added to Code B0001 in Operations Squadron T/O. Upon implementation of the new T/O's, the Table of Distribution of Augmentation was to be reduced accordingly.[1]

Information received from Headquarters Fifteenth Air Force message DPLM 19930, 29 November 1954, requested this station to review the Headquarters Wing T/O as this T/O will be revised at Headquarters SAC. Various Staff agencies within Wing Headquarters were contacted and requested to submit the changes they desired. Upon receipt of the recommended changes a Manpower Board meeting was called at which time the recommendations

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1. Base Manpower Office historical report cited Hq SAC ltr, DPLMF, Subject: Base Operations function

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were discussed. The approved changes were forwarded to Headquarters Fifteenth Air Force 28 December 1954.[2]

In compliance with a directive received from Wing Personnel Office of this base, the Manpower Office established a Primary Management course for Officer's and Non-Commissioned Officer's. Duration of the course was 50 hours, including 10 hours of problem solving. The course was patterned after the course given to airmen attending the Fifteenth Air Force, Non-Commissioned Officers Academy.

The semi-annual Management Improvement Report was forwarded to Fifteenth Air Force on 18 December 1954. The outstanding improvement for this period was the suggestion for a bucking bar for a refueling boom. The suggested device would save the cost of shipping the large assemblies to the Oklahoma City Depot for repair. In addition to the saving of shipping costs, labor and crating costs have been eliminated.

WING COMPTROLLER:

Management Analysis. The December forecast of SAC Management Control System Scores showed a small increase over the month of November. The only noticeable gain for this period was a 10 percent increase in the personnel area. The continued improvement in this category has been effected by the number of unfilled, authorized AFSC's.[3]

---

2. Base Manpower historical report cited Hq 15th AF msg DPLM 199930, 29 November 1954

3. For complete list of scores, see "Forecast of SAC Management Control System Scores", Exhibit "A"

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BASE COMPTROLLER:

Management Analysis. The December Management Control System Scores for manning in required specialties of Officers again showed a decrease in points earned. This decrease was attributed to the AFSC conversion and permanent change of station for two officers. Although there was a substantial increase in officer personnel during the month, assignments were at the entry level of AFSC 1534A, which did not have any existing shortages.

The reenlistment rate has been fairly stable for the past several months. In December, the granting of pre-holiday discharges to airmen whose present term of enlistment would expire prior to 4 January 1955 was the direct cause of the low score earned for the month of December. Of the 36 discharges of this type only one immediate reenlistment was accomplished.[4]

The 93d Armament Electronics Maintenance (A&E) Squadron received the highest Unit Management Control System Score for December - 93 percent of the maximum score. This was an increase of three percent over their previous month's rating.[5]

Budget and Accounting. Funds in the amount of $5,281.00 were received from Headquarters SAC during the month of December for Project 459.1. A total of $37,554.00, was withdrawn from Project 321 by Headquarters SAC. This withdrawal was a balance of the original $144,000.00 alloted for the project.

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4. See, analysis of low reenlistment rate, Exhibit "B"

5. See, Unit Management Control System, Exhibit "C"

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The budget Panel met on 8 December 1954. The status of Maintenance and Operations funds for projects 458 and 478 were presented to the panel. An additional $60,000.00 had been requested for the third quarter for these projects.

The Budget and Accounting Office received an increase to the total Budget Authorization. The increase from $1,000,000, to 1,060,000 was based on the second quarter revision submitted to Headquarters SAC.[6]

Finance. During the month of December the semi-annual closeout of Military Pay Records commenced. This operation had previously resulted in a great deal of over time, but due to advance planning and a more stable personnel situation, overtime was kept to a minimum. All Military Pay Records were closed and new records were opened by 31 December 1954. All that remained was a complete audit of the same and the preparation of the Withholding Tax Statements prior to forwarding the records to the Air Force Finance Center.

The Finance Office attained an average of 110 percent as rated with the work performance data report for the month of December. The total of disbursements for the month was $1,766,255.73.[7]

INFORMATION SERVICES: Castle Air Force Base commemorated the tenth anniversary of the death of Brigadier General Frederick W. Castle by having a ceremony in front of his monument on the base parade field. Lieutenant Colonel William R Smith, who served with General Castle and who was present at the dedication of Castle Air Force Base in 1946, placed a wreath at the base of the monument as "Taps" was played. Three flights

6. Budget and Accounting historical report and interview with 1st Lt John R Willis, 19 Jan 55

7. Finance office historical report

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Staff Officers, Officers and enlisted men - with color guard participated in the ceremony. Chaplain Emil F Teyssier gave the invocation and Chaplain James T McCarthy gave the benediction.[8]

The Merced County Bar Association held its annual Christmas party in the Officers Club at Castle Air Force Base on 12 December 1954. Fifty people including lawyers, judges and court reporters from Merced and Mariposa Counties attended this affair. This party consisted of a cocktail party followed by dinner and dance. Brigadier General William L Dubank Jr, 93d Bombardment Wing Commander, and Lieutenant Colonel Richard White, Base Commander, were guests of honor. Arrangements were made for this event by base legal officer, Major William B Eades, Jr.

Approximately 50 peace officers from communities in proximity to Castle Air Force base made a tour of Castle AFB on 9 December 1954 in conjunction with their annual convention. They were shown a C-124 "Globemaster", a B-47 Stratojet medium bomber and all unclassified activities at this base. A dinner party was held in a restaurant in Atwater, California, and the Wing Commander, Brigadier General William L. Dubank, Jr. was guest of honor.

Two groups of high school cadets, one from the Union High School in Merced, California, and the other group from the LeGrand High School LeGrand, California, toured Castle Air Force Base on 18 December 1954. These cadets were shown the various types of aircraft assigned here and other base activities of interest.[9]

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8. Report of Activities for the month from Information Services

9. See note above

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CHAPTER II

PERSONNEL

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PERSONNEL

MILITARY [illegible]:

Combat Crew Resources. Crew changes in the 93d Bombardment Wing on B-47 crews totaled 10 during the month of December. These changes were occasioned by the reassignment of one pilot to Headquarters Squadron, 93d Bomb Wing and one pilot being placed on extended duty. One aircraft commander (A/C) was changed from one crew to another, so as to strengthen the two crews. Two spare pilots were upgraded on non-combat ready crews and one pilot on a non-combat ready crew was upgraded to pilot on a combat ready crew. One combat ready pilot was downgraded to a non-combat ready status for the purpose of reassigning the pilot to Headquarters Squadron, 93d Bomb Wing. One pilot was upgraded from combat ready pilot's position to A/C position on a combat ready crew. One A/C on a non-combat ready crew was upgraded to pilot's position on a combat ready crew and one combat ready A/C downgraded to a non-combat ready A/C status. During this period there were no crews upgraded to combat ready status or downgraded to non-combat ready crew status. The wing totals for combat ready remain at 46 and four non-combat ready.[1]

Crew changes in the 93d Air Refueling Squadron were at a minimum during the month of December. Some changes were necessitated by the discharge of a Boom Operator and a Radio Operator. One Boom Operator was hospitalized, which also required a crew change. There were no new crews formed or any crews upgraded to combat ready status.

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1. Combat Crew Resources historical report and personal interview with 1st Lt Gordon R Tremble, Combat Crew Resources Officer, 14 Jan 55

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Several minor crew changes occurred in the 70th Air Refueling Squadron during the month. They were mostly inter-crew changes, because of insufficient retainability of personnel. Crew A-31 was upgraded to combat ready status effective 19 December 1958.

The shortage of radio operators continued in the Wing. The shortage was eased by the input of three airborne operators from Great Falls Air Force Base, six operators from Lincoln Air Force Base, two operators from Keesler Air Force Base and one operator from Sampson Air Force Base.

During December, a shortage of flight engineers developed. There was a sufficient number of engineers to maintain the crews, but this left a small surplus of spares. It was the opinion of the Combat Crew Resources Officer that it would be extremely difficult to maintain the minimum number of crews unless the shortage is alleviated.

Officers. During the month of December 1958, a total of 101 classification actions were accomplished and published on officers assigned to this base.

Recurring weekly meetings continued to be conducted with all officers' records clerks. All directives and policies, in addition to any problems encountered were discussed and resolved.

Photographs on the majority of Captains assigned, were processed and forwarded to higher headquarters in accordance with Air Force Regulation 36-93. During December photographs of remaining Captains who had been on leave and TDY were accomplished and were to be forwarded upon completion.

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2. Combat Crew Resources historical report

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A total of 45 USAF Officers Effectiveness Reports were reviewed, processed and forwarded during the month of December. Of these reports 60 percent were "Very Fine", 37 percent were "Dependable" and three percent were "Acceptable". There were no "Unsatisfactory" or "Outstanding" reports submitted. In addition the officers' records section reviewed, processed and forwarded two training reports and ten reaccomplished DA Forms 66. Annual Effectiveness Reports on Lieutenant Colonels were being prepared to be forwarded to Headquarters Fifteenth Air Force.[3]

Officer effective manning for the month of December was 85.4% for the 93d Bombardment Wing and 75.2% for the 93d Air Base Group, for an overall station percentage of 80.3%.

The following is a breakdown by number and AFSC of officers assigned reassigned and released from active duty during December 1954.

INCOMING OFFICERS ASSIGNED	OFFICERS REASSIGNED
1 - 1416	1 - 1245
1 - 1525A	1 - 1534A
22 - 1531A	1 - 3041
3 - 2051	TOTAL - 3
1 - 4344	
1 - 6016	
1 - 5424	
1 - 9045	
TOTAL - 31	

3. Base Personnel Historical report

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Airmen. During the month of December 1954, 42 airmen were reassigned to overseas areas, 16 airmen were reassigned to zone of interior areas and 15 airmen departed this station to attend Air Training Command schools.

The conversion of grade of Warrant Officers and Airmen personnel affected approximately 75 percent of the personnel assigned to this base. This conversion created a heavy work load on the airmans branch and classification clerks at squadron level.[4]

The assignment of unskilled personnel to this station and the continued loss of trained personnel continued to have adverse effects upon the effectiveness of most squadrons on this base.

The shortage of Airborne Radio Operators caused some crew regression during the month of December; however, the subsequent assignment of personnel alleviated the situation.

Personnel selections for the 4017th Training Squadron were made during the month. Only highly qualified personnel were selected for this assignment. Final selection was somewhat difficult, due to the shortage of skilled personnel, especially in the administrative and personnel career fields.

Recruiting. Thirty-five airmen were interviewed concerning reenlisting during the month. Thirty-three airmen reenlisted to fill their own vacancy, four of whom took advantage of the reenlistment-reassignment program. The four airmen concerned were reassigned to the base of their choice. Five airmen reenlisted within 90 days after

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4. Personnel Office historical report

5. Personal interview with Combat Crew Officer, 29 Jan 55

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separation, three of whom were from commands other than Strategic Air Command.

Separations. Separations Section processed and separated one officer and 171 airmen during December. The large number of personnel discharged was due to the pre-holiday release of airmen whose normal expiration of term of enlistment would occur prior to 4 January 1955.[6]

Reserve Forces. Captain Everett H. Grigsby, an I-day assignee, completed a fifteen-day tour of active duty. Twelve training designees were assigned to this base and were to perform a fifteen-day tour of active duty at a later date.

An annual Air Force Reserve Survey was completed by the Reserve Section and forwarded to Air Reserve Records Center, Denver, Colorado.[7]

OJT Administration. During the month of December, 150 airmen were placed on-the-job training (OJT), 120 airmen were removed from OJT, and 91 airmen were upgraded or awarded additional AFSC's as a result of OJT. Eighty-seven airmen were administered the A-aptitude (ASB) tests in the electronics career field.

On 7 December 1954, the OJT Section was inspected by the visiting SAC inspection team. Steps were taken to improve the administrative control of OJT, as recommended by the inspectors.

To insure that all airmen eligible for OJT were actually receiving their training, or were placed on OJT, a report from each squadron was received with information concerning airmen who were eligible and not receiving OJT. An extensive program was established to place all eligible airmen on OJT.

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6. Separations Section historical report
7. Air Force Reserve Section historical report

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CIVILIAN PERSONNEL:

Personnel files of all indefinite employes of this base were screened during December to prepare for implementation of the new Career Program for Federal employes. Under this program, 150 of the 197 indefinite employes on the base would be converted in January 1955 as follows: one hundred to career-conditional status, and fifty to full career status. The career-conditionals would gain full career status if they remained employed for three years from the date their current appointments began. The remaining 47 indefinites on the rolls after 23 January 1955 would be given opportunities to take examinations to qualify for career or conditional status in the near future.

Strength. The December turnover of civilian personnel was: five gains and three losses. The assigned strength as of 31 December 1954 was 374 (139 graded, 235 wage board).[8]

GROUND SAFETY:

During the month of December the Ground Safety Office, in cooperation with Headquarters Fifteenth Air Force, conducted a survey covering all vehicles that were parked outside the entrance gates of Castle Air Force Base. As a result of this survey, the following facts were determined: reasons why the vehicles were not admitted to the base; age of vehicles not admissable to the base; the ratios of known accident involvement for the private motor vehicles restricted from the base and those properly registered on the base.[9]

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8. Civilian Personnel historical report

9. Personal interview with 2d Lt Donald E. Looff, Ground Safety Officer, 28 Dec 54

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In conjunction with the Presidentially proclaimed "Safe Driving Day" (S-D Day) 15 December 1954, the Ground Safety Office prepared a safety kit and command letter for all Squadron Commanders. The safety kits contained literature which the squadron commander used as a guide for a stand-up talk to the personnel in squadrons. Additional safety material was forwarded to each squadron to constantly remind the personnel of S-D Day. The California State Highway Patrol assisted the base in S-D Day by furnishing 5,000 hand-out memos. The subject of the hand-outs pertained to S-D Day, its meaning and how the motorist could make it a success by giving it his personal attention and driving carefully.

The Ground Safety Office conducted a safety parade on 20 December 1954. The parade of vehicles toured the base and was viewed by a large number of Castle personnel. The parade included a locomotive and attached car; a flat bed truck on which was a wrecked vehicle and a band. Appropriate safety slogans were also attached to the parading vehicles.

A supplementary wire report was sent to Headquarters SAC, relative to the accident statistical experience of Castle personnel during the S-D Day period. The report informed SAC that Castle had experienced two reportable accidents during the S-D Day period. The subject accidents had not been reported previously due to the fact that both injured airmen were TDY when the negative informative report was forwarded to SAC at an earlier date.[10]

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10. Ground Safety Historical Report

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PERSONNEL SERVICES:

Education. Elementary classes in mathematics and American history continued for the first two weeks of December with 30 men still active. Classes were postponed during the Christmas and New Years holidays.

Classes for high school history, English, civics, typing, algebra and Spanish continued to be active with personnel numbering 106. The Modesto Junior College classes in English, Literature, history 17a, sociology 11 and trigonometry, continued with an enrollment of 105 students.

Normal interviewing and testing comprised most of the month's activity. Make-up proficiency testing in the 27, 29, 46, 60, 62, 72 and 77 career fields was accomplished.

Service Club. A Christmas formal dance was held on 17 December 1954. The service club was decorated in a Christmas decor featuring a 12 foot tree, spot lighted in the center of the room. Cake and punch were served. The New Year's Eve dance was well attended and proved to be a successful event of the holidays. Attendance for December was approximately 2,100 persons.

Churches in the City of Merced, California, invited 12 airmen to spend Christmas day in private homes. Many other airmen had previously received invitations to private homes in Merced through their own churches and through personal acquaintances.

Library. At the close of the month there was still no replacement for the base librarian. The total book circulation was 1,101. New books received totaled 330 for the month; they were incorporated into property records. On 3 December 1954, the Red Cross Grey Ladies took over the operation of the hospital book cart. Non-accountable material was distributed to the patients at the hospital by this means. Due to the

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the shortage of personnel, this service assisted the library greatly in fulfilling its mission.

Personal Affairs. The Personal Affairs office processed 246 allotments, 25 insurance cases and 35 applications for Air Force Aid Society loans. Of the 35 applications processed, 30 loans were approved in the amount of $1,995.00. One new casualty assistance case was assigned during the month.[11]

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11. Personal Affairs activity report for December

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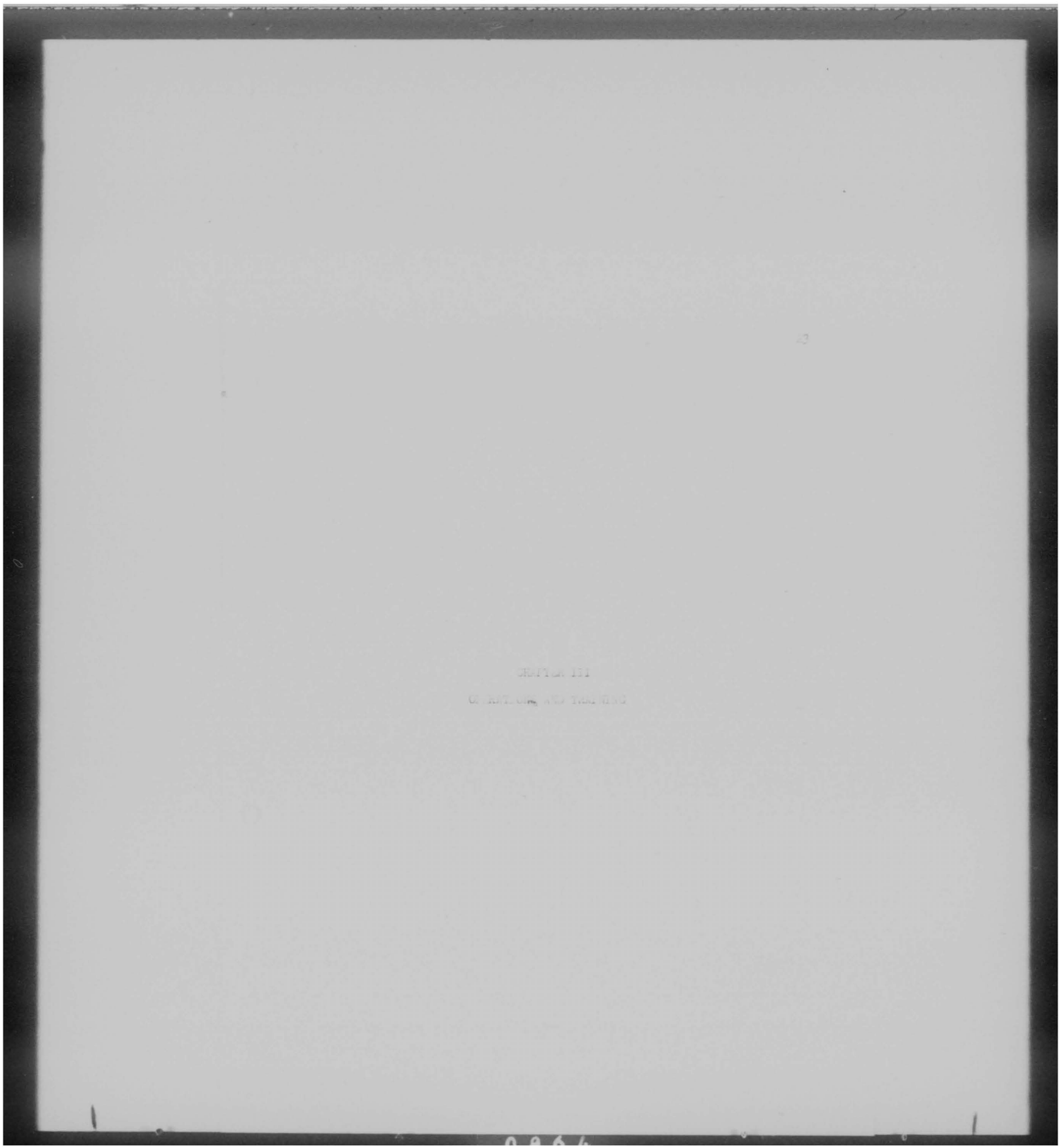

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OPERATIONS AND TRAINING

OPERATIONAL PLANS.

The month of December began with the flying of Operation "Big Tent."[1] This operation flown on 1 December 1954 was a Fifteenth Air Force directed Radar Bombing Evaluation against radar scoring targets at Omaha, Kansas City and Oklahoma City. This was the 93d Bombardment Wing's first opportunity to compete with other B-47 Wings on this type mission. The results of this operation were very encouraging.

Operation "Sheepskin", flown on 14, 15, 16 and 17 December 1954, by the 93d Bombardment Wing, was the graduation exercise to test the Wing for combat readiness. Major Robert M. Kennesian conducted a briefing at Headquarters Fifteenth Air Force on Operation "Sheepskin", on 2 December 1954. The critique for this mission was conducted on 23 December 1954, by Major Kennesian.[2]

Other activities of the plans section included the preparation of 93d Operations Order "Meadowlark", an Air Evacuation Exercise.[3] A practice alert and evacuation readiness test was held on 21 December 1954. This alert and evacuation readiness test was held in accordance with 93d Bombardment Wing Operations Plan 10-53.

CONVERSION PLANS.

Progress report number one for the conversion program of the 93d Bombardment Wing from B-47 to B-52 type aircraft was published as of

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1. 15th Air Force Operations Order 146-54
2. 93d Bomb Wing Operations Plan 152-54
3. 93d Operations Order 149-54

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31 December 1954.[4]

The activation of the 4017th Training Squadron is to be accomplished in January 1955, under a non-I/O authorization of 36 officers and 54 airmen. A number of officers and airmen arrived during December for subsequent assignment to that squadron.

In conjunction with the conversion program, a B-52 Operational Engineering Section is scheduled to arrive in January 1955. Manning requirements indicated that 15 officers and five airmen, supported further by two graded civilian employees and one Boeing Technical Representative will be assigned.

The status of the special runway and taxiway extension construction program to prepare Castle AFB for the B-52 aircraft were as follows:[5]

PROJECT	STARTING DATE	ACTUAL DATE OF COMPLETION
Primary Runway extension	8 October 1954	15 May 1955
Primary Taxiway extension	8 October 1954	15 May 1955

MISSION ORIENTED ACTIVITIES.

Flying Training. From an operations standpoint, the month of December was dominated by a series of missions ordered by higher headquarters. The first ordered mission was "Big Tent", which was a radar bombing evaluation mission. This mission was flown in accordance with Fifteenth Air Force Operations Order 146-54.

Another ordered mission, "Long Haul", was cancelled for the month of December because of its interference with Operation "Sheepskin", the graduation exercise required before the 93d Bombardment Wing could be

4. See Progress report #1, 93d Programing Plan B-54, Exhibit "D" and Annex II to this history.

5. For a more detailed account of plans and operations concerned with the B-52 program, see Programing Plan in Nov 54 history of 93d Bomb Wing

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declared combat ready. This exercise involved 25 B-47 aircraft and 40 KC-97 aircraft.

Several aerial refueling problems were encountered on Operation "Sheepskin". Problems involved were tanker aborts and leaking booms. This difficulty plus extremely cold weather resulted in only a portion of the deployed aircraft completing the mission.[6] Because of these difficulties, the mission exceeded the allotted flying time. Scheduled co-pilot training and heavy weight refueling were not accomplished. However, the requirements of Air Force Regulation 60-2 and many instrument checks were completed and valuable training in the problems of cold weather operation of B-47 aircraft were realized.[7]

93d Air Refueling Squadron. Operations for the month of December included participation in the 93d Bomb Wing graduating exercise, Operation "Sheepskin". Approximately 600 manhours of ground school on cold weather operation was accomplished prior to the mission. This is included in the total of 1,907 hours of ground school training accomplished for the month of December.

During the month the 93d Air Refueling Squadron flew a total of 749:50 hours in 134 sorties. A total of 1,236,030 pounds of fuel were transfered during the sorties. A breakdown of accomplished fuel transfers showed the "G" model tanker flew 383:30 hours and transfered 848,200 pounds of fuel in 94 wet hookups and 114 dry hookups for a total of 208 contacts. The "H" model flew 346:20 hours and transfered 387,720 pounds of fuel in 36 wet hookups and 14 dry hookups for a total of 50 contacts.

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6. 328th Bomb Squadron historical report
7. 329th Bomb Squadron historical report

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Wing Standardization Board. The 93d Bombardment Wing Standardization Board Observer flew one recheck ride during the month. During Operation "Sheepskin", the B-47 standardization crew flew a mission aircraft. Standardization board officers spent several days at Davis Monthan Air Force Base, conferring with personnel of that base prior to sending personnel from this wing for evaluation. Eleven days were spent TDY at Fairchild AFB, by the wing aG-97 Standardization Crew where three missions were flown in support of Operation "Sheepskin."[8]

The 93d Air Refueling Squadron Standardization Crew completed one checkout during the month and the 909th Air Refueling Squadron completed two semi-annual standardization checks.

First Lieutenant Darell F Morris reported to the Standardization Board for duty replacing First Lieutenant Richard A Long, who was reassigned to Loring Air Force Base.

Staff Observer. An observer's meeting was conducted 2 December 1954. The main topic of discussion was the forthcoming B-47 Observers SAC Annual Conference at Barksdale Air Force Base. Squadron observers were requested to get their recommendations in for use at this conference.

Practically the entire month's activities of the Observers Section were directed toward the planning and accomplishment of two Wing maximum effort missions, Operations "Big Tent" and "Sheepskin".

A portion of the month's activities were directed toward the planning for Operation "Spotlight", another Fifteenth Air Force evaluation mission to be flown by this Wing in January 1955. The Observers Section, with the assistance of the Prediction team, analyzed target materials on

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8. Wing Standardization Board historical report

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Richmond, Virgina, Charlotte, North Carolina and Atlanta, Georgia; and selected offset aiming points and methods of bombing. Major Patrick A Montoya and Major Richard A Levy accompanied Colonel Beerley to Headquarters Fifteenth Air Force on 22 December 1954 to brief General Sweeney and his Staff on the 93d Bomb Wing plan for Operation "Spor Light". The briefing resulted in a change to the entire planned route in order to incorporate air refueling. The change was published as amendment number one to the original operations order.

Operation "Big Tent", flown 2 December 1954 for bombing evaluation, was successfully completed with the 93d Bombardment Wing scoring 91.9 percent, which was surpassed only by the 303d Bomb Wing with a remarkable 100 percent. The 303d Bomb Wing had only 22 crews participating while the 93d Bomb Wing utilized 30 crews. The observer section conducted the detailed flight-planning and target study for this mission, assisted in the compilation of the Operations Order, prepared the Observers flimsies, conducted the pre-take off briefings, assisted in the interrogation, analyzed mission results and presented the Observer's portion of the final mission critique.

The Observer Section assisted in the preparation of the Operations Order and Observers Flimsies for Operation "Sheepskin". This mission proved to be a very severe test of polar navigation and heavy weight refueling under the most adverse conditions. Results of this mission were not entirely satisfactory. The Grid navigation in general indicated several soft spots in training and procedure. The Observers Section decided in future operations of this nature, to require that route

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photography be accomplished during grid navigation legs to determine if the K-system was used in Polar configuration.

Flying Safety. During the month of December 1954, the 93d Bomb Wing suffered one aircraft accident. KC-97 number 51-259, assigned to the 93d Air Refueling Squadron, was involved in a major aircraft accident while landing at Thule Air Force Base, Greenland. All other flying squadrons at this base remained accident free during the month.

Numerous flying safety posters were acquired and reproduced for use by squadron flying safety officers to further publicize the flying safety program. In addition, the "Burma Shave" type signs were repainted, along with other sign boards, to reflect flying safety jingles and other information relative to flying safety.

Wing Gunnery. Twelve co-pilots attended the G.A. Gunnery range at Indianrits during the month of December. Two quotas were cancelled due to the holiday season.

The A-5 Fire Control System indoctrination course was completed by two newly assigned co-pilots. Their completion of this course, made the wing 100 percent complete in this training. The A-5 Fire Control mock-up was approximately 30 percent complete at the end of December. A rack for mounting the component parts of the system was in the process of being fabricated by the Field Maintenance Shops. Some delay was experienced in obtaining co-axial cable, cannon plugs and wire. An early date of completion was set for January 1955.

Use of the T1-(A) trainer during December was as follows:[9]

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9. Wing Gunnery historical report

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Sqdn	HRS SCH'D/FLWN	HRS AVAILABLE	HRS USED	% OF UTILIZATION
328	42:00	21:00	10:00	47.6%
329	42:00	22:00	21:30	96.8%
330	42:00	23:00	8:00	34.7%
TOTALS:	126:00	66:00	39:30	59.5%

Communications. Information was received from Headquarters Fifteenth Air Force, indicating the possible removal of the ARC4 radios installed in B-47 aircraft. All B-47 aircraft were equipped with ARC4 sets when they were received from Air Materiel Command. It was later learned the sets were intended for use in the Air Defense Command. To keep these sets installed in B-47 aircraft would require that all frequencies to be changed. Further instructions for removal were being awaited.

Chaff dispensing equipment was received in a large enough quantity to equip 10 B-47 aircraft. Authority for installation of this equipment was being awaited from higher headquarters.

A basic Electronic Countermeasure and communications training outline for the B-52 program was completed during the month of December. This outline was planned for use as a guide in the B-52 program and to be expanded as aircraft, technical orders and equipment were received.[10]

Wing Munitions. Routine training for the month was accomplished as directed by 15th Air Force Regulation 50-4 and SAC Regulation 50-1.

Fifteenth Air Force Regulation 50-4, divides Atomic (Radiological), (Biological) and (Chemical) defense training into three phases. Training accomplished for the month of December was as follows: Phase one: Individual Indoctrination training, 1,290 man hours. Phase two: twenty

10. Communications History report

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unit officers and non-commissioned officers, completed all of phase two. No training was accomplished in phase three. Plans to incorporate phase one, into a centeralized block training program was completed.

Special Weapons. See, Annex 1, to 93d Bombardment Wing History for December 1954, (SECRET, RESTRICTED DATA)

Intelligence. During the month of December, Wing Intelligence participated in the planning of Operation Orders 146-54, "Big Tent", 154-54, "Sheepskin" and the planning, briefing and training of crews who participated in Operation Order 149-54, "Meadowlark".

The Wing Intelligence Officer attended a five day, survival intelligence indoctrination at Stead Air Force Base. Problems concerning what information a Prisoner of War may give under duress were discussed. The Wing Intelligence Officer made other trips to March Air Force Base and Davis Monthan Air Force Base to discuss and coordinate intelligence matters.

The Target Intelligence Branch completed route and target folders for Operation "Spotlight", a bomber stream evaluation mission which was scheduled for January 1955. Target Intelligence also prepared and distributed target materials for combat mission folders for Emergency War Plans missions.[11]

Ground Training. A new approach to ground training was initiated at Castle Air Force Base on 23 December 1954, with the publication of Base Regulation 50-1. The new regulation established a consolidated

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11. Wing Intelligence historical report

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ground training program which would resolve annual military training required of flying and non-flying personnel. Under the new program, the 40 hours' ground training required for non-aircrew personnel and the 60 hours for crewmen would be consolidated into a week (or, in the case of aircrews, seven and one-half days) of block training.

All personnel at this base were to be scheduled for "block training" according to quotas prescribed by the Base Training Flight. Personnel scheduled would be relieved of duties with their parent units and assigned to the Training Flight.

The new regulation also set up an eight hour orientation course which would be given to all incoming personnel within 30 days of their arrival at this base. Subsequently, these people would also be scheduled for the consolidated ground training course.[12]

Personnel of the 93d Bombardment Wing accomplished 30,303 hours of ground training December. Off-base training was accomplished by three pilots from the 93d Air Refueling Squadron who attended the KC-97 Mobile Training Detachment (MTD) at March Air Force Base. Eleven pilots from Wing Squadrons and six airmen from the Armament Electronics Maintenance (A&E) Squadron attended GG Gunnery Training at Davis Monthan Air Force Base. One officer attended the Staff Officers' Radar Bombardment Indoctrination course at Mather Air Force Base.

Three pilots completed the B-47 MTD aircrew course and 29 maintenance personnel completed a 120-hour familiarization course in the B-47E aircraft. The Mobile Training Detachment prepared to depart the base after completing all phases of indoctrination on B-47 aircraft.[13]

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12. See Castle Afb Reg 50-1, 23 Dec 54, and Supplements I and II, exhibit "B"

13. Ground Training historical report, 8130 files

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Other training accomplishments included practice let-downs in instrument trainers for wing pilots, arctic indoctrination for wing combat crews and support personnel, and lectures on Collins ILS equipment to bomb squadron flight crews.[14]

33D OPERATIONS SQUADRON:

Base Operations. The Base Operations flight scheduling section set up 166 flights during the month of December of which 77 were completed. These flights were accomplished by pilots flying aircraft assigned to the Base Flight Section. All Air Base Group pilots completed their AFR 60-2 instrument flying requirements for the first six months of fiscal year 1955.

The following breakdown of flying time for Base Flight aircraft for the month of December, is as follows:

TYPE OF AIRCRAFT	HOURS FLOWN
T - 33	82:00
C - 45	68:05
B - 45	30:05
C - 47	157:05

Training. Link trainers were flown 517 hours during December. "Strange Field" familiarization and orientation lectures comprised the major portion of the instrument trainer flying accomplished during the month. A total of 736 such lectures were flown; 371 were made on stations in the United States and 365 were on foreign stations.

The handling capacity of the Physical Conditioning Unit for the

14. For all flying and ground training requirements, see Training Program for December 1954, Exhibit "F"

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month of December was 1,680 workouts. There were 401 workouts given for a utilization of 27 percent, a decrease of 22 percent compared with the month of November. The handling capacity of Juls during the month was 945 workouts. There were 391 workouts completed for a utilization of 41 percent.[15]

The B-47 flight simulator was scheduled for 200 hours of utilization for the month of December; however, only 127 hours were utilized. Scheduled lost time was attributed to; no instructor and Base Alert.

The gunnery section conducted an indoctrination class of nine hours' duration. A pre-evaluation gunnery refresher course was established for the benefit of all assigned B-47 co-pilots.

The T-3 A-System trainer was calibrated and in operation on 30 December 1954. The T-3 radar trainer was declared surplus to the needs of this base. The trainer was prepared for shipment off base.

There were no training accomplishments in the Base Survival Training Section during the month. Airmen of the Survival Training Section took photographs of wild life during the month. The films were planned for use in classroom studies. One airman of the survival training section departed for Fairbanks, Alaska, for a five day arctic survival training course.

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15. 93d Operation Squadron historical report

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CHAPTER IV

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WING SUPPLY. The pending conversion of the 93d Bomb Wing from B-47 to B-52 aircraft occupied the Wing Supply section during December, inasmuch as the current Unit Allowance List (UAL) was to be converted to B-52 authorizations. The Wing Supply Office, working in conjunction with the offices of the SAC Aircraft Evaluation Team, procured the necessary furnishings for the offices of the SAC Team. This was accomplished in addition to computing B-52 authorizations for a workable UAL.

The Wing Supply was inspected by the SAC inspection team on 8 December 1954. The inspection was primarily directed toward accomplishments connected with the B-52 program.[1]

WING LOGISTICS. The greater portion of the month's activities was devoted to preparing annexes to Operation Order "Spotlight", "Sheepskin" and the logistics annexes to Operation Plan 50-55.

The Wing Logistics office took an active part in the base alert conducted on 21 December 1954. The Wing Logistics Officer held a briefing for all squadron mobility officers, to outline mobility plans and procedures.

A survey was conducted to obtain information on the facilities of Thule AFB, Greenland. This information was incorporated into a plan which would be used by this Wing for future missions. It was expected that this plan, with the known facilities, would enable this Wing to more successfully complete any scheduled mission in the future.[2]

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1. Wing supply historical report

2. Logistics historical report and interview with T/Sgt Gerald Howe, Wing Logistics office.

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and Control:

TCO and Aircraft Records. A high degree of efficiency was maintained for the Technical Order Compliance (TCO) section for the month of December. The vigirous TCO program resulted in 10 B-47 aircraft being scheduled for TCO, with a total of 339 Technical Orders accomplished. Four KC-97 aircraft were scheduled for TCO with a total of 315 Technical Orders accomplished.[3]

Quality Control. The Quality Control unit inspected 12 B-47 aircraft on the flight line and 10 B-47 aircraft in the Periodic Maintenance docks. Ten KC-97 aircraft were inspected on the flight line and one KC-97 inspected in the Periodic Maintenance docks. Twelve engine installations were inspected and six engines inspected at the build-up section. Other inspections for the month included the 90 day area inspection of Base Flight in accordance with SAC manual 66-12, and inspections of ground powered equipment.[4]

An inspection of Weight and Balance handbooks during the month revealed that 20 aircraft were due for checks. The aircraft were scheduled for compliance, with six aircraft being completed at the end of the month.

Standardization Team. Special projects for the month included: Investigation of major malfunctions that occurred during the month and rework of sequence charts for planned inspections on KC-97 and B-47 aircraft

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3. TCO historical report

4. Quality Control historical report

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The standardization team published five Maintenance Instruction Letters,[5] and one Maintenance Information Bulletin during the month.[6]

Supply Unit. The aircraft out of commission for parts (AOCP) rate for the month of December was considerably less for KC-97 aircraft than that for the month of November. The AOCP rate for B-47 aircraft increased.

Following is a break-down of the AOCP rate for the month of December.

	Average number aircraft AOCP daily	Percentage Average of acft AOCP per day
B-47 Acft	1.13	2.51%
KC-97 Acft 90th AREFS	.16	.76%
KC-97 Acft 93d AREFS	.23	1.05%
WING TOTAL	1.52	1.44%

Job Control. Full support was rendered for the accomplishment of Operation "Spotlight". Flying was held to a minimum during the last week of December due to the holidays and final preparation for Operation Order 111-55.

Approximately 160 specialist dispatches and a total of 540 work orders were processed during the month. Normal scheduling of aircraft for maintenance and flying was accomplished.

TECHNICAL REPRESENTATIVES:

A-5 Fire Control System. Field Service Engineers from the Crosley Division of AVCO assigned for the operation and maintenance of the A-5

5. See Maintenance Instruction Letters, Exhibit "G"

6. See Maintenance Information Bulletin, Exhibit "H"

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fire control system, report that technical service of contractor technicians would be required through phase one, two and three. As of 31 December 1954, the wing was 10 percent through phase two.

There were 75 malfunctions reported on the A-5 Fire Control Systems during the month of December. No maintenance engineering or operational difficulties were encountered.[7]

A-4A Bomb-Navigation Systems. Training was given to 121 airmen on the A-4A Bomb-Navigation systems during the month, utilizing 604 instructor hours. Instruction was presented by representatives of Sperry Gyroscope, Western Electric and General Mills Inc.

Technical representatives for technical assistance, will be required for a minimum of 30 months from initial date of B-47 aircraft operation.[8]

A-12B and B-4 Autopilots. No formal classroom training was given during the month; however, informal classroom training consisted of discussions conducted with maintenance personnel concerning trouble-shooting and maintenance. On-the-job training was accomplished in the aircraft to explain the use of the line analyzer.

Some maintenance engineering difficulties were encountered during the month on altitude controls. Due to the shortage of test equipment the difficulties could not be determined. A W-2 pilot-static tester was ordered and parts were on hand to construct a vacuum system in the Armament Electronics Maintenance shops. Upon completion of the W-2 pilot-static tester, the cause of the malfunction on altitude control will be determined.[9]

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7. See monthly report of Crosley Div of AVCO, Exhibit "I"
8. See monthly report of Sperry Gyroscope Co, Exhibit "J"
9. See monthly report of Sperry Gyroscope Co, Exhibit "K"

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5C4, Communication and Navigational Equipment. A formal lecture on operation of the Collins 18S-4 was held for approximately 15 crew members. Future lectures on this subject were scheduled to be given until all crew members had become familiar with the operation of the Collins 18S-4. Informal on-the-job training was received by nine airmen during the month, utilizing 19 instructor hours.

Equipment malfunctions for the month involved the overload relay switch for the ARC-27 kicking off during flight. Being in an inaccessable location (tail radio, battery compartment) it could not be reset in-flight. This condition was reported twice under identical circumstances. Both times the mission was aborted, since without the ARC-27 there would be no RBS tone which is essential for bombing practice. Several solutions to rectify this situation were studied, but no final solution was established.

APS-42, Rendezvous, APN-70, ARC-21 and AIC-10. Training activities for the month included instruction to maintenance airmen in the Electronics Maintenance shops and on the flight line on APS-42, APN-12 (76) and AIC-10 equipment.

Equipment malfunctions for the month involved the APN-76. These malfunctions occurred within a 15 day period during which the weather was extremely damp or precipitous. Examination of the failures revealed several possible or probable causes for these malfunctions. Recommendations were made in the attempt to reduce the number of failures.[11]

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10. See monthly report to Philco Corp, Exhibit "L"

11. See monthly report to RCA Service Co, Exhibit "M"

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KC-97 Aircraft. Equipment malfunctions for the month on KC-97 aircraft involved, hose connections located in the Aerial Refueling single point refueling lead-in line. The malfunctions occurred when force was exerted by expanding trapped fuel. Another malfunction of a common nature was the failure of cabin heater support brackets. Both malfunctions received attention, and recommendations were made to alleviate further failures of this nature.

Maintenance engineering difficulties encountered involved a propeller blade seal leakage problem and a boom seal leakage. A change in design of the boom seal was recommended as a possible solution to alleviate the malfunction.[12]

B-47 Aircraft. Training activities for the month of October showed 75 airmen attending various classes for 1^6 hours, utilizing 57 instructor hours. Instructors were Technical Representatives of the Boeing Airplane Company.

Several instances of cracked aft landing gear doors were reported during the month; however, the cracks were not of a severe nature. Boeing Technical Representatives considered that door cracking resulted from metal fatigue caused by buffeting during such use of the airplane as extended transition flights or flights in excess of the 305K IAS limitation with the landing gear down.[13]

Avien Fuel Quantity Systems. One power unit (amplifier) failed in service and two fuel quantity indicators failed during the month.

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12. See monthly report to Boeing Airplane Co, Exhibit "N"

13. See monthly report to boeing airplane Co, Exhibit "O"

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Two airmen received 120 hours of on-the-job instruction on the Avien Fuel Quantity Systems, utilizing 60 instructor hours.[14]

J-47,-CS, J-47-PM-25, J-47-ST-25 and BH4-B1 Turbosuperchargers. Sixty two airmen received a total of 165 hours of classroom and trouble shooting instructions during the month, utilizing 120 instructor hours.

Four turbosuperchargers were removed from aircraft because of compressor nicks or dents beyond the limits of minor repair. Four other engines were removed because of cracked transition liners. Three other engines were removed due to bearing failures. All engines were sent to Minor Repair for overhaul.[15]

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14. See monthly report to Avien Knickerbocker Inc, Exhibit "P"

15. See monthly report to General Electric Co, Exhibit "Q"

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

[redacted]

SUBJECT: Analysis of low Reenlistment

TO: See Distribution

The following information has been extracted from a report compiled by the base Recruiting Office. It is submitted for your information and any action you might take to correct some of the complaints given by airmen not reenlisting.

"Reenlistment Rate"

The low total points earned for the reenlistment rate is attributed to the elimination of Code 57. (Indefinite Discharges and immediate reenlistment to fill own vacancy)

The reenlistment rate for November analysis is 20% for both Wing and Air Base Group.

Reenlistment counseling begins when an airman first enlists. The impression he gains while on his first enlistment, helps him to decide whether or not to reenlist. It is the responsibility of each Air Force supervisor to insure that each enlistee is properly counseled. The Base Recruiting office is not in a position to evaluate the management procedures utilized in individual squadrons. The only thing we can do is supply career information relative to reenlistment and pass on recruiting information to persons seeking advice.

The following are the main reasons for not reenlisting given by the airmen during separation in November 1954.

Going back to school	15%
Live and work in area I desire	13%
More definite promotion procedure	13%
Civ job where take home pay is more	11%
More stable life	11%
If given more tech trng	8%
Less TDY's	8%
More money doing same job in civ life	7%
Family does not want me to stay in AF	5%
If recognition were given for job well done	4%
Working hours more regulated	4%
More info on matters concerning my career	1%

BY ORDER OF THE COMMANDER:

R. KUHN
Major, USAF
Adjutant

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

CO 12 January 1955

SUBJECT: Unit Management Control System - December 1954

TO: See Distribution

Attached as Inclosure 1 are the Unit Management Control System Scores for December 1954.

BY ORDER OF THE COMMANDER:

for A. T. REID
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores - Dec 54
2. Summary of Delinquencies

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UNIT MANAGEMENT CONTROL SYSTEM SCORES - DECEMBER 1954

ITEMS	Item Weight	Hq 93d Bomb Wg	320th	329th	330th	93d Air Rflg	93d A&E Maint	93d Fld Maint	93d Per Maint	Med	2d SSS	90th Air Rflg	Hq 93d AB Gp	93d Cprs	93d Air Police	93d Instl	93d Fd Service	93d Supply	93d Mtr Veh	52d AAA Bn
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	10	60	100	20	90	100	100	40	80	30	100	10	20	100	100	100	100	80
2. AWOL	130	100	100	100	60	100	90	100	50	100	100	100	100	100	10	100	100	100	100	10
3. Serious Incidents	90	100	10	10	60	100	100	80	100	100	100	70	100	100	100	100	100	100	100	100
4. Drunk and/or Disorderly	60	60	100	100	80	100	100	100	100	100	100	90	80	90	100	100	10	90	100	90
5. Uniform Violations	20	100	100	100	70	100	100	100	100	100	100	100	100	100	100	100	100	100	100	90
6. Minor Accidents (Other)	20	100	10	100	50	100	100	100	80	100	100	100	100	100	70	100	90	70	100	100
7. Major Accidents (Other)	50	100	50	100	100	100	90	90	100	100	100	70	100	100	100	60	100	100	100	100
8. Moving Traffic Violations	50	80	70	100	80	100	90	90	80	100	80	80	100	100	100	100	80	80	100	100
9. Driving While Intoxicated	90	100	100	100	100	100	90	100	100	100	100	70	100	100	100	100	60	100	30	80
10. Major Vehicle Accidents	50	100	100	100	100	70	100	90	50	100	100	30	60	100	100	100	100	100	100	100
11. Minor Vehicle Accidents	20	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
12. NCO Mess Membership	30	100	100	100	100	100	90	100	100	90	100	100	80	100	80	100	100	100	100	60
13. Delinquent IRPOs	60	10	10	10	10	10	80	10	10	30	30	10	10	10	10	10	20	10	10	10
14. M/R Errors	70	70	60	80	50	100	90	70	10	10	100	10	100	100	20	20	70	10	10	NR
TOTAL (% of Maximum)	800	86	66	78	73	85	93	87	72	82	92	65	88	86	64	84	79	83	77	70
Total Points Received		691	525	627	587	683	740	692	579	656	736	521	708	686	513	670	629	661	620	509
Total (% of Max) October		78	92	87	84	93	90	86	85	89	96	76	94	96	81	58	71	85	75	70
Total (% of Max) November		94	89	97	92	87	90	93	71	86	90	76	95	94	91	88	93	85	85	72

Total Item Weight for all Squadrons - 800
Total Item Weight for 52d AAA Bn - 730

Incl 1

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UNIT MANAGEMENT CONTROL SYSTEM - DECEMBER 1954

(Summary of Delinquencies)

ORGANIZATION	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Accidents (Other)	Major Accidents (Other)	Moving Traffic Violations	Driving While Intoxicated	Major Vehicle Acdts	Minor Vehicle Acdts	MSO Membership (Non Members)	Delinquent MPOs	M/R Errors
Hq 93d Bomb Wg	207	0	0	0	2	0	0	0	1	0	0	0	2	16	1
328th	180	2	0	2	0	0	1	1	2	0	0	0	0	26	5
329th	201	1	0	2	0	0	0	0	0	0	0	0	0	14	3
330th	198	0	1	1	1	1	2	0	1	0	0	0	0	36	7
93d Air Rflg	225	2	0	0	0	0	0	0	0	0	1	0	4	60	0
93d A&E Maint	399	1	1	0	0	0	0	1	1	1	0	0	11	5	4
93d Fld Maint	583	0	0	2	0	0	1	1	2	0	1	0	2	26	12
93d Per Maint	160	0	1	0	0	0	1	0	1	0	1	0	1	8	9
Medical	150	1	0	0	0	0	0	0	0	0	0	0	3	3	12
2d SSS	324	1	0	0	0	0	0	0	2	0	0	0	0	35	0
90th Air Rflg	260	2	0	1	1	0	0	1	2	1	2	0	3	94	17
Hq 93d AB Gp	191	0	0	0	1	0	0	0	0	0	1	0	10	11	1
93d Operations	232	3	0	0	1	0	0	0	0	0	0	0	0	17	1
93d Air Police	226	2	3	0	0	0	2	0	0	0	0	0	7	14	12
93d Installations	196	0	0	0	0	0	0	1	0	0	0	0	0	6	10
93d Food Service	204	0	0	0	4	0	1	0	1	1	0	0	0	4	4
93d Supply	241	0	0	0	1	0	2	0	1	0	0	0	0	18	20
93d Motor Vehicle	130	0	0	0	0	0	0	0	0	1	0	0	0	12	8
52d AAA Bn	287	1	3	0	1	1	0	0	0	1	0	0	13	22	NR
TOTAL		16	9	8	12	2	13	5	14	5	6	0	56	457	129

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

CLAS: SECRET
AUTH: COMDR 93D BW
DATE: 7 JAN 55
NAME: Lewis

MEMORANDUM FOR: Commander 93D Bombardment Wing (M)

SUBJECT: Progress Report #1, B-52 Conversion Program (93D Bombardment Wing Programing Plan 2-54) as of 31 December 1954.

1. Summary of Program

a. Reorganization of the 93D Bomb Wing under the B-52 T/O will be accomplished approximately 8 February 1955.

b. Activation of the 4017th Training Squadron will be accomplished on 8 January 1955 under a non-T/O authorization of 36 officers and 54 airmen.

c. The B-52 Operational Engineering Section will arrive at Castle Air Force Base on or about 15 January 1955. Present manning requirements indicate that 15 officers, 5 airmen, 2 graded civilian employees and one Boeing Technical Representative will be assigned.

d. The Phase VI Test program will commence at Edwards Air Force Base during March 1955 and will consist of two increments of 107 airmen and 13 officers each.

e. The phasing out of 15 B-47 aircraft will take place during April 1955 to permit training of maintenance personnel prior to receipt of the first B-52 aircraft.

f. The RB-52B-1 and B-52B-II Mobile Training Units are scheduled to arrive at Castle Air Force Base on or about 1 May 1955.

g. The first three B-52 aircraft are scheduled for delivery to Castle during June 1955.

h. The 4017th Training Squadron will commence B-52 ground and flight training of the first five aircrews in June 1955.

i. The 90th Air Refueling Squadron will transfer to Forbes Air Force Base on or about 1 March 1955.

j. 42nd Bomb Wing crews will start B-52 training in the 4017th Training Squadron during December 1955.

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k. B-52 Construction Program - Extension to runway and the primary taxiway commenced in October 1954.

l. B-52 "Z" Account has been established and the peculiar and essential support equipment for the B-52 aircraft is presently being procured and stocked at various depots until required by Castle Air Force Base.

2. Conversion Progress Status as of 31 December 1954.

a. Personnel

(1) Package Training Course - A number of Maintenance, Armament and Electronics personnel are required to attend the ATRC package training courses prior to receipt of B-52 aircraft. To date, no word has been received on the starting dates for these courses. A number of M/Sgts and T/Sgts who should receive these training courses lack the required retainability of eighteen (18) months at the seven level. It is felt that such personnel will reenlist and, due to their positions, should be entered into training at the earliest opportunity. When queried, higher headquarters indicated that the eighteen month criteria would have to be complied with. A request has been made to Fifteenth Air Force, however, asking that this policy be reconsidered. No reply has been received to date.

(2) B-52 Phase VI Test Program - 107 airmen and 12 officers are presently available at Castle Air Force Base for the first increment of the Phase VI test to be conducted at Edwards Air Force Base. Major Claire G. Whitney has been assigned as project and liaison officer for the Castle Air Force Base personnel who will be TDY and will proceed to that base sometime in January 1955. The second increment, now forming at Castle Air Force Base is, at present, 30 percent complete with 35 airmen and 11 officers assigned.

(3) 4017th Training Squadron Manning Status - (36 officers and 54 airmen) - Lt Col William W. Smith has been designated as commander of the 4017th Training Squadron and will assume command on 8 January 1955. The personnel presently assigned who will initially man the proposed organization consist of 14 officers and 22 airmen for a 40% potential effective manning status.

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(h) B-52 Operational Engineering Section - Current authorization for this section is 15 officers, 5 airmen, 2 civilian stenographers and 1 Boeing Technical Representative. Major Thomas P. Savage has been designated as Chief of this section. Office space in the amount of 3,270 square feet has been reserved on the third floor of the new hangar for OES use.

b. Operations and Training

(1) B-47 capability - The 93D bomb wing became combat ready 1 November 1954 and as of 31 December 1954 had fifty crews formed with forty-six combat ready.

(2) B-52 Training Program - The ground and aircrew training curricula is presently being developed and will be completed on 1 February 1956. The first students are currently programmed to enter the 4017th Training Squadron on 1 June 1955.

(3) MTU and Synthetic Trainer Status

a. An RB-52B Flight Simulator is on contract and the predicted delivery date is in the first quarter of fiscal year 1956.

b. An RB-52-1 Flight Simulator is scheduled for delivery to Seattle Air Force Base in May 1956.

c. The B-52B-1 Mechanical Mock-up and B-52B-E1 Electronic Mock-up for the MTU are scheduled to arrive and/or be in place by 1 May 1955.

c. Materiel

(1) Aircraft Deliveries - B-52 aircraft deliveries are presently programed to begin in June. Deliveries are to be made as follows:

(a) In June 1955 3 aircraft
July 1955 3 aircraft

(3)

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August	1955	3 aircraft
September	1955	4 aircraft
October	1955	4 aircraft
November	1955	6 aircraft
December	1955	3 aircraft
January	1956	4 aircraft
February	1956	4 aircraft
March	1956	6 aircraft

(2) Supply Actions - A team of officers representing the Supply, Logistics, Maintenance and Armament-Electronics Division of Strategic Air Command Headquarters will arrive at Castle Air Force Base on or about 25 January 1955 to determine those items of equipment which must be requisitioned for support of the B-52 aircraft. This team will be assisted by representatives from Fifteenth Air Force. A physical inventory, by all organizations scheduled for conversion, will be completed prior to the team's arrival. This inventory will determine the B-47 equipment on hand that is common to the B-52 and what equipment will be necessary to requisition from "Z" account.

(3) Airfield Construction Program - The status of the special construction program to prepare Castle Air Force Base for the B-52 aircraft is as follows:

Project	Starting Date	Completion Date
Primary Runway Extension	8 Oct 54	15 May 55
Primary Taxiway Extension	8 Oct 54	15 May 55
S.E. End of Runway-Strengthen	15 May 55	1 Sep 55
Widen Taxiways to 175 feet	1 Mar 55	20 Apr 55
Construction of 10 add. stubs	In FY 56 PWP	UNKNOWN
Light Duty Pavement between Stubs	23 Dec 54	20 Feb 55
Tech Training Building	21 Jan 55	24 Jul 55
Hi-Altitude Chamber - Instal	In the M&O Prog	UNKNOWN

3. The inclosure hereto presents a detailed account of the status and progesss of each individual project, by directorate, as of 31 Dec 54. These projects conform to the "required actions and implementation" section of 93D Bombbardment Wing Programing Plan 2-54.

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CAFB Control No. ~~55-158-S~~

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4. Project Officers:

Directorate	Name	Telephone
Personnel (Airmen)	Capt W M Bouterse	792
Personnel (Officers)	Lt A R Mitchell	412
Operations	Lt Col C P Bialka	202
Operations (4017th)	Maj R R Litchfield	656
Materiel (Maint)	Capt W J Vetter	285
Materiel (Supply)	Capt D F Palmer	619
Materiel (A&E)	Maj P J Howska	270
Materiel (Housing)	Lt Col Bierbaum	705
Materiel (AIO)	Lt P C White	764
Comptroller (Wing)	Maj W D Lewis	428
Comptroller (Base)	Maj P G Hallberg	321

5. Security Annex: This correspondence and attached progress report are classified SECRET in accordance with Paragraph 23, Air Force Regulation 205-1.

William D. Lewis

1 Incl
Prog Rept #1 (by project)
December 1954

WILLIAM D. LEWIS
Major, USAF
Director of Comptroller

55-1380-S

(5) CAFB Control No. 55-1380-S

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REGULATION)
NO 50-1)

Reg 50-1
HEADQUARTERS CASTLE AIR FORCE BASE, CALIFORNIA
23 December 1954

TRAINING

Ground Training

(This regulation supersedes Wing Reg 50-1, dated 6 July 1953, CAFB Reg 50-1, dated 16 September 1953 and CAFB Reg 50-1A, dated 30 October 1953.)

1. PURPOSE: To define a consolidated ground training program for all Units stationed at Castle AFB, to establish a central ground training program designed to resolve annual military ground training required of flying and non-flying personnel, to establish a central ground training records system, and to establish an orientation program for all incoming personnel.

2. SCOPE: This regulation applies to all organizations and personnel assigned to the 93d Bombardment Wing and the 93d Air Base Group.

3. GENERAL:

a. In compliance with SAC Reg 50-8 Supplement II and other pertinent directives, the following requirements will be accomplished by the Central Ground Training Program for both flying and non-flying personnel:

Orientation and Registration	1 hr
Organization and Mission of USAF and SAC	1 hr
Military customs, Courtesy and Ceremonies	2 hrs
Military Leadership	1 hr
CBR Defense	10 hrs
Military Justice	2 hrs
Security Education	2 hrs
Small Arms Qualification	5 hrs
Medical Training	2 hrs
Ground Safety	6 hrs
Personal affairs	2 hrs
Psychological Warfare	5 hrs
Air Base Defense Training	2 hrs
Fire Prevention & Use of Fire Extinguishers	1 hr
TOTAL	40 hrs

NOTE: Character Guidance and AFIP must be scheduled currently by each squadron.

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b. Additional training requirements for aircrews to be accomplished by the Central Ground Training Program in compliance with SAC Reg 50-7, SAC Reg 50-12 and 15AFR 50-2:

Survival Intelligence	9 hrs
Air to Gnd Recog. (SSS and Rflg Crews)	1 hr
Air to Water Recog (" " " ")	1 hr
Air to Air Recognition	2 hrs
AA Defense and Gnd to Air Missiles	2 hrs
Briefing and Interrogation	2 hrs
Phases I and II IBDA (Bomb Crews Only)	2 hrs
First Aid (SAC Reg 50-12)	2 hrs
Code	1 hr
TOTAL EACH CREW	20 hrs

NOTE: Specialized or classified training such as EWP, Target Study, Survival, Conditioning and synthetic trainers must be scheduled currently by each squadron training section.

c. Duration of the Central Ground Training Program courses will be forty academic hours for non-aircrew personnel and 60 academic hours for crewmen. Individuals will be scheduled for this course only once during each calendar year.

d. Instructors for the Central Ground Training Program must necessarily be the best available on this station, therefore Officers and ranking NCO's will be used in the majority of cases. Prior to giving their first lecture, instructors will attend a Base Training Flight Course of approximately twenty hours duration, which will include in its curriculum, the correct use of training aids, speech & presentation of material in a classroom situation.

e. All incoming/outgoing personnel at Castle AFB will process through the Central Ground Training Records Section of Base Training Flight.

f. Within 30 days after arrival on this station, all incoming personnel will be given an eight hour orientation course in compliance with 15AFR 35-6, followed by the central ground training course as outlined in paragraphs 3a and b of this regulation. Scheduling will be accomplished by coordination of the Wing/Base Personnel sections with Base Training Flight.

4. PROCEDURES:

a. Central Ground Training Course:

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(1) Training quotas for the calendar year 1955 are given in inclosure #1. Non-aircrew personnel are scheduled to enter the course each academic week, aircrews each alternate academic week.

(2) Scheduled quotas will be filled in all cases unless approval for deviation is received from the Wing or Base Adjutant.

(3) Squadron Orders assigning personnel to the central training program will be cut by each squadron and published not later than the Wednesday preceding the course starting date. One copy will be dispatched immediately to Base Training Flight.

(4) For the duration of the course personnel assigned to the Central Training Program will be relieved of all other duties. Under no circumstances will a student be removed from a classroom without prior coordination with the office of Base Training Flight.

(5) Personnel scheduled to attend the central ground training course will report to the Wing Briefing Room, Building T-241, promptly at 0730 on the class starting date.

(6) Classes will be conducted from 0730-1630 hours daily. Academic days will be divided into periods of fifty minutes duration with ten minute breaks between classes and one hour off for lunch.

b. Central Records System

(1) A 15AF Form 211, Individual Ground Training Record Card will be maintained in the Central Ground Training Record Section for all personnel assigned to the 93d Bombardment Wing and the 93d Air Base Group.

(2) A records liaison man will be appointed by each squadron commander. Duties of this man will be to maintain squadron records and charts in the Central Records Section for his Unit, to act as coordinator between the record section and the squadron ground training officer, and to provide the squadron operations officer with complete and accurate ground training accomplishment information necessary for current planning purposes.

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(3) Upon transfer from this station, each individual's record card will be closed out in accordance with 15AFR 50-6 and will accompany that person to his next station.

BY ORDER OF THE COMMANDER:

OFFICIAL:

A. T. REID
Major, USAF
Adjutant

OFFICIAL:

DWIGHT E. DUTCHER
1st Lt, USAF
Asst Adjutant

DISTRIBUTION: A

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BLOCK TRAINING QUOTA FOR 1955

ORGN		Jan 3-7		Jan 10-14		Jan 17-21		Jan 24-28		Feb 31-4		Feb 7-11		Feb 14-18		Feb 21-25		Mar 28-4		Mar 7-11		Mar 14-18		Mar 21-25		Mar 28-1		Apr 4-8		Apr 11-15		Apr 18-22	
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LEDGN:
O - Officers
A - Airmen
C - Crew Personnel
N - Non-crew Personnel

Attach #1 to Suppl I, CAFB Reg 50-1

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ORGN		Apr 25-29		May 2-6		May 9-13		May 16-20		May 23-27		Jun 30-3		Jun 6-10		Jun 13-17		Jun 20-24		Jul 27-1		Jul 4-8		Jul 11-15		Jul 18-22		Jul 25-29		Aug 1-5		Aug 8-12		Aug 15-19		Aug 22-26	
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	A		11				10		11		10		11		10		11		10				10													
Mtr Veh	O												1				1				1															
	A		4				3		4		3		4		3		4		3				3													
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	A		6				5		6		5		6		5		6		5				5													
AP Sq	O		1						1				1				1				1															
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SUPPLEMENT I)
REGULATION)
NO 50-1)

Reg 50-1
Suppl 1

HEADQUARTERS CASTLE AIR FORCE BASE, CALIFORNIA
23 December 1954

TRAINING

Wing Ground Training

1. PURPOSE: To define responsibilities and procedures related to the accomplishment of all ground training required of the 93d Bombardment Wing and to establish a standardized method of scheduling ground training to insure maximum utilization of time and facilities.

2. SCOPE: This regulation applies to all tactical or support organizations assigned to the 93d Bombardment Wing.

3. GENERAL: Staff Sections projecting any ground training programs will coordinate through the Wing Ground Training Office in order to assure maximum efficiency in Wing and Squadron Planing.

4. PROCEDURES: On or about the twentieth of each month, the Director of Operations will publish a master training schedule for the following month to include:

a. Flying Training Schedule

b. Off-Base Commitments

c. Wing Level Training projects

d. Squadron Level Training

e. Synthetic Trainer Schedules

f. Special projects and other pertinent information to be considered in the month's planning.

5. RESPONSIBILITY:

a. Director of Operations: The Director of Operations is responsible for overall planning and supervision of flying and ground training.

b. Squadron Commander: Squadron Commanders are responsible for appointing a Ground Training Officer and a central ground training records liaison man, adhering to the published master schedule for

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flying and ground training, conducting classes at Squadron level that are necessary to meet requirements for personnel of his command, and submitting reports to higher echelons as required.

c. Wing Ground Training Officer: The Wing Ground Training Officer is responsible for supervising all ground training activities, determining requirements for training to be accomplished at the Wing and Squadron Levels, publishing a monthly training directive, and submitting training reports to higher echelons of command.

d. Wing ECM Officer: The ECM Officer is responsible for supervising all training for ECM in the Wing, preparing lesson plans for lectures, assisting the squadrons in all phases of training and preparing and conducting proficiency examinations.

e. Wing Flight Engineer: The Wing Flight Engineer is responsible for monitoring all Flight Engineer training, determining by proficiency examinations the training required and providing lesson plans for current lectures.

f. Wing Communications Officer: The Wing Communications Staff Officer is responsible for monitoring the Aircrew Radio Operator training, (not including ECM). He will prepare course outlines, prepare and administer proficiency examinations, maintain current training records, and provide the necessary coordination to implement the radio operator training program.

g. Wing Gunnery Officer: The Gunnery Officer is responsible for supervising all gunnery training conducted in the Wing, evaluating current proficiency status to determine required training, preparing lesson plans for Wing level instruction, and assisting squadrons in all phases of gunnery training.

h. Wing Intelligence Officer: The Wing Intelligence Officer is responsible for supervising intelligence training for combat crews and intelligence personnel.

i. Wing Special Weapons Officer: The Wing Special Weapons Officer is responsible for supervising and conducting all special weapons training in the 9th Bombardment Wing.

j. Wing Operational Plans Officer: The Wing Operational Plans Officer will coordinate and supervise all planning required to meet Wing commitments in the EWP and supervise all EWP Target Study conducted in support of these commitments.

k. Wing Staff Observer: The Wing Staff Observer is

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responsible for the establishment, coordination and supervision of all Observer Training conducted in the Wing. The requirements for this training are to be determined by current evaluation of Observer performances, operational requirements, and results of proficiency tests.

1. Wing Passive Defense Officer: The Wing Passive Defense Officer is responsible for supervising and coordinating Chemical, Biological, and Radiological Defense training for the 93d Bombardment Wing.

6. RECORDS:

a. 93d Air Base Group Form 113 (reference Inclosure #1) will be used as a basic, detailed attendance record for all ground training accomplished. It will be the responsibility of the instructor to assure that the attendance form is properly filled out and that a copy is sent to the Central Records Section of Base Training Flight in the case of Wing and Base Training Flight Schools, or to the Squadron Training Officer in the case of Squadron level training.

b. Individual Record Forms: Fifteenth Air Force Form 211 will be maintained in the Central Records Section of Base Training Flight in compliance with 15th AFR 50-6 and those procedures outlined in Headquarters Castle Air Force Base Regulation 50-1.

7. SCHEDULING: Scheduling charts will be used by all flying squadrons with format as indicated in inclosure #2. Symbols for the various types of training may be determined by each unit, but the legend must be posted in a conspicuous place so that new scheduling officers may take over with the least amount of wasted effort. Suggested symbols are as follows:

A - Altitude Indoctrination
B - Block Training Program
C - Conditioning Unit
D - TDY
E - Evaluation (Crew)
F - Flying
G - Gunnery Evaluation
H -
I - Instrument School
J - Judo (Combative Measures)
K - Special Training Projects
L - Leave
M - MTD
N - Navigation Training

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O - Operational Plans (EWP Target Study)
P - Pre-Flight and Briefing
Q -
R - Refresher (Crew Evaluation Training)
S - Survival
T - Trainers

T-L Link Instrument Trainers
T-1 Gunnery Trainer
T-2 K-System Nav-Bomb Trainer
T-3 K-System Nav Trainer
T-4 Loran
T-5 Gunnery Mockup
T-6 B-47 Flight Simulator

U - Special Weapons

8. GROUND TRAINING REQUIREMENTS:

a. Central Training Program: All flying and non-flying personnel will attend the Central Ground Training Course once each calendar year in accordance with paragraph 4a of Headquarters Castle Air Force Regulation 50-1.

b. Synthetic Trainers:

(1) B-47 Flight Simulator: Pilots will receive training in accordance with SAC Reg 50-46 and currently evaluated requirements.

(2) T2A K-System Navi-Bomb Trainer: Each bombardment squadron observer will receive a minimum of three hours training per month.

(3) Instrument Trainers: Each pilot will receive a minimum of two hours training per month.

(4) T3 K-System Navi-Trainer: Each Bomb Squadron Observer will receive a minimum of one hour training per month.

(5) T1A Gunnery Trainer: Each Bomb Squadron Pilot (Co-Pilot) will receive a minimum of two hours training per month.

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(6) T4 Loran: Each support squadron observer flying in aircraft equipped with Loran will receive a minimum of one hour training per month.

c. Intelligence Training: SAC Reg 50-7 and 15AFR 50-2. Crew training as outlined in paragraph 3b of Headquarters Castle Air Force Base Regulation 50-1 will be accomplished in the Central Training Program.

d. Chemical, Biological and Radiological: 15AFR 50-4. All Phase I training to be accomplished in the Central Training Program.

e. Communications and Code Training: SAC Reg 50-8 Suppl VII C2, and Suppl XVIII, and SAC Reg 50-27. Code training will be scheduled currently during each month by the Squadron Training Sections. Periods for the Code Room will be allocated by the monthly Wing Training Directive. Proficiency checks will be administerd during the year as a part of the curriculum in the Basic Survival Refresher Course and in the Central Training Program.

f. Proficiency Checks: SAC Reg 51-4. Tests will be administered by the Wing Standardization Board Team.

g. Medical Training: SAC Reg 50-12 SAC Reg 50-8 Suppl II. Training to be accomplished in the Central Training Program.

h. Flying Safety: All rated personnel will receive a minimum of two hours flying safety instruction each month. Maintenance personnel will receive not less than one hour accident prevention training each month. AFR 62-6.

i. Commanders Hour (AFIP): This program will be conducted on the basis of one uninterrupted hour of instruction each month for all squadron personnel. Training will be conducted at squadron level. SAC Reg 191-1.

j. Physical Conditioning: SAC Reg 50-3. Physical Conditioning Unit and Combative measures training will be scheduled currently during each month by the squadron training section. Quotas will be allocated by the monthly training directives.

k. Security Education: SAC Reg 50-8, Suppl II and SAC Reg 205-16. Phase I training will be accomplished in the Central Training Program.

l. Small Arms Qualification: SAC Reg 50-3 and 15AFR 50-27. Training will be accomplished in the Central Training Program.

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m. Special Weapons Training: Special Weapons Training is of a classified nature and will be scheduled currently during the year by the Wing Staff Section.

n. Gunnery Training: SAC Reg 50-43. Gunnery Training for Pilots (Co-Pilots) will be scheduled during the year by the Wing Staff Section in accordance with currently evaluation requirements.

o. EWP Target Study: Training in this category is classified and varies according to current operational requirements. Training will be scheduled by the Wing Operational Plans Section in the monthly Training Directive.

p. Air Base Defense Training: SAC Reg 50-8 Suppl II. Training will be accomplished in the Central Training Program.

q. Radiological Countermeasures: All ground maingenance crew chiefs and assistant crew chiefs will complete a radiological countermeasure course (monitors course) and all Unit CBR Officers and NCO's will complete a unit CBR course as outlined in SAC Reg 50-1 and 15AFR 50-4.

r. Water Survival and Care of Personal Equipment: SAC Reg 50-12. This training will be scheduled during the year as a special Base Training Flight project.

s. Ground Safety: SAC Reg 50-8 Suppl II. Training will be accomplished in the Central Training Project.

t. Military Justice: SAC Reg 50-8 Suppl II. Training will be accomplished in the Central Training Program.

u. Personal Affairs Familiarization: SAC Reg 50-8 Suppl II. Training will be accomplished in the Central Training Program.

v. Psychological Warfare: SAC Reg 50-8 Suppl II. Training will be accomplished in the Central Training Program.

w. Character Guidance: 15AFR 35-3 and CAFB Reg 35-5. Training will be conducted in accordance with procedures outlined in the cited regulations. Instructors will be provided by the Office of the Base Chaplin, scheduling will be accomplished by the squadron training sections.

x. Basic Survival and Survival Refresher Training: SAC Reg 50-27. Quotas for the base Survival School will be allotted

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currently during the year by the Wing Training Directive.

y. Pilots Instrument School: SAC Reg 60-5. During the first complete week of each month Base Training Flight will conduct the Base Instrument School. Pilots who have instrument cards due to expire within 90 days are eligible to attend. Lectures will be given from 0800 to 1200 hours daily, five consecutive days, for a total of twenty academic hours.

BY ORDER OF THE COMMANDER:

OFFICIAL:

A. T. REID
Major, USAF
Adjutant

DWIGHT E. DUTCHER
1st Lt, USAF
Asst Adjutant

2 Attachments
1. Attendance Roster (93ABG Form 113)
2. Format for Scheduling Charts

DISTRIBUTION: "A"

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ATTENDANCE ROSTER
GROUND TRAINING

COURSE TITLE	DATE	HOURS ACCOMPLISHED
DESCRIPTION	INSTRUCTOR	

NAME	SQUADRON (BW & ABGo) AND CREW (BW ONLY)	NAME	SQUADRON (BW & ABGp) AND CREW (BW ONLY)
1.		21.	
2.		22.	
3.		23.	
4.		24.	
		25.	
6.		26.	
7.		27.	
8.		28.	
9.		29.	
10.		30.	
11.		31.	
12.		32.	
		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
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19.		39.	
20.		40.	

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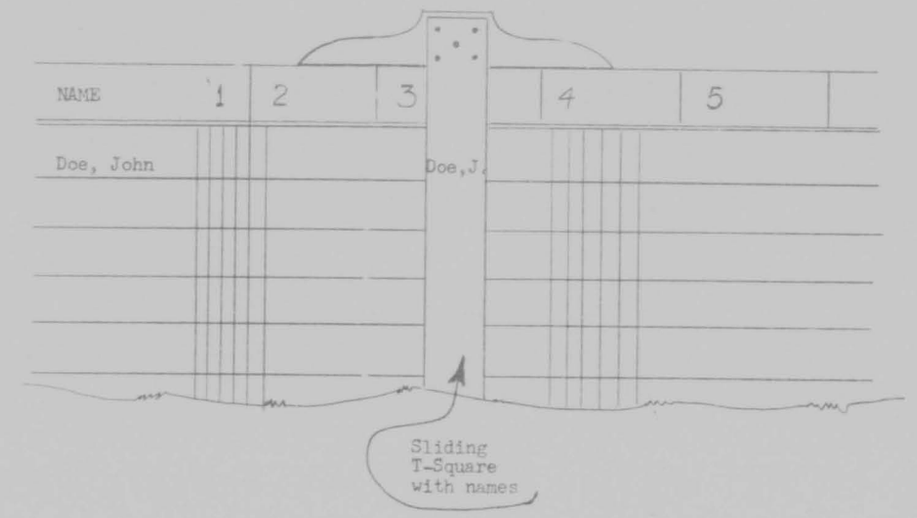

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SUPPLEMENT II)
REGULATION)
NO 50-1)

Reg 50-1
Suppl II

HEADQUARTERS CASTLE AIR FORCE BASE, CALIFORNIA
23 December 1954

TRAINING

Base Group Ground Training

1. PURPOSE: To define responsibilities and procedures related to the accomplishment of all ground training required of the 93d Air Base Group.

2. SCOPE: This regulation applies to all squadrons assigned to the 93d Air Base Group.

3. PROCEDURES:

a. All personnel will attend the Central Ground Training Course once each calendar year in accordance with paragraph 4a of Headquarters Castle Air Force Base Regulation 50-1.

b. On or about the twentieth of each month the Commander of the 93d Operations Squadron will publish a training directive for the following month to include flying and ground training schedules and other information pertinent to current training program.

4. RESPONSIBILITY:

a. Squadron Commanders: Squadron Commanders are responsible for appointing a Ground Training Officer and a Central Ground Training Records liaison man, adhering to the published master schedule for flying and ground training, conducting classes at squadron level that are necessary to meet requirements for personnel of his command, and submitting reports to higher echelons as required.

b. OIC Base Training Flight: The OIC Base Training Flight will monitor all ground training programs on this station to determine compliance with Headquarters Castle Air Force Regulation 50-1 and other pertinent regulations; he will provide and maintain those base facilities required to implement Wing and Base Ground Training projects; he will establish and supervise the central ground training program outlined in paragraph 4a of Castle Air Force Base Regulation 50-1, and he will maintain a central ground training records section in accordance with paragraph 4b of Castle AFB Reg 50-1.

5. RECORDS:

a. The 93d Air Base Group Attendance Form 113,(reference inclosure #1) will be used as a basic, detailed attendance record

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of all ground training accomplished. It will be the responsibility of the instructor to assure that the attendance form is properly filled out and that a copy is sent to the Central Records Section of Base Training Flight in the case of Base Training Flight Schools or to the Squadron Training Officer in the case of Squadron level training.

b. Individual Record Forms: 15AF Form 211 will be maintained in the Central Records Section of Base Training Flight in compliance with 15AFR 50-6 and those procedures outlined in CAFB Reg 50-1.

6. GROUND TRAINING REQUIREMENTS:

a. Central Training Program: Annual Military Ground training requirements listed in SAC Reg 50-8 Suppl II and other pertinent directives will be accomplished by the Central Ground Trainng program as outlined in paragraph 3a of CAFB Reg 50-1.

b. Character Guidance: 15AFR 35-3 and CAFB Reg 35-5. Training will be conducted in accordance with procedures outlined in the cited regulations. Instruction will be provided by the office of the Base Chaplain; scheduling will be accomplished by the squadron training officers.

c. Commanders Hour (AFIP): This training will be conducted on the basis of one (1) uninterrupted hour of instruction each month for all squadron personnel. Training will be accomplished at squadron level. SAC Reg 191-1.

d. Flying Safety: All rated personnel assigned to the 93d Air Base Group for flying will receive a minimum of two (2) hours flying safety instruction each month. Maintenance personnel will receive not less than one hour accident prevention training each month. AFR 62-6.

e. Pilots Instrument School: SAC Reg 60-5. During the first complete week of each month Base Training Flight will conduct the Base Instrument School. Pilots who have instrument cards due to expire within 90 days are eligible to attend. Lectures will be given from 0800 to 1200 hours daily, five consecutive days, for a total of twenty academic hours.

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f. Instrument Trainers: All pilots assigned to Base Flight for flying will receive a minimum of two hours training each month in the instrument trainers (C-8, P-3). Training periods will be allotted in the monthly training directive.

BY ORDER OF THE COMMANDER:

OFFICIAL

A. T. REID
Major, USAF
Adjutant

DWIGHT E DUTCHER
1st Lt, USAF
Asst Adjutant

1 Attachment
93ABG Form 113

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ATTENDANCE ROSTER
GROUND TRAINING

COURSE TITLE | DATE | HOURS ACCOMPLISHED

DESCRIPTION | INSTRUCTOR

NAME	SQUADRON (BW & ABGp) AND CREW (BW ONLY)	NAME	SQUADRON (BW & ABGp) AND CREW (BW ONLY)
1.		21.	
2.		22.	
3.		23.	
4.		24.	
		25.	
6.		26.	
7.		27.	
8.		28.	
9.		29.	
10.		30.	
11.		31.	
12.		32.	
		33.	
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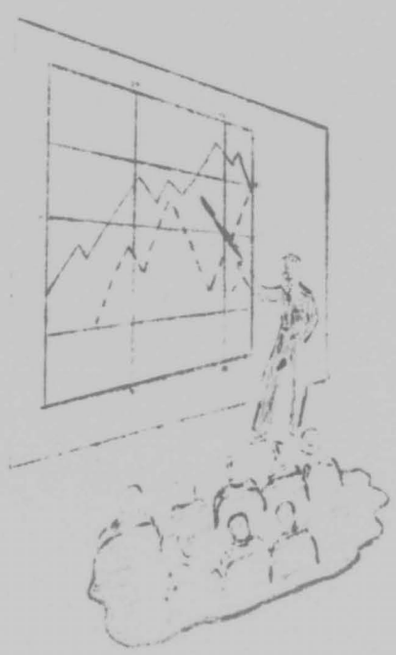

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

ODCT 27 November 1954

SUBJECT: Flying and Ground Training for December 1954

TO: See Distribution

PART I. FLYING TRAINING PROGRAM

1. Air Force Regulation 60-2 Minimums: Since the Month of December completes the first half of the fiscal year, the completion of AFR 60-2 requirements for all rated personnel will necessarily receive first priority. It is important that all AFR 60-2 requirements be completed at the earliest possible date due to the predominantly undesirable flying weather at Castle AFB during the winter months.

2. Higher Headquarters Ordered Missions: As of this date, the following missions have been ordered by higher headquarters:

Squadron	Mission
Bombardment Squadrons	Big Tent
Bombardment Squadrons 90th Air Refueling Squadron 93d Air Refueling Squadron	Graduation Exercise
Bombardment Squadrons 90th Air Refueling Squadron	Long Haul
90th Air Refueling Squadron	Globetrotter
93d Air Refueling Squadron	Flytrap

3. Bombardment Squadrons: In preparation for the Graduation Exercise, bombardment crews scheduled to participate in the operation will continue aerial refueling training. Each crew will have accomplished at least one night refueling to maximum gross weight prior to the mission.

a. In addition to the training in aerial refueling, the following items will be emphasized:

(1) Strange field landings for crews that made none

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during November.

(2) Areas of weakness in SAC Reg 50-8 items as noted in training conducted during November.

(3) Hooded GCA's to be scheduled in conjunction with routine training missions.

(4) Airborne radar letdowns to be scheduled in conjunction with routine training missions.

4. Air Refueling Squadrons: Both the 90th and 93d Air Refueling Squadrons will provide maximum support for the aerial refueling training outlined in paragraph 3.

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PART II. GROUND TRAINING PROGRAM

1. Off Base Commitments

a. OQ Gunnery Training: In order to implement SAC Reg 50-43, squadrons will send pilots to the Sahuarita Gunnery Range in accordance with the following schedule. The first pilot listed on the orders, that direct personnel to OQ Range, will call the motor pool dispatcher upon arrival at Davis-Monthan AFB for transportation to the range in the morning.

Dec	328	329	330
3	1	2	1
10	1	1	2
17	1	1	1

b. KC-97 Flight Simulator Refresher: The 93d ARS will send one crew to the Flight Simulator at March AFB in accordance with the following schedule. The crew is to report to the Commander, 807th Operations Squadron, not later than 0730 hours on 6 Dec 54. This one-week refresher course is designed for experienced crew personnel.

December 6 - 93d Air Refueling Squadron

2. Wing Level Schools:

a. Basic Survival School: A basic survival course will be scheduled for 27 Dec 54. Each air refueling squadron will schedule a minimum of one (1) crew for this training. Each bomb squadron will schedule individual crew members who have not completed this training.

b. Instrument School: A five-day course will begin at 0800 hours, 6 Dec 54, in the Wing Briefing Room. Pilots whose instrument cards are due to expire within 90 days should attend.

c. B-47 Flight Simulator: Alloted periods for the B-47 Flight Simulator located in Bldg. T-168, are given in Incl #2. Aircraft commanders and pilots will maintain crew integrity.

d. T-1A Trainer: Alloted periods for the T-1A Trainer located in Bldg. T-243, are given in Incl #6.

e. T-2 Trainer: Alloted periods for the T-2 Trainer are given in Incl #5. Each squadron is scheduled for three hours per day. Each squadron observer will make a minimum of eight (8) runs on Richmond, Charlotte and Atlanta targets.

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f. K-System Course: A K-System inflight maintenance course for bombardment squadron observers will be conducted on Mon-Wed-Fri of each week by Mr. Calhoun of the A&E Squadron in Bldg. T-25. This course is designed to give each observer two (2) hours of IFM instruction each month. Alloted periods are given in Incl #7.

g. SAC Organizational Supply Refresher Course: A five-day Supply Refresher Course will be conducted on 6-13-20-27 Dec 54, from 0900-1130 hours, in Bldg. T-703. All company grade officers and airmen with primary or utilization AFSC in the supply career field, are required to complete this course in accordance with SAC Reg 67-30. Anyone else desiring to attend may do so.

h. Physical Conditioning: Alloted periods for the Physical Conditioning Unit and Combative Measures Instruction are given in Incls #3 and #4.

i. Code Training: Alloted periods for the codr room located in Bldg. T-703 are given in Incl #8. SAC Reg 50-8 requirements must be met.

j. Instrument Trainers: Alloted periods for the Instrument Trainers (C-11, C-8, P-3) are given in Incl #1.

k. Power Unit Fire Guard School: Personnel required to appear on orders as qualified fire guards may coordinate with the Base Fire Department, Extension 612, for the necessary training and certification as fire guards.

l. Character Guidance: Character guidance lectures will be scheduled at the Base Theater for all personnel on dates indicated. CAFB Regulations require all personnel to attend a minimum of one lecture per month. Officers and NCO's may be excused from the lectures if they attend a Moral Leadership lecture scheduled by their squadron commander.

Officers	0900 hours	4 Dec 54
NCO's	0900 hours	11 & 18 Dec 54
A/B thru A1/C	1000 hours	4, 11 & 18 Dec 54

m. Special Weapons Training: All crew members who have not completed Special Weapons IFI training at the aircraft, directed by IOM dated 15 Nov 54, will do so prior to 7 Dec 54. The schedule for this mandatory 4-hour refresher course is as follows:

329th Bomb Sq	9 Dec 54	0730 and 1230
328th Bomb Sq	10 Dec 54	1230
330th Bomb Sq	6 Dec 54	0730 and 1230

n. B-47 MTD: MTD classes may be scheduled by contacting Wing Ground Training. A seat ejection trainer (non-explosive) is

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available for maintenance and flight crews. The MTD is scheduled to depart Castle AFB during the latter part of Jan 55. Maximum use of their facilities is advised.

3. Squadron Level Training:

a. Flying Safety: Flying safety instruction of 2 hrs for aircrews and 1 hr for maintenance crews will be given during Dec by Squadron Flying Safety Officers.

b. Instrument Training: Squadrons will accomplish 4 hrs of instrument training, 2 hrs of which may be flying safety instruction for all pilots.

c. Small Arms Firing: No range available at present time.

d. Loran Trainer: Loran training for proficiency may be scheduled by coordination with Sgt. McNamarra, Extension 773.

e. SAC Reg 50-8, Suppl II. All squadrons will screen training records of their personnel to determine if the requirements of the above regulation are being completed. Any discrepancies noted will be corrected during Dec 54. Particular attention should be given to Atomic, Biological and Radiological; Medical Training; Psychological Warfare; Security Education and Air Base Defense Training.

BY ORDER OF THE COMMANDER:

SAM W. BYERLEY
Colonel, USAF
Director of Operations

8 Incls
1. Instr Tng Scd
2. B-47 Flt Sim Scd
3. Phys Cond Unit Scd
4. Cmbt Meas Scd
5. T-2A Tnr Scd
6. T-1A Tnr Scd
7. K-Sys Maint Scd
8. Code Tng Scd

DISTRIBUTION:

Comdr, 93BW	2
328S	5
329S	5
330S	5
ODC	15
MDC	5
90ARS	5
93ARS	5
93PMS	3
93FMS	3
93AES	3
HSQ Wg	3
BOQO	5
Phys Cond	2
BOQA	3, plus 8 tnr scds
2SSS	5
Wg Historian	4

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INSTRUMENT TRAINER SCHEDULE (C-11)

Two C-11 trainers are now in operation for the bombardment squadrons. The squadron designated in AM will utilize both trainers; each squadron designated in the PM will utilize one (1) trainer the entire afternoon.

Dec	AM	PM	Dec	AM	PM
1	328	329/330	16	330	328/329
2	329	330/328	17	328	329/330
3	330	328/329	20	329	330/328
6	328	329/330	21	330	328/329
7	329	330/328	22	328	329/330
8	330	328/329	23	329	330/328
9	328	329/330	27	328	329/330
10	329	328/330	28	329	330/328
13	330	328/329	29	330	328/329
14	328	329/330	30	328	329/330
15	329	330/328			

INSTRUMENT TRAINER SCHEDULE (C-8 & P-3)

Each squadron will utilize 3 trainers (2 C-8's and 1 P-3) during the assigned periods. Minimum requirements are two (2) hours for each pilot.

Dec	AM	PM	Dec	AM	PM
1	90	90	16	93	90
2	SSS	Base	17	Base	93
3	93	SSS	20	SSS	Base
6	Base	90	21	90	90
7	90	93	22	Base	SSS
8	93	SSS	23	93	93
9	SSS	90	27	SSS	SSS
10	Base	90	28	93	90
13	Base	93	29	Base	SSS
14	90	Base	30	90	93
15	93	SSS			

INCL #1

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B-47 FLIGHT SIMULATOR

DEC	0715-1120	1035-1440	1400-1800
1	330	328	329
2	328	329	330
3	329	330	328
6	330	328	329
7	328	329	330
8	329	330	328
9	330	328	329
10	328	329	330
13	329	330	328
14	330	328	329
15	328	329	330
16	329	330	328
17	330	328	329
20	328	329	330
21	329	330	328
22	330	328	329
23	328	329	330
27	330	328	329
28	328	329	330
29	329	330	328
30	330	328	329

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute period. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout in order to receive credit for that training period. The periods beginning at 0750, 0930 and 1250 require eight (8) personnel; the periods beginning 0830, 1010 and 1330 require (12) personnel. Staff personnel are to attend the 1430-1530 period.

DECEMBER	0750	0830	0930	1010	1250	1330
1	328	90	329	93	330	SSS
2	90	93		SSS		90
3	330	SSS	328	90		93
6	329	90		93		SSS
7		93	330	SSS	328	90
8	330	93		90		93
9	93	SSS	330	90	329	93
10		90		93	90	SSS
13	328	93	90	SSS	330	90
14	329	SSS		90		93
15	330	90	328	93		90
16		90	329	93	93	SSS
17	329	93		SSS	328	90
20		SSS	330	90	329	93
21		90		93		SSS
22	328	93		90		93
23	93	90		93	330	93
27	329	SSS	328	90		90
28	330	90		93		90
29		90	329	93	328	93
30	328	93		SSS	329	90

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a 15-hour course in combative measures. The 90ARS, 93ARS and 2d SSS are to supply nine (9) crewmen for each period assigned. The 328, 329 and 330 BS are to supply a minimum of three (3) crewmen each for a total of nine (9) for each period indicated as BS.

DECEMBER	0800	0900	1000	1400	1500
1	90	93	90	SSS	BS
2	93	90	93	BS	90
3	SSS	BS	SSS	90	93
6	BS	90	BS	93	SSS
7	90	93	90	SSS	BS
8	93	SSS	93	BS	90
9	90	BS	SSS	90	93
10	BS	90	BS	93	SSS
13	90	93	90	SSS	BS
14	93	SSS	93	BS	90
15	SSS	BS	SSS	90	93
16	BS	90	BS	93	
17	90	93	90	SSS	BS
20	93	SSS	93	BS	90
21	BS	90	BS	93	SSS
22	90	93	90	SSS	BS
23	93	SSS	93	BS	90
27	93	BS	93	90	93
28	BS	90	BS	93	SSS
29	90	93	90	SSS	BS
30	93	SSS	93	BS	90

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T-2A TRAINER SCHEDULE

Each observer will make a minimum of eight (8) runs on Richmond, Charlotte and Atlanta.

DECEMBER	0730-1030	1030-1330	1330-1630
1	330	329	328
2	329	328	330
3	328	330	329
6	330	329	328
7	329	328	330
8	328	330	329
9	330	329	328
10	329	328	330
13	328	330	329
14	330	329	328
15	329	328	330
16	328	330	329
17	330	329	328
20	329	328	330
21	328	330	329
22	330	329	328
23	329	328	330
27	330	329	328
28	329	328	330
29	328	330	329
30	330	329	328

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T-1A TRAINER

Each bombardment squadron is alloted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Extension 394.

DECEMBER	0800 & 0900	1000 & 1300	1400 & 1500
1	328	329	330
2	329	330	328
3	330	328	329
6	328	329	330
7	329	330	328
8	330	328	329
9	328	329	330
10	329	330	328
13	330	328	329
14	328	329	330
15	328	330	328
16	330	328	329
17	328	329	330
20	329	330	328
21	330	328	329
22	328	329	330
23	329	330	328
27	328	329	330
28	329	330	328
29	330	328	329
30	328	329	330

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K-SYSTEM INFLIGHT MAINTENANCE SCHOOL

This school is conducted in Bldg. T-25, A&E Squadron area. Four (4) observers from each bombardment squadron will be scheduled. The course is conducted on Mon-Wed-Fri, 0800-1000 hours, each week.

DECEMBER	0800-1000
1	329
2	330
3	328
6	329
7	330
8	328
9	329
10	330
13	328
14	329
15	330
16	328
17	329
20	330
21	328
22	329
23	330
27	329
28	330
29	328
30	329

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CODE

SAC Regulation 50-8, Supplement XVIII, requires the pilot, co-pilot and observer to be able to send and receive International Morse Code at the rate of five (5) words per minute, with an aircraft signal lamp, and send and receive code at the rate of eight (8) words per minute with a hand-key. Supplement VII contains the requirements for Air Refueling Squadrons.

DECEMBER

1	328
2	329
3	330
6	90ARS
7	SSS
8	93ARS
9	328
10	329
13	330
14	90ARS
15	SSS
16	93ARS
17	328
20	329
21	330
22	90ARS
23	SSS
27	328
28	329
29	330
30	90ARS

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 14)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
13 December 1954

HANDLING OF 66-15 FORMS FOLLOWING PERIODIC OR POST-FLIGHT INSPECTION OF B-47 AND KC-97 AIRCRAFT

1. PURPOSE: To expedite screening, logging and filing of forms 262, 263 and 264.

2. RESPONSIBILITY: It is the responsibility of the Periodic Maintenance Officer in the case of a Periodic Inspection, and the Flight Line Maintenance Officer in case of a Postflight to comply with the provisions of this directive. In case a Maintenance Officer is not available, his authorized representative will be held responsible.

3. PROCEDURE:

a. On postflight inspections the completed file of 262's, 263's and 264's will be monitored by the Maintenance Officer and forwarded to the MQC Office for logging in the Form 265 within two working days of the completion of the inspection.

b. On periodic inspections the completed file of 262's, 263's and 264's covering all phases of the inspection will be monitored by the Periodic Maintenance Officer and forwarded to the MQC Office within two working days of the time the aircraft is test flown.

BY ORDER OF THE COMMANDER:

/s/t/ MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 16)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
20 Dec 54

A-5 FIRE CONTROL SYSTEM GUN CHARGER SWITCHING PROCEDURES

1. PURPOSE: To prevent blowing fuse and possible damage to gun charger.

2. RESPONSIBILITY: It is the responsibility of the A&E Maintenance Supervisor and Bombardment Squadron Commanders to insure compliance with this directive.

3. PROCEDURES: Prior to placing UNI switch in stand by position the following checks will be made:

a. Check gun for position of bolt.

b. Check gun charger and insure switch coincides with position of bolt.

c. Check A-5 control panel and insure switch coincides with position of bolt.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 20)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
29 December 1954

WEIGHING OF AIRCRAFT

1. PURPOSE: To establish standard procedure for inventory and weighing of aircraft.

2. RESPONSIBILITY: It will be the responsibility of all flight line maintenance officers, Aero Repair Branch Officer, Quality Control Officer and Maintenance Control Officer to comply with this directive.

3. PROCEDURES:

a. Thirty days prior to due date the Quality Control Unit will submit a list of the type and serial numbers of aircraft to be weighed to the Maintenance Control Officer with an information copy to the Flight Line Maintenance Officer and Aero Repair Branch Officer.

b. At the weekly scheduling meeting the Maintenance Control Officer will notify the Flight Line Maintenance Officer and Aero Repair Branch Officer the time, date and place aircraft will be weighed. Aircraft will be scheduled, operational commitments allowing, in accordance with weighing due dates.

c. Flight Line Maintenance Officers will comply with provisions of Section IV, paragraph 4-35 (a,e,f,g), T.O. 1-1B-50 sufficiently in advance to insure aircraft is ready to weigh at scheduled time.

d. Where applicable, aircraft will have IFR and ADI tanks and sumps completely drained.

e. Both main landing gears will be fully inflated (KC-97 only).

f. Aircraft crew chief and squadron 263 property specialist will accompany aircraft to assist in inventory and weighing.

g. Upon completion of weighing the weight and balance handbook will be handcarried to Maintenance Quality Control Unit and reviewed for completeness and accuracy.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

ALVIN A. WILLIAMS
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 21)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
29 December 1954

C-26 POWER UNITS

1. PURPOSE: The purpose of this Maintenance Instruction Letter is to establish proper maintenance procedures for the operation and adjustment of C-26 Power Units.

2. SCOPE: This Maintenance Instruction Letter is applicable to all maintenance organizations using the C-26.

3. GENERAL: Certain practices by operators of the C-26 Power Unit have resulted in the damage and maladjustment of the unit.

4. PROCEDURES: The following items list the most predominant malpractices and corrective action to be taken.

a. Operators must not make adjustments on DC regulators and governors. Such work should be done by auxiliary equipment people from central pool.

b. All units must be warmed up for 15 minutes before using in order for voltage regulator and governors to perform properly.

c. All generators must be shut off before removing cable from aircraft. In the past, cables have been removed with generator switches "ON" and then thrown on top of generator set, causing arcing which burns holes in the unit cover and creates a definite fire hazard.

BY ORDER OF THE COMMANDER:

ALVIN A. WILLIAMS
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 33)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
8 December 1954

POWER CONTROL UNIT CHANGES

1. PURPOSE: To eliminate premature power control unit changes.

2. SCOPE: The provisions of this directive are applicable to personnel of this command performing maintenance on power control units.

3. RESPONSIBILITY: Aircraft Maintenance Officers of this command are responsible for compliance with the provisions of this directive.

4. GENERAL: When power control units are subjected to periods of idleness the seals within have a tendency to harden, which in some cases is the cause for leakage at the unit. Leakage of this nature can be eliminated by operating the unit, lubricating the seals to form a satisfactory seal.

5. PROCEDURES:

a. Power control units will be operated daily (when possible) to insure that the seals will be kept sufficiently lubricated.

b. Before power control units are removed for slight leakage or seepage at the unit, the following check will be performed.

(1) Wipe seepage or leakage area dry. Operate power control unit through 25 cycles, if no evidence of seepage or leakage is apparent the unit is satisfactory for service.

(2) If seepage appears after 25 cycles of operation, dry the seepage area and operate the unit another 25 cycles. If more than one drop of fluid is evident the unit will be replaced with a like serviceable unit.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93RD BOMB WG (M)
CASTLE AFB, CALIF.

NUMBER 8-54 10 DECEMBER 1954

MEMO TO JOE BFZHOLKS

Rasjluk is undigity making the macknuckle sizbloks. A 1/C Joe Bfzholks. Stump you? Frankly, we are too. Some of our ground and aircrew personnel write like Egyptians. A recent survey conducted by a pencil manufacturer revealed aviators ranked well below grocery clerks, chemists and copywriters in legible scrawling. (Note: The manufacturer must have lumped all ground and aircrew members under one title - "Aviators"). Some 75% of their writing is illegible.

On the line most of our concern is with aircraft forms. If a discrepancy is worth entering in the aircraft form, it warrants corrective action. Corrective action, if not impossible, will at least take more time if decoding is necessary. Not many men on the line possess a cryptographic AFSC. On the other hand, what will it profit a man if he gains renoun for his expert penmanship and his brothers smear their greasy paws on his masterpiece?

T.O. 00-20A-1 states it is highly important that these records be maintained in the most efficient manner possible with respect to legibility, correctness and cleanliness. So help your brother to help you help us. Signed - Aircraft Records Section.

SHAFT SEALS ON THOMPSON TF31600 SERIES FUEL BOOST PUMPS

With the advent of cooler weather the shaft seals on the fuel boost pumps, Thompson TF 31600 series used on KC-97 aircraft, have again presented a problem. T.O. 6RS-2-4-501 dated 2 Nov 54 (formerly 03-10EC-71) authorizes organizational maintenance to retorque the seal retaining nut to 120 inch pounds. A special tool is required to properly retorque this nut. The hammer and screwdriver method should not be used, this results in damage to the nut. Work orders should be submitted for local manufacture of the special tool, if they have not been obtained previously. Necessary dimensions for the tool are given in cited T.O.

A&E SQ COORDINATOR

A coordinator from the A&E Squadron is assigned to each of the Bomb Squadrons. It is the duty of this man to coordinate the activities of A&E Specialists with the Engineering Section and the crew chiefs. This includes arranging for power units and scheduling of specialists to insure maximum utilization of equipment and men.

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LEAKAGE FROM OIL TANK CAPS - UNIVERSAL METAL PRODUCTS TYPE

Whenever there is leakage from around the oil tank cap, and it has been determined that the cap was installed properly, the fault will generally be at the lower "O" ring seal. The correct seal number for this seal is BAC G10T-32 and is readily identified by three yellow dots. NOTE: Ordinary "O" ring seals are not acceptable for installation in this unit, they must be the Boeing seal identified above.

INSTALLATION OF A/R TANK FLEXIBLE INTERCONNECT COUPLINGS KC-97G AIRCRAFT

A study of the many flexible interconnect coupling failures has revealed that several of the various interconnects used throughout the A/R fuel system are being installed under tension loads. These couplings were designed to be installed under a slight compression load. Therefore, when replacing failed interconnects all brackets and vent tubing should be adjusted to allow the interconnect to fit snugly between the coupling flanges of both tanks without stretching. This may be accomplished by adhering to the following instructions when installing all interconnects:

1. Place the interconnect between the fuel tank flanges and rotate into a position which will allow the interconnect coupling flanges to be as nearly parallel to the tank coupling flanges as possible. This alignment can generally be accomplished by rotating the interconnect within the limits of the slotted holes located in the interconnect flanges. However, in some instances the interconnect may have to be rotated one complete hole.

2. Loosen any vent tubing which may tend to force the interconnect out of alignment. Cut and reflare tubing if necessary.

3. Detach interconnect support brackets (if any) from airplane structure, install the bolts in the coupling flange and allow the bracket to assume its own location. New holes for bracket installation may be drilled in airplane structure as described below.

4. If necessary, 1/4 inch spacers with "O" rings may be added at either or both ends of the interconnect to eliminate any stretching. This spacer or shim, P/N 3-89357 was orginally designed for use between tanks 9 and 11 but can also be used elsewhere if required. The spacer, P/N 3-89357 can be fabricated from the end flanges of failed interconnects. The same "O" ring as used with the interconnect should be used with the spacer. Machine shop personnel should use caution in cutting the flange from the flex tube as the fibre material in the coupling can be harmful to the eyes and skin. Face shield gloves and long sleeves should be used while cutting. If a spacer is employed, longer attach bolts will be required.

Since some interconnect support brackets may have been misaligned in production, new mounting holes may be drilled in the airplane structure if necessary. No more than one set of new holes are permitted for each bracket. NOTE: Any additional holes drilled in floor beams should be at least the diameter of the bolt away from the original hole.

It is believed that the present interconnect failures are an installation problem and that careful installation to relieve stretching or bending will eliminate many failures.

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FEAF MESSAGE QUOTED FOR INFORMATION

"A RECENT GROUND ACCIDENT INVOLVING [illegible] AIRCRAFT OCCURRED AS FOLLOWS: AIRCRAFT BEING TOWED INTO DOCK STRUCK TOOL & TEST RACK WHICH PUNCHED HOLE IN AIRCRAFT SKIN AND DAMAGED TWO STRINGERS. RACK HAD BEEN MOVED FROM ORIGINAL POSITION BY CIVILIAN ELECTRICAL CONTRACTORS DURING PAST WEEK WHILE REWIRING DOCK. CONTRACTOR FAILED TO REPLACE RACK IN PROPER POSITION. CREW CHIEF AND MAINTENANCE PERSONNEL ALSO FAILED TO CLEAR DOCK PRIOR TO MOVING AIRCRAFT. ENGINEERING OFFICER WILL CALL THIS ACCIDENT TO ATTENTION OF ALL MAINTENANCE PERSONNEL AND ASSURE PROPER CLEARANCE CHECK IS MADE PRIOR TO MOVING AIRCRAFT INTO OR FROM DOCKS".

AIRCRAFT ENGINE FIRE

An aircraft engine fire was caused by improper maintenance practices while the men were conditioning an engine. No throttle adjustments, disconnecting of throttle linkage or opening of the throttle is permitted on an engine that has been shut down until a minimum of 15 minutes time has elapsed. The movement of the throttle linkage opens the stop cock allowing all the fuel in the lines up to the shut off valve to run into the engine. This fuel drops on the heavy turbine wheel, it is set on fire by the residual heat in the heavy wheel. Fire will blaze out of the inlet and exhaust openings of the engine with potentially dangerous results to aircraft and men.

Do not use any chemical fire extinguisher spray within an operating engine. Follow the T.O. instruction on putting out of internal fires within a jet engine.

[illegible] E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

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CONTRACTOR: Crosley Division of AVCO 1 January 1955
Evendale Plant #8 - Box 116
Cincinnati 15, Ohio

SUBJECT: Monthly Technical Report, RCS: 3-AMC-019, for Month Ending 31 December 1954

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 31 December 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes - Senior Engineer
A. Harden - Systems Field Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. The training for the month of December was primarily formal instruction of flight line personnel in the initiation of a planned OJT Program. Flight line and Field maintenance personnel were also given OJT on the equipment in an effort to improve the quality of repair.

2. A total of one hundred and fifty eight (158) hours of training was given to Flight line and Field maintenance personnel.

3. SUBJECT TAUGHT A-5 Fire Control

Number of Men	22
Number of Student Hours	1694
Number of Instructor Hours	70
AFSC	32330C
Type Training:	
Fundamentals	
Advanced	X
OJT	X

Number of Men	7
Number of Student Hours	616
Number of Instructor Hours	88
AFSC	32350C
Type Training:	
Fundamentals	
Advanced	X
OJT	X
Planned OJT Course	X

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IV. UTILIZATION:

1. Field Service Engineers stationed at Castle Air Force Base for administration and instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical services of Contractor Technicians will be required through Phases I, II, and III of the B-47 program. At present this wing is 10% through Phase II.

V. EQUIPMENT MALFUNCTIONS:

1. Seventy-five (75) malfunctions occurred this month, a large number of which were discovered during calendar inspection. Malfunctions for the month are as follows:

	FAULTY PART	LOCATION	NO. OF EACH
1.	Resistor (R620)	IF Strip	1
2.	Resistor (R1119)	Modulator	1
3.	Resistor (R743)	Ant Cont Amp	2
4.	Antenna	Tail Section	1
5.	Resistor (R830)	Ant Cont Amp	1
6.	Resistor (R851)	Ant Cont Amp	2
7.	Relay (K904)	Ant Cont Amp	1
8.	Radome	Tail Section	1
9.	Air Bottle	Air Pressure System	1
10.	Resistor (R879)	Ant Cont Amp	1
11.	Tube (6H6)	Synchronizer	1
12.	Tube (6Y6G)	Low Volt Rect	5
13.	Tube (12AU7)	Ind Control	1
14.	Tube (6AL5)	AC Volt Reg	3
15.	Tube (2050)	Ant Cont Amp	9
16.	Tube (6AL5)	Low Volt Rect	3
17.	Tube (6J6)	Ind Circuits	1
18.	Tube (2C51)	RF Head	5
19.	Tube (2D21)	Ant Cont Amp	2
20.	Tube (6J6)	Synchronizer	2
21.	Charger Motor	Gun Charger	1
22.	Tube (6AG7)	Synchronizer	2
23.	Tube (6SL7)	Low Volt Rect	2
24.	TR Tube (1B60)	RF Head	1
25.	Choke (2MH)	Ant Cont Amp	2
26.	Tube (0C3)	Low Volt Rect	2
27.	Tube (6AK5W)	IF Strip	2
28.	Tube (6J4)	Synchronizer	1
29.	Tube (6SN7GT)	Synchronizer	1
30.	Tube (6J6)	Ind Control	1
31.	Tube (5R4WGT)	Low Volt Rect-	2

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	FAULTY PART	LOCATION	NO. OF EACH
32.	Tube (6J6)	IF Strip	1
33.	Tube (6SL7)	Ant Cont Amp	1
34.	Tube (6AL5)	Synchronizer	1
35.	Tube (6SN7GT)	Ind Circuits	1
36.	Tube (6J6)	Ant Cont Amp	4
37.	Tube (6SL7)	Ant Cont Amp	1
38.	Tube (5692)	Servo Amp	1
39.	Tube (2K25)	RF Head	1
40.	Tube (3B24)	Modulator	2
41.	Tube (2J56)	RF Head	1

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. Harmonization Calipers have been designed and locally manufactured for use during A-5 Fire Control harmonization.

2. The Air Force package OJT course for APSC 32350c is being instructed at this base. Flight Line Supervisors and Assistant Supervisors received formal instruction in this course this month in order that they may successfully carry out the OJT training of flight line personnel. Assistance will be given the Supervisors in the technical instruction of flight line personnel.

IX. GENERAL REMARKS:

1. Mr. Hayes, Senior Field Service Engineer, is on vacation for one week ending 1 January 1955.

2. The writer wishes to express his gratitude for the cooperation which has been extended by personnel at this base.

A. Rarden

A. RARDEN
Systems Field Engineer
Crosley Division of AVCO

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FROM: Sperry Gyroscope Company
Division of the Sperry Corp.
Great Neck, L.I., New York

1 January 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for Month Ending 31 December 1954.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 31 December 1954, submitted in accordance with Air Force Regulation 66-38 and SAC Regulation 66-4.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Co.
A. Larson	Western Electric Co.
H. Magee	Sperry Gyroscope Co.
W. Milani	Sperry Gyroscope Co.
J. Montain	General Mills Inc. (Departed)6 Dec 5
L. Ruple	Sperry Gyroscope Co.
C. Zaluga	Western Electric Co.

II. EQUIPMENT: K-4A Bomb-Navigation System

III. TRAINING ACTIVITIES:

Subject Taught	A -1A Maint	Y-4 Maint	K -4A Maint	K-4A Operation
Airmen Trained	12	7	60	42
AFSC	32130E(4) 32150E(8)	32150E(7)	32130E(35) 32150E(20) 32170E (5)	15218(42)
Instructor Hours	80	8	640	38
Student Hours	240	28	1260	84
Type Training:				
Fundamentals	X	X		
Advanced			X	X
OJT			X	
Informal Classroom			X	X
Formal Classroom	X	X		X

1. Of the 640 instructor hours shown under K-4A maintenance, 390 hours were OJT by Sperry, 231 hours were OJT by Western Electric and 19 hours were by General Mills representative. Due to the usual holiday leaves, the training activities were somewhat curtailed during the month of December.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instructing in the operation and maintenance of Air Force equipment (K-4A).

2. In accordance with SAC Regulation 66-4, technical assistance of Contractor Technicians will be required for 30 months minimum.

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V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the period covered by this report were of a random nature and displayed no particular trend. In general it is felt that the number of equipment malfunctions were not excessive.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. The following personnel were on leave during the last week of December 1954.

H. Magee	Sperry Gyroscope Co.
L. Ruple	Sperry Gyroscope Co.
C. Zaluga	Western Electric Co.

2. Mr. James D. Montain, General Mills Field Engineer, assigned to the 93d Bomb Wing departed Castle AFB 6 December 1954 for reassignment to the 98th Bomb Wing, Lincoln AFB, Nebraska. Mr. Walter F. Renner, a General Mills roving Field Engineer, assigned to Headquarters 15th Air Force will be available to fulfill future needs as required.

A. CAIHOUN
Field Engineering Coordinator
Sperry Gyroscope Co.
Division of the Sperry Corporation

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FROM: Sperry Gyroscope Company
Division of the Sperry Corp.
Great Neck, L.I., New York

SUBJECT: Monthly Technical Report, RCS: 3-AMC-019
for month ending 31 December 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 December 1954, submitted in accordance with Air Force Regulation 66-18 and AAC Regulation 66-4.

I. SUBMITTED BY: John Hopkins

II. EQUIPMENT: A-12D Autopilot, E-4 Autopilot, Engine Analyzer and Sperry Flight Instruments.

VI. TRAINING ACTIVITIES:

Subject Taught	A-12D Maint		Engine Analyzer Maint	E-4 Maint
Number of Men	20	20 3	3	2
AFSC	(2) 40471	40471	43171	43171
	(4) 40453	40453	43154	43156
	(13) 40433	40433	43136	
	(1) 43156			
Instructor Hours	56	28	10	6
Student Hours	145	48	18	12
Type Training:				
Fundamentals	X			
Advanced	X	X	X	X
Cross Training				
OJT		X	X	
Informal Classroom	X			X
Formal Class				

1. No formal classroom training was given this month. During the past seven (7) months 49 men in the 93d A&E Squadron received 75 hours each of formal classroom training. This training was conducted as a joint effort with the local MTD prociding 40 hours of A-12D fundamentals and the writer an additional 35 hours of maintenance training. Upon completion of this course each student was given an individual checkout in the aircraft. A few new men in the autopilot section remain to be trained.

2. Informal classroom training consisted of discussions held with maintenance men concerning troubleshooting and maintenance.

3. OJT was conducted in the aircraft to explain the use of the Line Analyzer.

4. OJT was conducted in the aircraft (C-121A) to explain use of the Engine Analyzer Tester.

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SUBJECT: Monthly Report RCS: 3-AMC-019 for month ending 31 December 1954

IV. UTILIZATION:

1. The writer has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by Sperry Gyroscope Company.

2. Technical assistance on the A-12D Autopilot will be necessary for approximately 28 months.

V. EQUIPMENT MALFUNCTIONS:

1. A-12D Autopilot: No unusual malfunctions were encountered this month. In general, low cable tensions have caused the most trouble. The autopilot section has been instructed to check cable tensions, autopilot servo and main aileron cables in all cases where the writeup indicates that autopilot control is not sensitive enough.

2. E-4 Autopilot: No malfunctions occurred this month.

3. Engine Analyzer: No Engine Analyzer malfunctions have been encountered during the past five (5) months on any of the thirteen (13) C-124A aircraft at this station.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. The source of altitude control malfunctions cannot be determined in all cases due to the lack of proper test equipment. A W-2 Pitot-Static Tester, P/N 7CAD-807695, has been ordered and parts are on hand for constructing a vacuum system in the A&E field maintenance shop. When the W-2 tester and the vacuum system are available, the causes of altitude control malfunctions can be definitely determined.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. An Engine Analyzer installation in a mobile engine test stand R-4360-59B) will be made shortly. The mounting has been constructed and all parts except a few cannon connectors are on hand.

IX. GENERAL REMARKS:

1. The writer will take his annual vacation beginning 22 December 1954 and return 10 January 1955.

for JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Philco Corporation
22nd and Lehigh
Philadelphia, Pennsylvania

1 January 1955

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 December 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 31 December 1954, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1. A formal lecture on the operation of the Collins 18S-4 was held for approximately fifteen (15) crew members. More will be scheduled until all crews have been briefed.

2. Informal OJT has been performed for the period covered by this report on communications and navigational equipment.

3.

Subject Taught	ARC-27	ARN-14	ARN-18	18S-4
No. of Airmen	2	2	1	4
AFSC	30150 30170	30150 30170	30150	30150 30170
Instructor Hours	19	5	2	10
Student Hours	31	9	2	33
Type Training:				
OJT	X	X	X	X
Cross training	X			X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Communications and navigational equipment.

2. An estimate of the time when Contractor Technician services will no longer be required by this activity will be six (6) months after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. The overload relay for the ARC-27 kicking off during flight and being in an inaccessable location, (tail radio, battery compartment) cannot be reset inflight.

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V. EQUIPMENT MALFUNCTIONS(CONT'D)

2. This condition has only been reported twice under identical circumstances but in different aircraft. Both times a mission was aborted since without the ARC-27 there would be no RBS tone essential for bombing practice. In both cases, the aircraft was climbing through weather and corona and St. Elmo's fire was prevalent. Upon breaking out on top, a transmission was made to the tower and acknowledgement received. Upon attmpting transmission again there was transmitter failure. Further checking indicated the receiver was inoperative also. After landing it was found that the overload relay had kicked off, thereby there was no power to the set.

3. The overload relay panel in the aft radio compartment contains relays for APX-6, ECM, Camera, APG-30, Marker Beacon, and many other important devices. No solution has been determined. Running heavy cables forward for "reset" purposes does not seem practical, especially if it was done for all equipment. Frequency of this type of failure may not warrant action. A master "reset" operated from crew positions could be devised but may not be necessary. This would involve a single control wire from the solenoid, through the bulk head to the crew compartment. The solenoid could actuate a metal plate or bars that would reset any or all of relay buttons necessary in this aft radio junction box.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new maintenance-engineering difficulties encountered for period covered by this report.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. No new operational difficulties encountered for period covered by this report.

VIII. SPECIAL DEVELOPMENTS:

1. Reference TWX UNCLASSIFIED DM6B 20361, FM ComdrAF 15 March AFB California. Checks have been made on ten (10) 6J4 tubes to this date and others are being run through. Of the first ten, all showed conduction between pins 4 & 5. All showed short on a tube checker. No deposit was definitely detected though may have been present. After heating for several hours, 6 of the 10 tubes checked okay in the tube checker but only 1 tube showed lack of a conducting path between pins 4 & 5. Another factor being considered is the fact that if this deposit is due to condensation, will it form again after equipment has set unused for a few hours? If this is true it will be impractical to attempt to use that tube in airborne equipment.

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SUBJECT: Monthly Report, RCS: 3-AMC-4119 for month ending 31 December 1954 (Cont'd)

IX. GENERAL REMARKS:

1. None

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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CONTRACTOR: RCA Service Co., Inc.
Ellis & Essex Avenues
Gloucester, New Jersey

1 January 1954

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for Month Ending 31 December 1954

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Representative Report for month ending 31 December 1954 submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Pinsky, RCA Technical Instructor

II. EQUIPMENT: APS-42, Rendezvous, APN-70, ARC-21 and AIC-10

III. TRAINING ACTIVITIES:

1. FIELD SHOP AND LINE TRAINING: Instruction was given during the month to maintenance men in the Electronics Field Maintenance shop and on the Flight Line on APS-42, APN-12(76) and AIC-10 equipment.

2. TRAINING ACCOMPLISHED:

Subject Taught	APS-42	APN-12(76)	AIC-10
No. of Men	3	4	1
AFSC	30151	30151-31	30150
Instructor Hours	10	18	12
Student Hours	27	70	12
Type Training:			
Advanced	X	X	X
Fundamentals	X		
OJT	X	X	X
Informal Classroom		X	

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Electronic Equipment.

2. In accordance with SAC Regulation 66-4, Technical services of Contractor Technicians will be required for eighteen (18) months minimum.

V. EQUIPMENT MALFUNCTIONS:

1. DETAIL: During the past month, several APN-76's have malfunctioned, each bearing identical symptoms. These have occured only in B-47E aircraft.

2. The initial indication was "No transmitter output". Inspection in the shop revealed that high voltage transformer T-202, Resistors R-201, R-202 and R-203 and R-210, Vacuum tubes V-202 and V-203 were either all burned out at one time or in any combination.

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V. EQUIPMENT MALFUNCTIONS: (CONT'D)

3. It was noted that all of these failures occurred within a fifteen (15) day period during which the weather was extremely damp or precipitous.

4. OBSERVATIONS:

a. Examination of V-201, 2C26A Transmitter Tube, revealed burned spots on grid and plate caps. This led to the theory that condensation on glass between caps would provide low resistance short between these elements. With approximately 3,000 volts on plate of 2C26A, flashover along this moisture path would produce the results encountered.

b. Another possibility would be due to unusual surges in aircraft alternators which would inturn produce overload to A.C. circuits in APN-76. This would cause arcover from plate to grid within 2C26A due to increase in secondary voltage of T-202. Normally, the associated circuit breaker should open. However, continual resetting of the circuit breaker under these conditions could produce above results.

c. It has also been noted that several sets in aircraft were not turned off but left in the up or "ON" position after ship landed and was secured. In this condition when power is supplied to aircraft on the ground the APN-76 will automatically come on. This would put 3,000 volts on plate of 2C26A simultaneously with application of filament power. Breakdown of tube under these condition, leading to above results, is entirely feasable.

5. RECOMMENDATIONS:

a. As a recommended fix to 4(a) above, it is suggested that APN-76 either be relocated to a pressurized compartment or that unit itself be pressurized and sealed to prevent exposure of transmitter and high voltage circuits.

b. Continual failures due to alternator surges 4(b) seem improbable in light of the fact that troubles occurred (in number) only during a specific period - namely, precipitous weather. However, information is being disseminated to the squadrons not to continually reset circuit breakers after "popping" more than twice consecutively. Set should be turned off for a few minutes and then tried again. If trouble persists, equipment should be turned off for remainder of flight.

c. A memorandum is being sent to the squadrons to make sure APN-76 control box switch is turned to center or "OFF" position before leaving aircraft.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. DETAIL:

a. Upon checking ARC-21 equipment in aircraft after installation it was found that there was no transmitter output to antenna.

b. Inspection disclosed that center pin of UG-88 on coaxial transmission line from RT-128/ARC to coupler (ERA) was not making contact with female connection in UR-59A/U in airframe (Station #3293). This condition was present in all aircraft with ARC-21 installation.

c. Upon conferring with Mr. Hill, the Boeing Representative at this station, it was assumed that the "pulling back" of this center conductor in the cable was due to either the expansion of aircraft when hot or contraction of copper conductor in cable when ship is cold.

d. The affected aircraft were corrected by redressing the cable and allowing extra length by removing one adel clamp.

e. It is recommednd that approximately 3 to 6 inches of slack be allowed to permit flexibility in cable.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

Bernard Pinsky

BERNARD PINSKY
RCA Technical Instructor

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4 January 1955

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 31 December 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base, California

1. Following is Technical Report for month ending 31 December 1954, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. The following resume of training conducted during the month is submitted in accordance with 15th Air Force Message DM6B039812, Dated 17 May 1954.

	Cold Weather Operation	AR Boom	Turbo Control System	Propeller System Control
No. Airmen Trained	236	21	16	12
AFSC	(44) 1234	(2) 4344	(2) 43170	(1) 4316
	(60) 43271	(7) 42550	(4) 43171	(1) 42370
	(10) 43179	(2) 43170	(4) 43151	(8) 1234
	(30) 43159	(3) 43171	(3) 43154	(2) 42350
	(4) 4344	(2) 43151	(3) 43174	
	(10) 43170	(3) 43179		
	(20) 43171	(2) 43159		
	(20) 43151			
	(4) 42350			
	(4) 42550			
	(4) 42650			
	(4) 53450			
	(4) 47150			
	(4) 43156			
No. Instructor Hrs.	5	8	12	6
No. Student Hours	1180	84	42	40
Type of Training				
Fundamentals	X		X	
Advanced	X	X	X	X
Cross Training				
Informal Classrm.	X	X		X
Formal Classroom				
On Job Training		X	X	X

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 December 1954. KC-97 Airplanes.

	AR Fuel System	Control Systems
No. Airmen Trained	11	6
AFSC	(2) 43171	(3) 43171
	(4) 4344	(2) 43151
	(3) 43170	(1) 4344
	(2) 42550	
No. Instructor Hrs.	6	4
No. Student Hours	33	16
Type of Training		
Fundamentals		
Advanced	X	X
Cross Training		
Informal Classrm.	X	
Formal Classroom		
On Job Training	X	X

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 Airplanes.

3. The absence of the KC-97 Airplanes and associated personnel from this activity for an interval during the month affected the amount of training possible.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (H) sections which support the KC-97 Airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance engineering, design, and operational problems thereby promoting increased utilization of the concerned airplanes.

2. It is estimated that the services of a Boeing Field Service Engineer with the 93rd Bombardment Wing (H) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. A hose connection, P/N 5-46911-1, which is located in the Aerial Refueling (AR) Single Point Refueling (SP) lead-in line, failed through forces exerted by expanding trapped fuel. When the AR tanks are fueled, the final shut-off of fuel is made at the fuel truck of hydrant per existing regulations. A column of fuel then exists between airplane and refueling unit.

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The refueling mechanic cleans up the SPR panel by closing the secondary fuel shutoff valves and later disconnects the SPR nozzle. Fuel is then trapped in the line between SPR receptacl and the secondary valves. If the fuel is cool and the airplan warm, expansion occurs with resultant failure of the hose connection. There is a difference between the SPR plumbing installations between KC-97F and KC-97G airplanes. Pertinent to the subject being discussed, the most significant change is the incorporation of a SPR receptacle drain line and drain valve on the KC-97G airplanes. Therefore, on the KC-97G airplanes, a revision to TO 1C-97(K)E(C)-2 under Item 5 of Page 33 should call for the opening of this drain valve after each SPR operation to drain at least a quart of fuel from the AR, SPR lead-in line. Because a similar drain valve is not installed on KC-97F airplanes, a little more complicated procedure evolves in draining some fuel from the AR, SPR lead-in line on that airplane. On the KC-97F airplane an AR secondary SPR valve should be re-opened after the SPR nozzle has been disconnected, some blunt instrument which will not damage the receptacle valve and seal should then be used to open the poppet and drain at least a gallon of fuel from the line. The secondary valve should then be closed. In some instances it may not be necessary to open the secondary valve if the fuel has not had opportunity to warm appreciably and if a small amount of spillage occurred as the nozzle was removed. The failure occurred in flight and spilled fuel into the lower aft cargo compartment. This item therefore could be considered safety of flight and receive dissemination accordingly. It should be noted that a similar condition does <u>not</u> exist on the main airplane fuel system SPR receptacle and lead-in line as that line empties into the airplane manifold which incorporates a thermal relief valve.

2. Cabin heater support brackets, P/N 7-3362-4 and -5, have been failing and now become a common discrepancy picked up at periodic maintenance. The contractor initiated a production improvement under PCR 9600-552 effective, S/N 53-142. Under this change the existing 7-3362-4 and -5 brackets of .030 CRS type 302 condition ¼ hard were changed to .042 CRS type 301 condition ¼ hard and re-identified as 6-68996-1 and -2 respectively. The 7-3362-9 heater clamp bracket also changed from .032 24ST to .051 24S-T4 and was re-identified as 6-69007. Retrofit was not recommended because of repair simplicity in the field. It is therefore suggested that approval be granted for similar rework to that described above and the information disseminated and used as required.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. A propeller blade seal leakage problem has been cause for concern during the past month. Leakage was initially noted in flight as the propeller oil quantity low light came on. Ground inspection later revealed that the 50-50 mixture

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of 1100 and 1010 oil was leaking past the contracted "O" ring seals. The problem is being studied for possible corrective action. This leakage problem might establish that a lighter oil such as MIL-O-5606 might not be too advisable for use in the propeller under certain operating conditions.

2. Boom seal leakage was also experienced during the past month. Although a certain degree of seal leakage can be expected and tolerated under the conditions causing contraction an undesirable result occurred as reported by receiver pilots. Fuel was noted streaming from the boom (most probably the ice shield) and impairing the vision of receiver pilots. This problem presents a true design challenge so further factual information is being accumulated for more intensive study.

3. The undersigned is frequently called upon to provide information pertinent to sub-contractor's equipment which is installed in the airframe. The prime contractor is not allowed to present detailed descriptions of sub-contractors equipment in his handbooks. The AMC assumes the responsibility for provisioning the information on these components which are possibly installed in several different airframes. Many vendor items are not currently covered by Technical Order. Upon departure of the contractors representative from a station, no direct facility exists for procuring much of the required information. Therefore a review of this situation is believed warranted.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Incorporation of Technical Order 1C-97(K)-59 which adds; a signal coil test voltmeter, a set of signal system lights for visual observation by the receiver pilot, and a set-up which prevents boom extension at manual disconnect has been accomplished on some local airplanes. Several questions have arisen on the wiring of the voltmeter test switch because under certain conditions the signal system is advanced as the signal coil is tested. It is believed that these questions have been resolved satisfactorily. However, another phenomenon which accompanies this modification and requires explanation is why the boom retracts approximately one foot when going to manual disconnect. This is normal system operation due to a difference in operating times of the individual valves. In theory the change should hydraulically lock the boom telescope motor at manual disconnect and hold the boom in this position until another signal is introduced. However, due to time differential in the operation of number 4 and 5 valves, there is a momentary pressure applied to the retract side of the telescoping motor during the initial portion of the manual disconnect signal. In all instances the opening of the number 5 valve leads the closing of the number 4 valve thus a momentary flow occurs from the system pressure line through the opened number 5 valve into the retraction side of the telescope motor and into the return line through the still

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opened number 4 valve. A momentary automatic disconnect condition actually exists. The contractor concluded that this small amount of retraction would not be objectionable.

2. Receiver pilots have called special attention to their inability to see boom markings during night refueling. The recommendations for a marking which will illuminate in darkness has been forwarded to the contractor for his study, on present and future tanker airplanes. It is suggested that a boom lighting and marking topic be considered for the next Weapons Phasing meeting.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX. SPECIAL DEVELOPMENTS:

None

X. GENERAL REMARKS:

None

Walter J. Hansen
Field Service Engineer
Boeing Airplane Company

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CONTRACTOR: Boeing Airplane Company 4 January 1955

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 31 December 1954.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 31 December 1954, submitted in accordance with SAC Regulation 66-4 and AFR 66-18.

I. SUBMITTED BY: E. J. Hill*
J. L. Robison

*E. J. Hill departed 21 December 1954 for two weeks' annual vacation.

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DM6BC 39812 dated 17 May 1954:

Subject	Fuel System	Cabin Pressurization	Ejection Seats	Anti-icing System
Number of Personnel Trained	7	3	14	2
AFSC	(2) 43131 (2) 43151 (3) 43171	(1) 43151 (2) 43171	(3) 43151 (7) 43171 (4) 46171	(1) 43171 (1) 43151
Instructor Hours	5	2	14	2
Student Hours	15	5	56	4

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Subject-(cont)	Fuel System	Cabin Pressurization	Ejection Seats	Anti-Icing System
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training		X	X	X
OJT	X	X	X	X
Informal Class			X	
Formal Class				
Number of Personnel Trained	5	7	5	4
AFSC	(1) 43131 (3) 43151 (1) 43171	(2) 43131 (2) 43151 (3) 43171	(2) 42571 (1) 43151 (2) 43171	(2) 42571 (2) 43171
Instructor Hours	3	5	3	3
Student Hours	9	15	6	7

Subject	Flap System	Power Control Systems	Main and Emergency Hydraulic Systems	Brake System
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X	X	X	X
OJT	X	X	X	X
Informal Class				
Formal Class				

Subject	Landing Gear System	Trim Tab System	Canopy System	Control Cable Rigging
Number of Personnel Trained	8	5	5	10
AFSC	(1) 42651 (2) 43131 (4) 43151 (1) 43171	(3) 43151 (2) 43171	(1) 43131 (2) 43151 (2) 43171	(5) 43131 (2) 43151 (1) 43153 (1) 43170 (1) 43171

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Subject-(cont)	Landing Gear System	Trim Tab System	Canopy System	Control Cable Rigging
Instructor Hours	8	4	6	2
Student Hours	21	12	21	15
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X			X
OJT	X	X	X	X
Informal Class				
Formal Class				

2. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of the maintenance organization, Bomb Squadrons, and A & E Squadron to provide assistance in solving problems related to the B-47 Airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization from the airplane.

2. It is estimated that the services of the Boeing Technical Representatives will be required until two years after the beginning of Phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. AR Hot Air Shutoff Access Panels. These panels, P/N 2-4305-2, located in the forward wheel well above the longeron on the upper left hand side, have become cracked at the stiffening beads and attaching screw holes on several of the airplanes at this activity. The cracks are caused by buffeting of the forward and aft areas of the panel which is produced by air loads when the forward wheel well doors are open in flight.

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The Contractor has previously become aware of these discrepancies and has initiated SCP-2595TO as an "available-fix", UR Digest retrofit proposal, to replace the existing panel, as required on individual airplanes, with a new panel fabricated from a heavier gage of material. The purpose is to provide adequate rigidity against buffeting in a part which is suitable for local fabrication without the stiffening beads required that were present in the original design. Airplane weight is increased by approximately one pound by this change.

Present repair methods consist of stop drilling and riveting drilled doublers on the top and bottom edges. To preclude future rework of the repaired panels, it is considered advisable to replace the existing panel with a new panel as required. The new panel should be fabricated from .051 inch, 24ST aluminum sheet, using the existing panel as a template for dimensions and drilling, but omitting the stiffening beads.

2. Landing Gear Doors. Several instances of cracked aft landing gear doors have come to the attention of this office. The cracks have not been of a severe nature and have been repairable by patching and/or stop drilling. The Contractor considers that door cracking results from metal fatigue caused by buffeting during such use of the airplane as extended transition training flights or flight in excess of the 305 KIAS limitation with the landing gear down. There have been numerous cases of these cracks reported previously from other B-47 activities, and, as a result, the Contractor has initiated a design change, ECP-2172B, "Revision to Forward Landing Gear Doors", and ECP-2172-1B, "Revision to Rear Landing Gear Doors", both of which are committed to production airplanes beginning with B-47E airplane 53-2261, and RB-47H airplane 52-817. Kit change ECP-2172BK has been initiated for retrofit of B-47 airplanes delivered prior to incorporation of the production changes. These changes, by strengthening the doors at points where failures have occurred, are intended to minimize door cracking and to preclude excessive maintenance or spares replacement. Tie clips are added on all the door formers, doublers are attached at various positions along the inner and outer skin surfaces, and the material thickness of the forward formers is increased.

3. Inboard Nacelle Firewall Stiffener Channels. It has come to these Representatives' attention that the subject channels, P/N 12-2249-517 and -518, which stiffen the fixed firewall and offset a fire seal at the engine fire seal ring, have become cracked at their bottom portion on the majority of the B-47 airplanes at this activity.

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The Contractor has been aware of this condition for some time and initiated a design change, ECP-2072, which contains provisions for installation of a bumper bolt located through the fixed firewall assembly between the two saddle bolts. The bumper bolt is designed to prevent the inboard engines from swinging together on hard landings which may result in damaging loads on the fire seal rings. This change also eliminates interference caused by adverse tolerances between the engine fire seal ring and the firewall and, at the same time, effects a satisfactory fire seal.

To date, repair of the cracks has consisted of stop drilling; however, in at least one case, a crack has continued past the stop drill. The Contractor is of the opinion that a retrofit program for incorporation of the provisions of ECP-2072 is desireable. Reports from the field will confirm this.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Main Landing Gear Door Operator Linkage Dust Boots. The replacement rate of the subject boots, P/N 6-36713, has been reported to be high at this activity. The Contractor has determined through field maintenance and manufacturing experience that deterioration, in addition to damage sustained by repeated use of the booted area of the door operator linkage as a step to gain access to the wheel well, result in an excessively high rate of boot attrition. Since no malfunction of unprotected U-joints at the outboard end of the same door operator linkages has been reported, the Contractor does not consider the dust boots on the inboard U-joints to be a design requirement for effective operation of the landing gear doors.

Accordingly, the Contractor initiated production ECP-2560B to delete the dust boots from the inboard ends of the forward and aft main landing gear door operator linkages. This change is committed to B-47E airplane 53-2368 and on in production. It has also been recommended to OCAMA, for insertion as a UR Digest item, that the boots be removed on an attrition basis and the exposed ball joint be wiped free of excess grease after removal of the boot. Further, the Contractor is proceeding to delete the dust boot replacement requirements given in the Handbooks of Erection and Maintenance Instructions.

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2. Fuel Cell Installation Temperatures. Current issues of T.O. 1B-47B-2 restrict installation of fuel cells to temperatures of 70 degrees F. or above. Since this makes installation of fuel cells difficult during cold weather, the Contractor, as a result of testing and discussion with fuel cell manufacturers, advises that the following change will be incorporated in the 14 January 1955 revision to the above T.O.:

> "Before collapsing fuel cells for installation or removal, warm cells to a minimum of 45 degrees F. The cell cavity should also be warmed to this minimum temperature prior to installation of the cell."

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Republic Ejection Seats. During a functional check of the co-pilot's seat on AF 52-456, it was found to be impossible to actuate the right hand ejection handle during a normal ejection sequence. The undersigned was present at the time and investigation for the cause revealed that the seat adjustment control lever was not fully forward. Pushing the lever to the full forward position, lock detent, allowed the ejection handle to be actuated without further difficulty. Further investigation revealed that the ejection handle linkage which unlocks the seat so that it may be bottomed during the seat ejection sequence contacts the seat adjustment linkage when the adjustment lever is more than approximately one-half inch aft of the lock detent, thereby preventing actuation of the right hand ejection handle. Further, it was discovered that the return spring which fastens to the seat bucket and the adjustment control lever was slack when the lever was in the forward position. The above condition was found to exist on several other pilot and co-pilot's seats, installed in the airplanes at this activity.

The Contractor, who was contacted immediately, advised that the return spring is intended to be an assist to the seat occupant in returning the seat adjustment control lever to the forward and locked position after seat adjustment. B-47 Service Letter No. 407 was issued to this effect. Since the seat may be locked in the desired position without returning the adjustment lever to the locked position, lock detent, it is recommended that all concerned personnel be cautioned to always return the seat adjustment lever to the forward lock detent after seat adjustment to insure that the seat will remain in the desired position and that ejection will be possible in the event of an in-flight emergency.

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2. Navigator's Downward Ejection Seat Leg Braces. The navigator's seat has a cable-type restraint to prevent inadvertent rotation of the leg braces to the ejection position. The restraint cable runs from one leg brace to the other through a tube under the seat bucket and attaches to spring-loaded trigger latches on the leg braces. The leg braces cannot be raised to the ejection position without first actuating at least one of the trigger releases.

It is possible that the crew member may grasp the leg braces by the upper portion of the loop and attempt to raise them for ejection without first actuating the restraint cable release trigger. In order to prevent confusion and delay in egress, ECP-2441A, effective on Boeing airplanes, B-47E 53-2279 and on, KB-47E 52-3374 and on, and Lockheed airplanes B-47E 52-3354 and on, has been approved and recommended for retrofit. This change adds a sheet metal cover to the upper half of the leg brace loop, thereby forcing the crew member to grasp the spring-loaded trigger latch before attempting to raise the leg braces.

In the interim, it is suggested that it would be well to point out to concerned personnel the necessity of grasping the leg braces by the center portion to actuate the spring-loaded trigger latches so that ejection may be accomplished in the event emergency in-flight egress is necessary.

3. Proper Fastening of Oxygen Hose Alligator Clip for Seat Ejection. Through the efforts of the Contractor's Field Service Representatives, the Boeing Airplane Company contacted the Aero Medical Laboratory through WADC, advising them that the specified method of attaching the oxygen hose alligator clip did not appear to be correct, in that, as specified on page 165 of T.O. 1B-47E-1, the alligator clip is attached to the parachute harness. This, obviously, is undesirable since the alligator clip is on the side of the oxygen hose which stays with the seat. The Aero Medical Laboratory has subsequently advised that a different procedure will be published in the near future, and, to this end, the following revision will appear in a forthcoming revision to 1B-47E-1 in the 'Preflight Oxygen System Check' in Section IV:

a. The attachment strap on the mask male connector should be attached to the parachute chest strap by routing the connector strap under the chest strap as close to the center as possible, up behind the chest strap, then down in front of the chest strap, then around again, and finally snapped to the connector.

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b. Connect the mask-to-regulator tubing female disconnect to the mask male connector, listen for the click and look to see that the sealing gasket is only half exposed.

c. Attach the alligator clip to the end of the mask male connector strap.

Appropriate illustrations will also be added to the Oxygen System Description in Section IV for the purpose of pointing out the location and appearance of the various oxygen system components discussed in the above procedure. This information above will also be utilized in changing the applicable portions of Section III with regard to the method of fastening the alligator clip for seat ejection.

WITH SPECIAL DEVELOPMENT:

1. T.O. 1B-47B-4 Section III, Numerical Index, Discrepancies. In Section III Numerical Index of the subject handbook, the nomenclature follow the first four digits of the Air Force stock number for the Vendor and Standard part numbers have not been printed to date by the mechanical tabulating machine. For example, the stock number for standard part number AN 3057-4 is 6530 000353, but in the Numerical Index three zeros are missing from the stock number and it appears as 6530 353. All stock numbers are printed with one space after the first four digits to separate the class code portion of the stock number from the serial number portion of the stock number. If more than one space appears after the first four digits it is an indication that zeros have been omitted from the serial number portion of the stock number.

The Control Cards Tabulating Department states that subsequent revisions to the Numerical Index of the subject handbook and of T.O. 1B-47(R)B-4 will print stock numbers with all the required zeros. Until future revisions with corrected stock numbers are received, the following rule can be applied:

> When a stock number is printed with more than one blank space following the first four digits the additional spaces shall be read as zeros.

J. L. Tobiason
Technical Representative
Boeing Airplane Company

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SUBJECT: Monthly Technical Report.

CONTRACTOR: Avion-Knickerbocker, Inc.,
58-15 Northern Boulevard,
Woodside, 77, New York.

TO: COMMANDER,
93rd Bomb Wing (H),
Castle Air Force Base,
Merced, Calif.

Reference: Air Force Regulation 53-16.
SAC Regulation 53-4.

The following Technical Report for the month ending 31 December 1954 is submitted in accordance with above reference.

I. Submitted by: Wilson H. Voydt.

II. Equipment: Avion Fuel Quantity Systems for KC-97G and B-47E aircraft.

III. Training Activities:

Avion Fuel Quantity Systems.

No. of Airmen trained - - - - 2
AFSC - - - - - - - - - - - - - 1 - 43153
1 - 43133
No. of Instructor-hours - - - 60
No. of student-hours - - - - -120

Type of Training:

Fundamentals - - - - - - - - - X
Advanced - - - - - - - - - - -
Cross training - - - - - - - -
O. J. T. - - - - - - - - - - - X
Informal classroom - - - - - -
Formal classroom - - - - - - -

IV. Utilization:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avion Fuel Quantity Systems, and to provide a direct contact between contractor and using activity.

[redacted]

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V. Equipment Malfunction:

1. One power unit (amplifier) failed in service. This unit was replaced with a serviceable unit.

2. Two Fuel Quantity indicators failed in service. One was replaced with a serviceable unit.

VI. Maintenance Engineering difficulties:

1. There were no serious maintenance engineering difficulties encountered.

VII. Operational difficulties encountered:

None.

VIII. Special Developments:

None.

IX. General comments:

1. Water entering wiring and fittings of B-47E aircraft, Serial Numbers 52-470 through 52-507, affects the operation of Avion Fuel Quantity Systems on these aircraft.

Wilson K. Hoydt, Tech. Rep.
Avion-Anicherbocker, Inc.

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SUBJECT: Monthly Technical Report 3 January 1955

CONTRACTOR: General Electric Co.
Aircraft Gas Turbine Division
Evendale, Ohio

TO: Commander
93rd Bomb Wing
Castle AFB, Calif.

REFERENCE: Air Force Regulation 66-18
RCS 3AMC-U19 (SAC-1)

The following is the Technical Report for the month ending 31 December 1954. Submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

1. Submitted: James W. Anderson
Frank P. Simmons

11. Equipment: J47-GE-25, J47-PM-25, J47-ST-25
BH4-B1 Turbosuperchargers.

111. Training Activities:

	Engine Operation	Engine Cond.	Trouble Shooting	Minor Repair	Engine Buildup
No. of airmen - trained.	9	8	32	6	7
AFSC ----------	4-43153	3-43153	13-43153	2-43153	2-43153
---------	4-43133	3-43133	17-43133	4-43133	4-43133
--------	1-43170	2-43170	2-43170		1-43170
No. of instructor hours. --	21	16	64	12	14
No. of student hours.	26	16	94	15	14
Type of training:					
Advanced ------			X	X	
Cross train---	X		X	X	
OJT----------	X	X	X	X	X

1V. Utilization:

1. It is the intent and purpose of the General Electric Technical Representative to provide technical assistance and [illegible] in the proper maintenance and operation of the [illegible] engine and the General [illegible] provide a direct [illegible] between the contractor and the using activity.

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IV. Utilization: (continued)

2. The services of two General Electric Technical Representatives will be required until the completion of Phase I. The services of one General Electric Technical Representative will be required for the completion of Phase II.

V. Equipment Malfunctions:

1. The engines listed below were removed from aircraft this month because of compressor nicks or dents beyond the limits of Minor Repair. These engines were sent to overhaul. Other engines were installed and the aircraft were returned to flight status.

Engine #	Model	Time	Pos.	A/C
25-2509	J47-[illegible]-25	108:15	5	52-448
076-172	J47-[illegible]-25	184:05	6	52-471
25-1518	J47-[illegible]-25	336:40	2	52-432
702-494	J47-GT-25	204:35	5	52-477

2. The engines listed below were removed from aircraft this month because of cracked transition liners. These engines were sent to Minor Repair for replacement of these transition liners. Other engines were installed and the aircraft were returned to flight status.

Engine #	Model	Time	Pos.	A/C
25-0471	J47-PM-25	296:15	5	52-436
25-0125	"	252:15	4	52-470
25-1512	"	336:40	1	52-432
25-0426	"	314:15	2	52-438

3. Engine# 700-201, Model J47-GT-25, Time 169:15, Pos.#2 A/C 52-448. During preflight inspection of aircraft it was noted that there was a pool of oil lying in the tailcone. Inspection proved that the aft scavenge pump was functioning so the engine was removed and sent to Minor Repair for inspection of the #4 air and oil seal. At Minor Repair it was found that the #4 air and oil seal were worn and also it was found that the two oil drain holes had not been drilled in the turbine shield as called for in T.O. 2J-J47-340. The air and oil seal was replaced and T.O. 2J-J47-340 was complied with. Another engine was installed and the aircraft was returned to flight status.

4. Engine# YG2-701, Model J47-GE-25, Time 193:50, Pos.#6 A/C 52-470. During coast down of engine a growling sound was heard in the area of the #3 bearing also there was considerable vibration which was evidenced by the fact that the PTO mounting bolts were broken.

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V. Equipment Malfunctions: (continued)

The engine was sent to Minor Repair where it was found that the #2 bearing was worn. Engine was sent to overhaul. Another engine was installed and the aircraft was returned to flight status.

5. Engine# 702-468, Model J47-GE-25, Time 238:30, Pos.#3, A/C52-463. During coastdown of engine it was reported that there was a growling sound in the turbine frame. Motoring of the engine indicated that the sound was coming from the area of the #4 bearing. The engine was sent to Minor Repair where it was found that the #4 bearing was worn. Another engine was installed and the aircraft was returned to flight status.

VI. Maintenance Engineering Difficulties Encountered:

1. This past month we have had two engines removed from aircraft because it was suspected that the #4 air and oil seal or gasket was worn allowing oil to leak into the tailcone. However on removal of the turbine wheel and the #4 bearing it was found that the modification as outlined in T.O. 2J-J47-340 had not been complied with. This modification results in allowing oil to drain back faster from the #4 bearing to the aft scavenge pump thereby reducing the accumulation of oil in the tail cone and preventing excessive smoking at engine shutdown. It is suggested that whenever an engine is returned to Minor Repair the part number of the turbine frame be checked against T.O. 2J-J47-340 to see if this modification has been complied with.

VII. Operational Difficulties Encountered:

No comment

VIII. Special Developments:

No comment

IX. General Remarks:

1. It has been reported that considerable rust has been found on the turbine casings of some E-25 engines using turbine casing assembly P/N 9A02600. At time of manufacture the turbine casing is given a protective coating. If this coating is damaged the casing will begin to rust especially where salt water is prevalent.

It is recommended that turbine casings be inspected for rust whenever they are accessible during regular periodic inspections. If any rust is found remove it with emery cloth and touch up the area with one coat of silicone aluminum paint GE 88009 or its equivalent. It is

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IX. General Remarks: (continued)

not necessary to bake this print as the first engine run will accomplish the same thing. It is important however, to keep the newly painted areas free of oil until the engine has been run. The paint will blister if oil gets on it prior to the first run.

James W. Anderson

General Electric
Representative

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ANNEX II TO CHAPTER III

HISTORY

93D BOMB. WING (M)

1 THRU 31 DECEMBER 1954

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ANNEX II TO CHAPTER III

HISTORY

93D BOMB. WING (M)

1 THRU 31 DECEMBER 1954

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IRECTOR OF PER NEL — ROGRESS REPORT NO. 1 — TH OF DECEMBER 1954

Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1. Manning of 4017th Training Squadron	Monitor closely all sources of skilled personnel into project, in order to insure that most highly qual are asgd to the 4017 Trg Sq. Will require close coordination with Director of Operations and Director of Materiel.	POB	a. Although the 4017th Trg Sq is not yet activated, we have a number of officers assigned to Headquarters Squadron Section, 93d Bomb Wing, who are programmed for subsequent assignment to the 4017th upon activation. Lt Col William B. Smith, 0410A, will be assigned as commander of the training squadron and Captain Loyd G. Haynes, A0194072, has been tentatively selected as squadron adjutant. Personnel to man the staff positions have been requisitioned by name and decisions are still pending at this time. Crew members to man the training crews are presently assigned to Headquarters Squadron Section, 93d Bomb Wing, as overage manning and will be assigned to the 4017th Training Squadron upon final selection by Lt Col Smith. Officer manning of 4017th to date is: 36 authorized, 27 tentatively assigned, 27 and 9 to be assigned.	15 Mar 55
		PAB	b. As of 22 December 54 positions of 1 First Sergeant, 1 Payroll Clerk, 1 Morning Report Clerk, 1 Classification Clerk, 3 Supply Clerks, 2 Clerk Typists and 1 Personnel Supervisor have been filled. The remaining three positions in the orderly room will be filled at the earliest possible date. Expected completion date: 28 December 1954. The remaining 18 administrative type positions are still vacant, but are expected to be filled prior to activation of this unit. Maintenance personnel will be selected from the first and second increments of the Phase VI Test. A total of 56 airmen are required with 10 assigned and 46 to be assigned.	15 Mar 55
2. Manning of 93d Bomb Wg	Monitor the manning of the 93d Bomb Wing during the conversion period. Coordinate with all staff agencies concerned on the proper distribution of assigned personnel.	POB	a. Manning of the 93d Bomb Wing is progressing very satisfactorily. With our known input, we will be well manned in all fields except medical and legal. Manning of legal officers continues at 50% despite repeated requisitions.	
		PAB	b. Manning is considered satisfactory with the following exceptions: (a) Intelligence field (b) Air Police (c) Operations Specialists (d) Airbourne radio operators (e) Petroleum specialists and (f) Low skill levels in maintenance specialties. This office will continue to ask for assistance from higher Headquarters in alleviating the shortages in the fields listed.	

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
3. Factory Training	Coordinate with all command and staff agencies on the phasing and selection of personnel for factory training.	PAB	All airmen of the first increment have completed factory training. 22 airmen of the second increment have completed factory training with 6 presently undergoing training.	
4. Familiarization Program	Coordinate with all command and staff agencies on the phasing and selection of personnel for familiarization training.	POB	a. To date a total of 33 officers have completed the Supervisors and Planners Course at Boeing Aircraft in Seattle, Washington. This includes the flight crews programmed for Phase VI testing at Edwards AFB, Calif. At the present time there are 3 crew members attending the same course enroute to this station. The Wing Commander, Wing Inspector, Wing Logistics Officer, Wing Staff and Observers have completed the three-day B-52 Staff Orientation Course conducted by the Boeing Aircraft Corp, at Seattle, Washington.	
		PAB	b. Not applicable to airmen at this time.	
5. Package Training	Coordinate with all command and staff agencies in the phasing and selection of personnel for package training.	PAB	A query was made to Headquarters 15th Air Force as to class starting date for package training. The answer stated that Headquarters SAC has published a manual to cover the package courses and that this headquarters would be furnished this manual at the earliest possible date. Some courses will commence in January 1955. A query was also sent to 15th Air Force to determine if service retainability requirements would be applicable to package training. The answer was positive. This office, through coordination with the Director of Materiel, will attempt to obtain a waiver of this policy for the grades of master and technical sergeants, at least from higher headquarters. A total of 421 airmen are required to attend package training courses, none have attended.	
6. Roster of Critical Maintenance Personnel	Close monitoring of those specialties critically needed for program. Must maintain current rosters, reflecting daily gains & losses. Requires close coordination with Maintenance Control.	POB	The status of aircraft maintenance officers is being constantly monitored to insure stability of these personnel. To date, we have received four aircraft maintenance officers and at present we are fully manned bodywise. However all do not possess jet experience.	

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
7. Precedence Roster for required maintenance training	Maintain consolidated precedence roster of maintenance personnel scheduled for special training. To coordinate closely with Maint Control to insure that the most highly qualified and most eligible personnel are given preference for specialized training.	PAB	This roster cannot be effectively set up until receipt of class starting date from Headquarters SAC.	
8. Screening of assigned non air-crew personnel	Determine by roster those eligible for conversion program. List those personnel surplus to needs of program and report them available for reassignment. Determine interim utilization for those personnel ineligible for project and ineligible for reassignment.	POB	a. No action is anticipated at this time since there will be little change in support type personnel requirements. In most cases where changes do exist the requirement increases; therefore, no surpluses are anticipated.	1 Nov 54 Bi-monthly thereafter
		PAB	b. This screening cannot be accomplished until receipt of package class starting date to determine those ineligible.	1 Nov 54 Bi-monthly thereafter
9. Screening of aircrew personnel	Determine those aircrews surplus to needs of program and report them for reassignment or use in support organizations. Close coordination with all staff agencies concerned.	POB	a. This section has screened our assigned aircrew personnel and forwarded a roster of these personnel to the Director of Operations for further recommendations. Wing Operations in turn has furnished this section with a recommended list of personnel to participate in this program which includes 38 A/C, 35 Pilots, and 44 Observers. From this list it has been determined that we will require 16 observers (AFSC (1525A) to man 30 crews. We have a sufficient number of aircraft commanders and pilots assigned to man thirty crews. Headquarters 15th Air Force has indicated that our requirements for crew personnel will be procured through a monitored selection system rather than a normal officer requisition. These requirements are to be met on an exchange basis insofar as possible.	

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DIRECTOR OF PERSONNEL | PROGRESS REPORT NO. 1 | MONTH OF DECEMBER 1954

Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
		PAB	b. 37 gunners are required, 9 have been assigned. 37 ECM operators are required, 3 have been assigned.	
10. Requisitioning of Additional Training Required	Personnel will requisition any additional quotas not previously scheduled upon request of the appropriate command or staff agency.	POB	a. Additional class spaces have been requested for the Deputy Director of Operations and the Wing Surgeon to attend the B-52 Supervisors and Planners Course at Boeing.	
		PAB	b. To date no additional training above that scheduled has been required.	
11. Manning Effectiveness Reporting	Personnel will prepare a monthly manning in required specialties report.	POB	a. Manning in required specialties is being computed monthly.	
		PAB	b. Will be accomplished as of the last day of each month.	
12. Phase VI, Test Program	Constant monitoring and screening of personnel to insure that only the most highly qualified personnel are scheduled for this training. To place selected personnel in a freeze status and in the event any of these personnel are unable to attend the scheduled training, notify higher headquarters in order that qualified replacements may be obtained immediately.	POB	a. All officers for the first two increments of the Phase VI testing program have been selected with the exception of two ECM officers. These officers will be available as soon as a requirement for them exists. Major Clair H. Whitney has been selected as SAC Liaison Officer for this program and is already established in this position. Major Whitney will report to Edwards AFB, Calif, during the week of 3 January 1955.	July 1955
		PAB	b. All Airmen assigned to the first increment have completed training and have been assigned to this station. 22 airmen assigned to the 2d increment have completed training, and 6 are in school at the present time.	July 1955
13. Phase out of B-47 personnel	Monitor phase out of B-47 personnel. Reports for reassignment those personnel that cannot be utilized in B-52 program or in support.	POB PAB	Not applicable at this time.	

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DIRECTOR OF PERSONNEL — PROGRESS REPORT NO. 1 — MONTH OF DECEMBER 1954

Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
14. Determine Base support personnel requirements	Check adequacy of manning authorization for support personnel. Coordinate with Base Manpower and Management Section any additional requirements deemed necessary.	POB PAB	Manning documents considered adequate at this time.	
15. Phase VII, Test Program	Monitor assignment of personnel to the Phase VII Test Program when required.	POB	a. Four officers presently assigned for Phase VII. They are Lt Col Birdsong, Major Carlstrom, Major Greer and Capt Seidel.	
		PAB	b. 4 airmen presently assigned, 1 (29373), 1 (32372B), 2 (32372B). 2 (32372B) will go to Edwards for 90 days, thence to Elgin AFB, Florida, for 9 months. Future requirements not known at present time.	
16. Assignment of Project Officer	To monitor the progress of the projects required by this plan.	PDC	No further action required. Reference par 13 of Programing Plan 2-54.	Continual

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INSPECTOR OF OPERATIONS — PROGRESS REPORT NO. 1 — MONTH OF DECEMBER 1954

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1.	Assignment of personnel for B-52 to 93D Bomb Wing and 4017th Training Squadron.	Monitor assignment and transfer of all personnel of 93D Bomb Wing and 4017th Training Squadron.	ODC	At the present time all B-52 type personnel earmarked for ultimate assignment to the 93d Bomb Wing and/or the 4017th Training Squadron are assigned to the 93D Bomb Wing. They are temporarily assigned to duty in Wing Activities which utilize their AFSC's. At a later date, these personnel will be re-assigned to conform with ultimate assignments. Coordination is effected with Director of Personnel on this item.	Unknown: Dependent upon input of personnel to this wing.
2.	B-52 Combat Crew Training (Ground Training Phase).	Make a study and establish an adequate Ground Training Program for all air crew members of 93D Bomb Wing.	ODC	Estimated 10% complete. Basic academic course outline has been drawn up to include training for aircraft commander, pilot and observer.	1 Mar 55
3.	B-52 Combat Crew Training Flying Training Phase.	Establish an adequate Flight Training Program for all crew members of the 93D Bomb Wing.	ODC	A proposed Flight Training Program was completed 9 December 1954. This program consists of 50 hours flying and is designed to complete SAC Regulation 51-19 requirements and start training required by SAC Regulation 50-43. The simultaneous training idea is incorporated in the program, for example, the observers will be accomplishing day celestial navigationlegs, radar navigation legs, RBS, or trouble shooting at the same time that the pilots are flying instruments and the ECM operators and gunners are performing operational checks. All the crew members are programmed to fly the entire 50 hours. This program was also designed to accomodate B-47 trained pilots and observers and it is felt that changes will be necessary in order to train B-36 trained personnel. This is subject to approval by higher headquarters.	1 Feb 55
4.	Flying Training Records	Insure that system is established to maintain records of all personnel of the 93D Bomb Wing undergoing training.	ODC	Action has been initiated to establish the necessary mission accomplishment forms for the 4017th Training Squadron to report the transition training of the 93D Bomb Wing. A system will be developed as it is determined what forms are required and how much training will be given by the 4017th Training Squadron.	1 Jun 55

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	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
5.	Instrument Approach and Letdown Procedures	Establish instrument approach and letdown procedures at Castle Air Force Base for B-52 operations	ODC	The complete outline of penetrations, departures, holding patterns, fixes and approach procedures have been published and submitted for approval. These procedures are written up for both jet and conventional aircraft and cover all traffic control procedures for this base. A joint Oakland Center and Castle Air Force Base agreement have been drawn up and is being reviewed by the Civil Aeronautics Administration.	31 Dec 54
6.	Training Report Forms	Revise and publish reqd forms for reporting of training accomplished under SAC Regulations 50-43 and 50-8.	ODC	Personnel of the 4017th Training Squadron are presently involved in writing the training requirements to be accomplished under SAC Regulation 51-19. These requirements will be constantly revised and qualified as the trng prog progresses and ultimately be used to prepare SAC Regulation 50-43 and 50-8, as pertains to the B-52 program. Until such time as these training comitments can be determined, reporting forms will not be prepared.	Pending completion of 50-43 and 50-8 Requirements.
7.	Standardization of Charts	Standardize all charts in Wing and Squadron on B-52 crew training progress under SAC Regulations 50-43 and 50-8.	ODC	The regulations referred to in the subject have not, as yet, been published; therefore, progress charts required by these regulations have not been constructed. It is very probable that when these regulations are published, the charts presently in use for the B-47 will be readily adaptable.	Pending publication of subject regulations.
8.	Control Tower SOP	In coordination with Base Operations, set up Control Tower SOP's for B-52 operations.	ODC	The control tower SOP dated 1 July 1954, giving the local operating procedures is adequate for the present, however, at the completion of the Radar Approach Control Unit the Ground Control Approach section of this SOP will be revised. A new addition to this SOP on the operation and control of the B-52 will be added as soon as this information can be obtained from results of flying the aircraft in the Phase VI test.	1 Feb 55

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	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
9.	Personal Equipment and Requirements.	Make a study and coordinate with Flight Surgeon, personal equipment requirements peculiar to B-52 such as pressure suits, helmets, parachutes, parachutes, survival equipment, etc., and take action to procure in coordination with Director of Materiel	ODC	Pressure suits and helmets for Phase VI crews will be issued and fitted at the Fairchild altitude indocrination. Schedule for crew attendance is awaiting a directive from higher headquarters. The procurement source of suits and helmets for the remainder of the B-52 program is unknown. As soon as information is available immediate action will be taken to procure these items. Parachutes and survival equipment presently available and utilized in the B-47 program are readily adaptable to the B-52 program . An experimental course is scheduled by the Wing Flight Surgeon to present physiological information obtained at Wright-Patterson Air Force Base. An evaluation will be made as to the suitability of this course for crews returning from altitude indoctrination.	Unknown
10.	Alternate and Emergency Air fields for B-52 operations at Castle Air Force Base.	Make a study of possible air fields to be used for the B-52. Make charts to be incorporated in pilot's checklist showing distances of fields from Castle, best altitude to fly, time enroute, width and length of runway and fuel to be used.	ODC	A study of airfields to be used as alternates for B-52 has been made. A minimum number of bases are considered suitable for the the initial phase of the B-52 program, the primary limitation being narrow taxiways rather than runway length. A chart is being prepared for inclosure in pilot's checklist. 93D Bomb Wing Operations Memorandum is being revised as pertains to this project. Fifty percent complete.	1 Feb 55
11.	Traffic Pattern	Coordinate with Base Operations in establishing traffic pattern procedures for Castle Air Force Base. Publish pertinent directives.	ODC	The B-47, KC-97 traffic pattern which is currently in operation at Castle Air Force Base, is considered generally acceptable for for B-52 use. In consideration of a much higher noise level of B-52 in flight, the pattern will be flown to avoid the nearby communities insofar as possible. Wing and Base directives are in the process of revision to include changes pertaining to the B-52 traffic pattern.	1 Mar 55

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	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
12.	Crew Priority for B-52 Training	Establish a plan for setting up crews and their priority for selection for B-52 training.	ODC	The crews with the best records in the B-47 program will be selected first to enter the B-52 program. This selection will be made approximately sixty days prior to entering training.	1 Feb 55
13.	Observer Ground School	Establish ground school to fully qualify all observers under SAC Regulation 51-19.	ODC	The ground course to fully qualify observers will be established by 1 May 1955. The provisions of SAC Regulation 51-19 will be followed. This course will be primarily concerned with mission planning, new equipment and new concepts as they apply to the B-52. This information will be developed out of knowledge gained during the Phase VI Testing Program.	1 May 55
14.	Advanced Inflight Maintenance Operations as pertains to B-52	Make study of and establish an adequate Inflight Maintenance Operations for the B-52 program.	ODC	A discussion with the Sperry Technical Representative has resulted in the establishment of an in-flight maintenance course to be conducted on a year-around basis. This course for observers is being conducted at the Armament and Electronics line shops.	Completed
15.	Observers Reports	Coordinate with 93D Bomb Wg Standardization Board in the establishment of forms and reports required for observers.	ODC	The current observers reports are believed adequate since observers duties are more or less standardized by directives. It is possible that additional reports will be deemed necessary as a result of knowledge obtained in Phase VI. No changes are anticipated at present. Fifty percent complete.	1 Jun 55
16.	Bombardment and Navigation Records, 93D Bomb Wing.	Set up an efficient bombing and Navigation records keeping system in the 93D Bomb Wing.	ODC	A system of records is being devised based on the present B-47 records required. No major modification is believed necessary.	1 Mar 55

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
17. Bombs and Ammunition	Determine type of bombs and ammunition peculiar to requirements of B-52 operations and take action to procure in coordination with Director of Materiel.	ODC	Informal information from SAC indicates that visual bombing release requirements for B-52 crews will be changed considerably. It is the desire of Strategic Air Command that all releases be made utilizing the U-2 Release. A requirement has been handed to down to AMC to develop a modified hook which will make it possible to release 500 and 750 pound bombs with the U-2 release. This means that only one release can be made per mission, but the feeling is that this is more realistic for combat ready crews. The requirement will still exist for practice bombing, and it has been determined that the B-52 will be able to carry the same practice bombs carried by the B-47's. Action has been taken to determine the availability of the new 750 pound practice bomb. If available, this bomb will be requested in sufficient quantity to fulfill the training requirements. In the meantime, it is planned to use the B-47 practice bombs as an interim measure. Latest informal information from Boeing Plant is that the first thirteen aircraft will be equipped with the Arma Corporation A3A Fire Control System using four caliber fifty M-3 Aircraft Machineguns. Of the ammunition available on the base, some ammunition is suitable for training purposes for these guns. Starting with the fourteenth aircraft, the Fire Control System will be the MD-5 System manufactured by General Electric and utilizing two twenty millimeter automatic Aircraft cannons. The base ammunition dump has sufficient ammunition on hand another requisition is being submitted on 3 January 1955. Since our present Fire Control System utilizes the same caliber of ammunition no trouble in obtaining sufficient ammunition is anticipated. No training requirements have been received for gunnery. If it is planned to use any of the first thirteen aircraft, an emergency requisition could be filled in a few days for additional fifty caliber ammunition	1 May 55

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	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
18.	Selection of B-52 Standardization Board, 93D Bomb Wing	Select four potential standardization board crews in the 93D Bomb Wing for utilization in Wing and Squadron positions.	ODC	Standardization Board Crews will be selected upon completion of the first class of crews from B-52 training with the 4017th Training Squadron.	31 Aug 55
19.	Gunnery	Make a study of and establish a gunnery indoctrination course for all gunners on the B-52.	ODC	The establishment of a gunnery indoctrination course for B-52 gunners is estimated to be 90% complete for both the A-3A and MD-5 systems. This course is based on a 40 hour curriculum.	1 Mar 55
20.	Altitude Indoctrination	Set up and monitor an altitude indoctrination schedule for all B-52 aircrews of the 93D Bomb Wing and Phase VI crews.	ODC	The altitude chamber for the 93D Bomb Wing is tentative at this time. Minimum building space is available at Castle Air Force Base. Plans have been approved for new physiological high altitude training building projected to be constructed in 1955, but project has not been funded yet.	Unknown
21.	Advanced Survival for 93D Bomb Wing Crews	Set up and monitor an advanced survival schedule for B-52 crews of the 93D Bomb Wing.	ODC	The present status of the 93D Bomb Wing crews is as follows: 328th Bomb Squadron, 80% complete; 329th Bomb Squadron 85% complete; 330th Bomb Squadron, 62% complete. The Ground Training Officer is at present conduction a drive to bring these totals to 100% as quickly as other training commitments and available quotas permit. As there is no advance information available concerning previous Advanced Survival Accomplishments of the crew members to be added to the present crews to form a B-52 complement, no steps have been taken to prepare an advance schedule. Scheduling will begin as soon as this information is received.	1 Dec 55

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
22. Synthetic Trainers	Coordinate with Base Ground Training Officer on installation or conversion of synthetic trainers necessary for the B-52 program.	ODC	Two C-11 jet trainers are installed and in good operating condition. One trainer will be assigned for use of the 4017th Training Squadron.	August 55
			The T-3 trainer is in the last stages of conversion for use with the K-system bombing equipment.	1 Jan 55
			An altitude indoctrination chamber with pressure suit training and fitting capabilities has been projected and a call for bids will be made in February 1955. This chamber is tentatively projected for installation late in 1955; a building to house the chamber has been planned. Crews needing this training in the meantime will go to Fairchild or March Air Force Base.	
			An ECM trainer will be included with the B-52 MTD.	1 Mar 55
			An A-3A Gunnery Trainer will be included with the B-52 MTD. The present T-1A Gunnery Trainer in use now with the B-47 system can be converted to the B-52 system when required. This has been approved by higher headquarters.	
			The B-52 Simulator is projected to arrive during the first quarter of Fiscal Year 1956.	
23. Physical Conditioning Unit 93d Bomb Wing	Check on adequacy of local Physical Conditioning Unit. Consider location, size and strength of staff to handle B-52 crews after landing from long missions.	ODC	It has been determined that the present physical conditioning unit being utilized by the 93d Bombardment Wing is inadequate to accommodate the personnel assigned under the B-47 manning table. It is definitely not adequate to handle B-52 crews. A plan has been submitted to 15th Air Force requesting funds in the amount of $10,000 to convert building T-703 to a physical conditioning unit. This plan is pending approval from SAC.	Unknown
24. Special Weapons, 93d Bomb Wing	Set up a special weapons program for B-52 crew personnel	ODC	Due to the lack of information on the B-52 bomb bay configuration, no progress has been made relative to the establishment of a Special Weapons program. Only minor changes are anticipated in the present B-47 special weapons curricula in the establishment of the B-52 training program.	1 Mar 55

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
25. Navigational Aids	Coordinate with 93d Air Base Group to establish navigational aids necessary for this program.	ODC	A study has been completed on the navigational aids available, and programmed for Castle Air Force Base. Adequate facilities are available to handle B-52 type aircraft at present and these installations will be supplemented by the projected program. The Merced VOR (OMNI) range was commissioned on 10 December 1954. A homer beacon has been installed on the southwest leg of the Merced low frequency range and is presently operating on a test basis. UHF/DF homing device is operational, but final acceptance is delayed pending the installation of primary UHF communications equipment in the UHF communications building.	10 Dec 54
			Installation of an ILAS facility is delayed due to the runway estension, construction of the middle marker building and lack of two major supply items. The runway extension is scheduled for completion in May 1955. Construction of the middle marker building and purchase of the required land has been approved and funded for FY 56 Public Works Program. The supply items have not been delivered to Rome AF Depot by the manufacturer. Follow-up action on these items has been taken by Base Supply and Base Communications. No scheduled delivery date on these items is available at this time. A temporary GCA unit is installed and operating. A conventional approach control is scheduled to be functional on 1 February 1955. Target date for a RAPCON is 1 September 1955. If a final type RAPCON is not in operation by 1 September 1955, an interim RAPCON will be provided by this date. The RAPCON will be in operation as a fixed GCA on approximately 1 February 1955.	1 Sep 55
			As the aids projected at the present time are adequate for B-52 operation, this project is considered 70% completed.	

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
26. ECM and Communications Procedures, 93d Bomb Wg	Make a study and establish Communications and ECM indoctrination courses for all B-52 air crews. Establish standing operating procedures.	ODC	A basic communications and ECM training outline for the B/RB-52 was completed 27 December 1954. This outline will be expanded as information on the equipment to be used arrives at this station.	29 Dec 54
			The possibility of converting the ECM C-47 aircraft, now on this station, to B/RB-52 type of ECM equipment is under investigation. This ECM equipped C-47 aircraft would be used for airborne training for the ECM operators.	Indefinite
27. B-52 Manuals	Obtain all manuals and checklists required by flight crew members for the B-52.	ODC	Pilot's handbooks, TO 1B-52A-1 and binders have been requisitioned in sufficient number for issue to each crew member of the 93d Bomb Wing. The Boeing Service School is sending the 93d Bomb Wing 25 copies of the pilot's checklists. However, these checklists will probably require some reworking to make them more adaptable for use. ECM checklists have not been started. The B-47 Observer's checklists are to be used in the initial stages of Phase VI and will be implemented and/or redesigned as a result of knowledge obtained during Phase VI. Information for a gunnery checklist is being assembled and the checklists will be available for the crews flying in Phase VI. Estimated 10% complete.	1 Apr 55
28. Standing Operating Procedures for 93d Bomb Wing	Make a study and establish SOPs and operations memoranda for operations of B-52 aircraft.	ODC	SOPs and operations memorandums will be initiated during and after Phase VI.	1 Jun 55

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
29. Operations Forms for use by 93d Bomb Wing	Establish and provide required forms for certification of: 1. Air Crew Check-Out (SAC Reg 51-19) 2. Air Crew field Check 3. Safety of Flight Check 4. Stand Board Check 5. Training Under SAC Reg 50-43 6. Emergency & Proficiency Examinations	ODC	The Standard forms now in use by the 93d Bomb Wing for the B-47 program are being revised as much as possible at this time for use when the wing converts to the B-52. Some forms are suitable with minor changes necessary, while others will depend upon revision of SAC Regulation 51-19, as pertains to check-out requirements and minimums. Also forms for use in reporting SAC Regulation 50-43 accomplishments will depend upon revision of these regulations for B-52 operations. Emergency and proficiency examinations are being written. Overall project estimated 10% completed.	1 May 55
30. Target Materials for 93d Bomb Wg	Make a study of special target materials for use in the B-52 program	ODC	It is anticipated that this wing will use the existing target materials for some time. At present, all radar scope photos are based on the 5-inch scope. It will be necessary for this wing to produce its own 10-inch scope photos after B-52 aircraft become operational in the wing since none are available from other sources. Existing vertical and oblique photography will be used in the B-52 program until this wing can provide new photography. No problem is anticipated regarding navigation charts. The Jet Navigation (JN Series) Charts now in current use are considered adequate for B-52 aircraft. It is anticipated that both visual and radar scope photography will be accomplished beginning with the initial training flights of the B-52 aircraft.	Unknown
31. Phase VI Test Program	Monitor results of the Phase VI Test Program and the effect on B-52 Operational Flying.	ODC	Crews have been assigned in two increments for the Phase VI Test Program and are on this station. Phase VI testing has not been started as yet. Crews will depart Castle AFB for Edwards AFB when needed, dependent upon arrival of B-52 aircraft.	15 Nov 55

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
32. B-52 Mobility Plan	Coordinate with Director of Materiel in preparation of 93d Bomb Wing Mobility Plan based on deploying with B-52 aircraft.	ODC	Operational Plans is monitoring the mobility plan for the 93d Bomb Wing. The B-52 Mobility Plan has not been formulated as yet, but will be ready by 1 March 1955.	Mar 55
33. Project Officers	Appoint project officers to monitor program and render progress reports as required by this plan.	ODC	No further action required. Reference paragraph 13 of Programing Plan 2-54.	Continual

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1. Monitoring of Personnel Assignments	Coordinate with DP and 15th Air Force on personnel input to 4017th Training Squadron.	4017S	Commander maintaining continuous liaison with DP and 15th Air Force on all personnel matters.	Continuous
2. Air Operations Officer - 4017th Tng Sq	Select an Air Operations Officer fully qualified for such duty.	4017S	50% completed. Commander has requested 15th Air Force assignment of several persons qualified in this position. Operations Officer will be selected from this input.	1 Feb 55
3. B-52 Combat Crew Training Ground Training Phase	Establish an adequate Ground Training Program for all Air Crew members of the 4017th Training Squadron.	4017S	Estimated 30% completed. Arrangments have been made to have the instructor crews of the 4017th attend the Maintenance MTD in early January and to continue this training until their departure to the Phase VI program. All instructor pilots presently assigned have completed the Boeing factory training program for the B-52. This course consisted of 120 hours familiarization and performance data. Reporting date now available for physiological training for the 4017th Air Crews is 17 January 1955. The 4017th plans to make all training programs scheduled for their crews available to the Phase VII crew.	20 Feb 55
4. B-52 Combat Crew Training Flying Training Phase	Establish an adequate Flight Training Program for all crew members of 4017th Training Squadron	4017S	A proposed Flight Training Program was completed 9 December 54. This program consists of 50 hours flying and is designed to complete SAC Reg 51-19 and start SAC Reg 50-43. The simultaneous training idea is incorporated in the Program; that is to say that the observers will be accomplishing day celestial navigation legs, radar navigation legs, RBS, or trouble shooting at the same time that the pilots are flying instruments and the ECM operators and gunners are performing operational checks. All the crew members	1 Feb 55

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			are programmed to fly the entire 50 hours. This Program was also designed to accommodate B-47 trained pilots and observers and it is felt that changes will be necessary in order to train B-36 trained personnel. This program is subject to the approval of higher headquarters.	
5. Instructor Crews	Interview and assign the B-52 Instructor personnel to crews in "A" and "B" Flights, as called for by 15th Air Force Programing Plan 22-54.	4017S	100% complete. For purposes of Phase VI training Crew Configuration will be revised for instructor purposes.	Completed
6. Standing Operating Procedures for 4017th Training Sq	Make a study and establish SOPs and operations memoranda for the B-52 Training Program	4017S	Some of the B-47 SOPs and operations memorandums will apply to B-52 operations. However they have not been screened to determine which of them will be applicable. Most of the SOPs and operations memorandums will be initiated during and after Phase VI. 5% complete.	1 Jun 55
7. Necessary forms for 4017th Training Squadron	Establish and provide required forms for certification of: 1. Air crew checkout 2. Safety of flight check 3. Stand Board checks	4017S	Operations forms to be used by the 4017th Training Squadron are being formulated, subject to change by revision of SAC Regulation 51-19 and knowledge gained in operation of the B-52 during Phase VI. 10% complete.	1 Jun 55
8. B-52 Manuals & Checklists for 4017th Training Sq	Obtain all manuals and checklists required by flight crew members for the B-52.	4017S	Pilots handbooks, TO 1B-52A-1 and binders have been requisitioned in sufficient number for issue to each crew member of the 4017th Training Squadron. This is to include the student crew members of the 4017th. A copy of TO 1B-52A-2 has also been requisitioned and it will be used in the operations and training section. The Boeing Service School is sending the 93d Bomb Wing 25 copies of the pilots checklists. However, these checklists will probably require some reworking to make them more adaptable for use.	After completion of Phase VI

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			ECM checklists have not been started. The B-47 Observers checklists are going to be used in the initial stages of Phase VI and they will be implemented and/or redesigned as a result of knowledge obtained during Phase VI. Information for a gunnery checklist is being assembled and the checklists will be available for the crews flying in Phase VI. Estimated 10% complete.	
9. Training Report Forms for 4017th Training Sq	Devise and publish necessary forms in accordance with local directives, for reporting all training accomplished by the 4017th Training Squadron	4017S	Personnel presently assigned to the 4017th Training Squadron are formulating the training program requirements to apply under SAC Regulation 51-19. The unit reporting forms will be published at the time these requirements have been established. Reporting forms pertaining to individual crew members are being processed at the present time. Proposed flying training and mission report forms have been completed and are awaiting approval. It is believed that many of the individual training forms now being utilized in the B-47 program can be readily adapted to the B-52 Program.	After completion Phase VI
10. Training Charts for the 4017th Training Sq	Make a study of and establish a series of charts that will reflect the B-52 crew training progress for the 4017th Training Squadron.	4017S	At the present time charts are being made to portray the proposed flight and ground training program for the 4017th Training Squadron. An aircraft flow chart with the latest information received on aircraft arrival dates from SAC has been prepared. A crew flow chart has been made using the projected information sent this headquarters by Fifteenth Air Force. This will be a continuing process and many more charts will be forthcoming as the training program progresses. 20% complete.	1 Apr 55

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11.	Personal Equipment for 4017th Training Squadron	Take action to procure necessary equipment in coordination with Director of Materiel.	4017S	Project status is estimated 90% complete from the 4017th view point. All requisitions for necessary personal equipment are in supply channels with the following exception: Modified A-1 Kit including PK-2 raft, has not been requisitioned pending message from DM2D-S1, Special Aircraft Equipment Evaluation and Audit Team to SAC on availability. Pressure suits and allied equipment will be on automatic distribution.	1 Mar 55
12.	Training Aids necessary for 4017th Training Squadron	Make a study to determine what type training aids will be required by the 4017th Training Squadron for the B-52 and initiate action to procure.	4017S	A ground training program is now being set up. Once it is established pertinent training aids will be obtained to be used in the ground training program.	Continual
13.	Physical Facilities for 4017th Training Squadron	Make a study of facilities needed in the way of buildings, classrooms, etc., and monitor the assignment of these buildings; also make a study of equipment needed such as furniture, file cabinets, supplies, etc., and initiate action to procure in coordination with Director of Materiel.	4017S	10% completed. Buildings T-531 and T-355 have been provided for temporary quarters for 4017th. Buildings T-354 and T-353 will be available 1 January 1955. A&E barracks area is being studied for future use of the 4017th after 90th AR Squadron moves to another base.	1 Apr 55
14.	B-52 MTU	Provide facilities for B-52 MTU and integrate into the 4017th Training program.	4017S	The latest projected date of arrival of the B-52 MTD is the 1st of May 1955. The 93d Bomb Wing is slated for one Electronic and one Mechanical Unit. There may be an additional thirty day delay on the necessary mock-ups. A refresher course under the supervision of Captain Spangler is being set up to insure all instructors are kept current.	May 55

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
15. Altitude Indoctrination	Determine if facilities are adequate for altitude indoctrination and set up a schedule for all flying personnel of the 4017th Training Squadron to attend and accomplish before their first flight in the B-52.	4017S	The high altitude chamber requested by Castle AFB is still in a state of flux and it has not been determined definitely whether Castle will receive this chamber. If received, the installation of same has been approved and is in the current M&O program. Crews entering the Phase VI Test program will receive initial pressure suit fittings at Fairchild AFB prior to departure for Edwards AFB.	1 Jun 55
16. B-52 Flight Simulator	Monitor assignment of the B-52 Flight Simulator and obtain latest date of completion of this project.	4017S	The RB-52B Flight Simulator is on contract and the predicted delivery date is in the first quarter of Fiscal Year 1956.	July 55
17. Synthetic Trainers 4017th Training Squadron	Coordinate with the Base Ground Training Officer in setting up a program for use of all synthetic trainers for the 4017th Training Program.	4017S	The use of synthetic trainers for the 4017th training program will be given priority by the 93d Wing Ground Training Officer. Blocks of time, commensurate with the needs of the program, will be allotted on 93d Wing Training Directives when needed.	1 Aug 55
18. 4017th Standboard Crew	Select one of the B-52 Instructor Crews to be the Standardization Board Crew of the 4017th Training Sq.	4017S	This crew will be selected upon return of first three crews from Phase VI Test Program.	1 Jun 55
19. Project Officers	Appoint project officers to monitor program and render progress reports as required by this plan.	ODC	No further action required. Reference Paragraph 13 of Programding Plan 2-54.	Continuing

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DIRECTOR OF MATERIEL | PROGRESS REPORT NO. - | MONTH OF DECEMBER 1954

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1.	Assignment of Phase VI Personnel	Take action to assure that necessary personnel are assigned to Phase VI training Courses	MDCM MDCAE	All airmen assigned to the first increment of Phase VI Training have completed this training and have been assigned to this station. 22 airmen assigned to the second increment have completed training while 6 are still in school at this time.	Continual
2.	Retention of frozen personnel	Take action to assure that all maintenance and supply personnel that are frozen are retained at this station	MDCM MDCS MDCAE	The retention of personnel who were to be frozen for the B-52 program has been very unsatisfactory insofar as Base Supply is affected. This office can see no results of any consideration having been taken to retain certain personnel who were designated in critical sensitive areas in the B-52 program. 20 people were designated and as of this date, 5 have been transferred.	Continual
3.	Manning in accordance with applicable B-52 T/O's	Assure that necessary personnel are assigned in accordance with manning documents under the B-52 program and report critical shortages which will adversely affect conversion	MDCM MDCS MDCAE	Manning is considered adequate with the exception of the following career fields: a. Petroleum specialist b. Low skill levels of the Maintenance Specialties. Action is being taken to try to obtain assistance from higher headquarters	Continual
4.	Adequate manpower availability for operation of B-52 and B-47 aircraft during all phases of conversion	Insure that all necessary maintenance and supply personnel are available for successful conversion to B-52 type aircraft	MDCM MDCAE	Continuous action is being taken to assure that necessary personnel are assigned at all times during conversion. Additional 36 TDA positions requested for Base Supply.	Continual

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DIRECTOR OF MATERIEL | PROGRESS REPORT NO. 1 | MONTH OF DECEMBER 1954

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
5.	Specialized Training for Maintenance and Supply personnel	In coordination with Director of Personnel, insure that all maintenance and supply personnel requiring specialized training off-base are processed into available schools at the appropriate time.	MDCM MDCS MDCAE	It is not considered reasonable at this time to attempt to acclimate supply personnel into specialized supply training for B-52 aircraft. All personnel allocations are filled. New allocations will be worked out in the future.	Continual
6.	Projected input of key maintenance and Supply personnel	In coordination with Director of Personnel, monitor projected input of key maintenance and supply personnel, to insure that they are sufficiently qualified for this program	MDCM MDCS MDCAE	Close coordination between Director of Personnel and Director of Materiel is accomplished on all assignments of key personnel for qualifications and requirements.	Continual
7.	Changes required to authorize personnel commensurate with requirements	Coordinate with Manpower, changes required to authorize personnel commensurate with requirements	MDCM MDCS MDCAE	All organizations at this station will convert to B-52 T/O's in February 55. This station will operate under B-52 T/O's for approximately 90 days before any changes will be submitted.	Continual
8.	Authorizations for contractor technicians	Insure that required contractor technicians are authorized and assigned at the appropriate time	MDCM MDCAE	15th AF has queried SAC as to availability and breakdown of contractor technicians. Approximately 27 technicians will be assigned. List is forthcoming 1st week of January.	Continual

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DIRECTOR OF MATERIEL — PROGRESS REPORT NO 1 — MONTH OF DECEMBER 1954

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
9.	Distribution of equipment and facilities	Take necessary action to insure an equal distribution of equipment and facilities among all converting squadrons	MDCM MDCS	A physical inventory of all effected units underway. Upon completion of inventory equal redistribution will be effected according to assignment of aircraft.	Continual
10.	Equipment Changes	Review B-52 ECL's and make recommendations to SAC ECL Team for changes in equipment	MDCS	Recommended ECL changes submitted and consolidated by SAC Equipment, Audit and Evaluation Team.	Continual
11.	Pre-issue and bench stocks	Develop pre issue and bench stocks in support of B-52 aircraft	MDCM MDCAE	Consumption data not available at present. During testing period at Edwards AFB, an experienced supply man could compile needed information to establish bench stocks, levels etc.	Continual
12.	Transfer of B-52 and B-47 aircraft	In coordination with the Director of Operations, take action to effect transfer of B-47s on a gradual basis and at such time as it is anticipated enough personnel are not available to adequately maintain a projected number of B-47s and B-52s assigned	MDCM	Reference Para 4b(2), Staff Consideration of Programing Plan 2-54.	Continual
13.	Disposition of Spare, built-up and raw engines	Request disposition instructions of spare built-up and raw engines not required and/or used during B-47 phase-out	MDCM	Information concerning phase out of B-47 aircraft insufficient at this time to determine disposition of spares.	Continual

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DIRECTOR OF MATERIEL

PROGRESS REPORT NO. 1

MONTH OF DECEMBER 1954

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
14.	Use of Built-up engines now in Fly-away Kits (J-47)	Request authority to use built-up engines now in Flyaway Kits (J-47) to prevent unnecessary teardown and shipping or delay in the establishment of the B-52 Jet engine build-up facility	MDCM	Information concerning phase-out of B-47 aircraft insufficient at this time to determine disposition of spares.	Continual
15.	Airlift of engines built-up to flyaway engine change status	Request authority to airlift engines built-up to flyaway engine change status to prevent requirements for disassembly, teardown, preservation and canning.	MDCM	Information concerning phase out of B-47 aircraft insufficient at this time to determine disposition of spares.	Continual
16.	Installation of J-57 test stand	Take action to insure installation of J-57 test stand prior to receipt of J-57 engines	BMAI	Phase I complete. Awaiting Shaw-Estes kit from AMC to complete Phase II.	Continual
17.	Hydrant refueling modification and installation	Monitor the proposed hydrant refueling modification and installation program to insure readiness of the system	BMAI	Present system now operative, however, project for modifing hydrant system recently submitted in FY 57 Public Works Program.	Continual
18.	Painting runways, taxistrips and stubs	Insure runways, taxistrips and stubs are painted as required for efficient and safe operation of B-52s	BMAI	Pavements will be painted as required when present construction on airfield pavements is completed.	Continual

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
19. Modification of shop facilities	Take action to modify shop facilities as required	EMAI	Project for modification of shops in hangar soon to be accomplished by contract.	Continual
20. Assignment of B-52 aircraft to individual squadrons	In coordination with the Director of Operations, assign B-52 aircraft to individual squadrons in accordance with 15th Air Force conversion plan	MDCM	Reference Para 4b(2) Staff Consideration of Programing Plan 2-54.	Continual
21. Support of the B-52 OES	Provide facilities and liaison in support of B-52 OES	MDCM	Required space allocated in new hangar. Most of the office equipment will have to be obtained by utilization of local funds which are not available at this time. Revision to the budget was prepared and submitted to higher headquarters.	Continual
22. Review assets under all authorization documents	Review present assets, program redistribution of excesses and requisition or receive on AFSD equipment and supplies authorized by Equipment Component Lists, Table of Authorization Unit Authorization List, and special authorization. Process required changes to the authorization lists.	MDCS	Inventory being accomplished. Redistribution to be effected upon completion. ECL's being reviewed by SAC Special Equipment Evaluation and Audit Team. UAL Change Requests to be submitted upon receipt of approved B-52 UAL's.	Continual
23. Stockage of Aircraft Spares	Requisition and/or receive on AFSD necessary stockage of aircraft spares to support the B-52 type aircraft.	MDCM	OCAMA has been designated as the depot responsible for preparing and initiating AFSD for initial base stockage support. Last information indicates shipment will begin approximately 1 Feb 55 for support of 10 aircraft.	Continual

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
24. Stockage of Electronic Equipment Spares	Requisition and/or receive on AFSD stockage applicable to sets of electronic equipment installed in the B-52 type aircraft	MDCAE	The AFSD is supposed to be designated to cover base support for applicable electronic sets installed where equipment is peculiar to types of sets installed in the aircraft. It is expected some difficulty may be experienced in obtaining complete base stokage of electronic items due to their critical supply status	Continual
25. Obtaining raw engines	Insure receipt of sufficient raw engines concurrent with the arrival of aircraft	MDCM	Headquarters SAC has informed this activity that they will monitor the initial input of raw engines	Continual
26. Budget estimates for local procurement	Review and prepare budget estimates for local procurement of equipment, supplies, and petroleum products for initial equipping and stockage for the B-52 program	BM	Whenever a requirement is known where additional funds are required, a revision to the budget is immediately submitted. At the present time considerable backlog in local procurement of office equipment is retarded due to lack of funds.	Continual
27. Publications	Obtain sufficient quantities of stock lists, manuals, TOs, technical publications and current directives applicable to the B-52 and allied equipment	MDCM	Publications requirements tables have been screened and submitted to BSO. Present B-52 TO's, -1 thru -6 available	Continual
28. Vehicles and Materiel handling equipment	Request sufficient number and types of vechicles and materiel handling equipment to provide adequate transportation.	BM	No action at this time necessary. Action will be taken after visit by SAC Specialized Supply Team.	Continual

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PROGRESS REPORT NO. 1

MONTH OF DECEMBER 1954

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
29. Requirements for storage	Review requirements for storage to provide adequate facilities for storing B-52 supplies and equipment.	BM	No positive action at this time.	Continual
30. Disposition of surplus B-47 spares and equipment	Obtain disposition of surplus B-47 spares and equipment either concurrently with transfer of aircraft or as the requirement is reduced.	MDCS	Not applicable at this time.	Continual
31. Redistribution of surplus equipment	Redistribution of surpluses between units when the operational requirement permits to fill shortages.	MDCS	Redistribution to be effected upon completion of inventory.	Continual
32. B-47 Flyaway Kits	Obtain disposition of B-47 flyaway kits.	MDCM	Not applicable at this time.	Continual
33. Prepare aircraft forms, records, 263 property etc. for aircraft due to phase out in Feb.	Screen all aircraft records for accuracy, completness and legibility. Insure 263 property required for B-52 operations is retained on station.	MDCM	Insufficient phase-out information precludes further action, at this time.	Continual
34. Ammunition Requirements	Determine type and quantity of ammunition required to obtain stockage objective.	MDCAE	Type of gunnery ammunition required cannot be determined at this time due to uncertainty as to which type of aircraft weapons will be installed. Conventional bombs including 250# practice bombs which are presently utilized will be applicable to B-52 aircraft. T-59 units presently utilized will be applicable to B-52 aircraft; however, no information is presently available as to additional requirements.	Continual

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DIRECTOR OF MATERIEL | PROGRESS REPORT NO 1 | MONTH OF DECEMBER 1954

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
35. Liquid oxygen storage	Determine requirements for liquid oxygen storage and generating plant.	BM	A 2,000 square foot warehouse has been requested in the FY56 M&O Program. Liquid oxygen generator to be issued by AMC.	Continual
36. Fuel Storage	Insure adequate fuel storage facilities.	BM	Adequate fuel storage facilities have been provided for in concurrent FY54, 55 and 57 Public Works Program. Project 50% complete	Continual
37. Space and facilities for 4017th Training Squadron.	Monitoring of organizational moves in accordance with Letter Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subj: Space Assignments for Conversion Program, dated 27 Oct 54.	BM	Activities are continuing their move to make interim space available for 4017th Training Squadron. The new location in the training area is contingent upon the movement of the 90th Air Refueling Squadron.	Continual
38. Utilization of B-47 MTD facilities for B-52 MTU	In coordination with the Director of Operations, take action to insure that the present facilities being utilized by the B-47 MTD prepared for the conversion to the B-52 MTU prior to arrival of that unit on this base.	BM	No positive action at this time. Action will be taken after departure of 90th Air Refueling Squadron from this station.	Continual
39. Housing and Adminsitrative Space.	Take action to insure that sufficient housing and administrative space is avail and and distributed in a logical and equitable basis consistent with the projected population at this base during 1955 and 1956.	BM	This area is under constant survey at this station at all times	Continual

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
40. Construction and Coordination	Coordinate with and advise contractors to insure adequate timely construction of runway, taxi-strips, wash rack, compass rose, docks, hangars.	BMAI	AI Liaison Officer presently coordinating construction phasing with contractor and Wing Operations.	Continual
41. New construction	Insure that all other necessary new construction and modification of existing structures are provided for in current construction programs.	BMAI	All foreseeable alterations and new construction projects have been programed up to and including FY57 Public Works and M&O Programs.	Continual
42. Fire Training	Insure that fire and crash personnel receive required training on B-52 aircraft, and that all authorized firefighting equipment is on hand prior to receipt of the B-52's.	BMAI	To date, no authorization has been given either to obtain necessary firefighting equipment for B-52's or to send personnel to off-base training of B-52 fire fighting.	Continual
43. Flying clothing and personal equipment	Take action to insure that suitable flying clothing and personal equipment is provided for combat crews staff personnel as required for the B-52 aircraft.	BM MDCS	T/A 1-21 being reviewed and correct authorization computed. Message received stating that special items of fitted clothing and equipment would be made available at the beginning of Phase VI test at Edwards. Requisitions have been forwarded to 15AF for flying clothing and personal equipment for the 4017th Training Squadron.	Continual

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
44. Assigning Supply Representative to OCAMA	Obtain authority for and assign a highly qualified supply representative at the appropriate time to OCAMA to perform necessary liaison between the wing and the depot on B-52 supply matters.	MDCS	BMSO is preparing requests to Headquarters 15AF recommending that OCAMA designate an individual from their depot to perform necessary liaison between Base Supply and OCAMA on B-52 Program.	Continual
45. Assignment of Project Officers	To monitor the progress of the projects required by this plan.	MDC	No further action required. Reference Para 13 of Programing Plan 2-54.	Continual

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1. Status of Funds	Monitor the status of funds in all the various projects to insure that no over-obligation occurs and that actual versus programmed expenditures are consistent.	CO	Additional funds were requested for the purchase of furniture, supplies, etc., necessary to set up and operate the 4017th Training Squadron and the Operational Engineering Section. This request was made on the 3rd Quarter revision to the Annual Financial Plan on 1 December 1954. To date no action has been received from higher headquarters.	Continual
2. Reprograming of Funds	Reprogram funds when and if necessary.	CO	This item is continually monitored and funds are reprogrammed when necessary	Continual
3. Fiscal Year 56 Budget Estimate	Take action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.	CO	Calls for estimates for Fiscal Year 56 will be submitted to all sections as soon as instructions are received from higher headquarters.	Mar 55
4. Conversion Project Officers	Insure that project officers are appointed in all staff agencies to monitor and report the progress of this conversion and advise of deficiencies as required.	AAC	Project officers have been appointed under the provisions of 93d Bomb Wing Programing Plan 2-54 and are monitoring and reporting as required.	1 Nov 54
5. Conversion Programs	Evaluate the progress of the various areas of the conversion against the plan and keep the Wing Commander and Staff advised by monthly progress reports, charts, graphs and special briefings, if necessary.	AAC	Progress reports are being prepared and submitted as required. Programs are continually being analyzed and evaluated. A formal briefing has been prepared on the conversion program and progress of same, which may be presented at any time on short notice.	Continuing

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Project	Necessary Action	Assignment Of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
6. Progress Reports	Prepare and submit reports as required by 15AFR 27-1	AAC	Being done monthly.	Continuing

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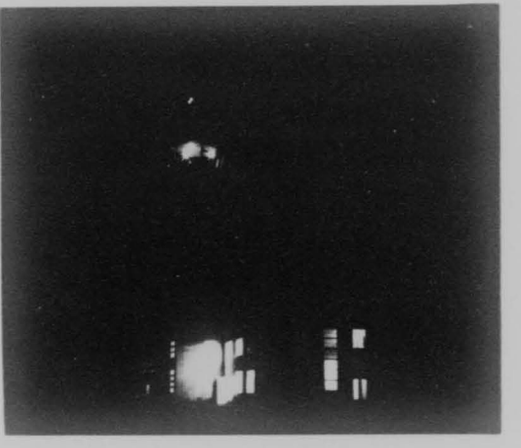
HISTORY

93D BOMBARDMENT WING

·MEDIUM·



CASTLE AIR FORCE BASE

CALIFORNIA

1 JAN. THRU 31 JAN. 1955

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CLAS: SECRET
AUTH: Comdr, 93d BW
DATE: 2 Mar 55
NAME: W. Kuhn

HISTORY

of

93D BOMBARDMENT WING, MEDIUM

Castle Air Force Base, California

January 1955

Prepared
by
Technical Sergeant Bernard C. Renfro

Bernard C Renfro
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Technical Sergeant
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WILLIAM E. EUBANK, JR.
Brigadier General, USAF
Commander

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
United States Air Force

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COVER: The newly constructed Base Operations building at Castle Air Force Base. The photograph shows the main entrance and the tower of the building which stands out in the darkness. (Photo by A/2C Louis Assad, Base Photo Lab).

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Historical Data of the
93d Bombardment (Heavy) Wing
5 March 1942 - 31 January 1945

The 93d Bombardment Group (Heavy) was activated on 15 March 1942, at Savannah Field, Louisiana. The first Commanding Officer was Colonel Edward W. Timberlake Jr, who established the Group from date of activation until 27 May 1942.

After completing approximately two months of training at Savannah Field, the Group was transferred to Ft Myers, Florida for another six week training program. Upon completion of the training at Ft Myers, the Group was transferred to Grenier Field, New Hampshire, where the air echelon was equipped with new B-24 aircraft. The early part of September 1942, the air echelon departed Grenier Field for Alconbury, England, arriving at its new station on 13 September 1942.

Less than one month after the arrival of the Bomb Group at Alconbury, the first mission was scheduled. The mission, flown on 8 October 1942, was a bombing mission on Lille, France. The Bomb Group departed Alconbury, England for North African bases on 7 December 1942.

Upon arriving at North Africa the 93d Bomb Group was based at Tafaroui. Bombing missions were flown from this base on targets at Bizerta. The stay at Tafaroui was short and the Bomb Group moved to Benbut, Libya on 12 December 1942, where they remained for three months.

On 25 February 1943 the Bomb Group departed Benbut to return to the United Kingdom. The Group arrived at Hardwick, England on 27 February 1943. Immediate preparations were made for the Group to bomb targets on Vegesack, followed by bombing targets on Wilhelmshaven and Scotteville. In further missions during April and May, the Group

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critical railroad junction near Ahrweiler. Other missions flown in conjunction with the Battle of the Bulge were on cities in Germany, including Berlin.

Soon after the Battle of the Bulge the war came to a close. On 25 April 1945 the 391st mission, the last for the 93d Bomb Group, was flown and preparations were made for the Group to return to the States.

On 1 June 1945 the air echelon arrived in the States followed by the ground echelon who arrived 20 June 1945. The Group reported to Sioux Falls, South Dakota, where deactivation was accomplished. The Group was reassembled at Pratt Army Air Field, Kansas, for redeployment in preparation for remanning and retraining. With the closing of Pratt Air Field in December 1945 the Group moved to Clovis Army Air Field, New Mexico, to continue training.

During May 1947 the Group moved to Castle Field and was reorganized on 11 August 1947 as a B-29 Bomb Group, activated as the 93d Combat Wing. The Group departed for the Far East on a 90 day TDY training assignment on 15 May 1948.

During the month of June 1949 the Group converted to B-50 aircraft as a Medium Bomb Group. Early in January 1951 the Bomb Group was reduced to one officer and one airman, retained for "historical purposes". Operational control was assumed by the 93d Bombardment Wing (Medium).

During May 1954 the 93d Bomb Wing began to receive its first jet aircraft. It was equipped with B-47 Jet Bombers and began the task of becoming Combat Ready. On 1 November 1954 the Bomb Wing was declared Combat Ready and was congradulated by Headquarters Strategic Air Command for its achievement in such a short time.

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Commanders of the 93d Bombardment(Group) Wing, from reorganization at Castle Air Force Base , per General Order No. 79, 11 August 1947, Headquarters Fifteenth Air Force, to present.

Colonel L. B. Coates	May 1947	July 1948
Brigadier General Robert H. Terrill	July 1948	April 1951
Brigadier General Richard H. Carmichael	April 1951	October 1951
Colonel John E. Dougherty	October 1951	February 1953
Colonel Frank L. Obrien	March 1953	June 1953
Brigadier General William E. Eubank Jr.	July 1953	Present

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CHRONOLOGY

1 Jan 55 93d Armament and Electronics Squadron reorganized.

6 Jan 55 Operation "Spotlight" was flown.

8 Jan 55 4017th Combat Crew Training Squadron was activated.

10 Jan 55 Third Base Management Course begun.

14 Jan 55 Audit of Military Pay Records completed by Base Finance.

15 Jan 55 Operational Control of the 90th Air Refueling Squadron transfered to Forbes Air Force Base, Kansas.

17 Jan 55 Castle's first crew departs fro Davis Monthan AFB for evaluation.

18 Jan 55 Operation "Long Haul" was flown.

19 Jan 55 Operation "Big Picture" was flown.

20 Jan 55 Ground Safety office conducted a survey of reportable accidents.

21 Jan 55 Civilian Personnel officer selected by Headquarters USAF as guest instructor at the basic training specialist course.

23 Jan 55 Three new Rotary Sweepers to clean runways were received.

26 Jan 55 New Base Librarian assumes duties at the library.

27 Jan 55 First "Observers Information Bulletin" was published.

28 Jan 55 Boxing show was held at Base Gym in support of "March of Dimes".

31 Jan 55 4017th Combat Crew Training Squadron received the highest Unit Management Control System Score for January 1955.

31 Jan 55 As of 31 January 1955, 43 airmen had reenlisted to fill their own vacancy.

31 Jan 55 As of 31 January 1955, Ground Safety office had two Safety Campaigns in progress.

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ORGANIZATION AND ADMINISTRATION

ORGANIZATION CHANGES:

The activation of the 4017th Training Squadron was accomplished on 8 January 1955, in accordance with Headquarters Strategic Air Command (SAC) General Order 78, 1 December 1954. After activation a message was received from Headquarters SAC amending General Order 78.[1] The amendment was to change the name designation to 4017th Combat Crew Training Squadron. General Order 6, Headquarters SAC, 27 January 1955, received by the Base Manpower office substantiated the change.[2]

On 10 January 1955 the third class in Primary Management was begun with 12 airmen attending the course. The instructor for the course was Mr. Roy Armitage of the Base Manpower office. All airmen completed the course and were awarded Certificates of Training at the graduation on 22 January 1955. Lieutenant Colonel Fred W. Drees, Jr, Squadron Commander of the 93d Armament Electronics Maintenance (A&E) Squadron made the presentations in be-half of the Base Commander in view of the fact that nine of the 12 airmen were from the 93d A&E Squadron.[3]

The reorganization of the 93d A&E Squadron was accomplished on 1 January 1955 under Table of Organization (T/O) 1-7170F-S, 1 July 1954. The Chief of the Special Aircraft Equipment Evaluation and Audit Team at this base received a message from Headquarters SAC stating that the

1. SAC msg DPLMA, 27 Jan 55, See Exhibit "A".
2. See General Order 6, Hq SAC, 27 Jan 55, Exhibit "B".
3. See pictures from Valley Bomber, Base Newspaper, Exhibit "C".

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93d A&E Squadron would again be reorganized on 1 February 1955 under T/O 1-7152F-S.[4]

A survey was conducted during the month to determine further use of Civilian Formen and Assistant Foremen in positions of the Field Maintenance Squadron. The Manpower office worked in conjunction with the Chief of Maintenance and Squadron Commander of the Field Maintenance Squadron to determine where civilian personnel could be effectively utilized. The recommendations and comments were forwarded to Headquarters Fifteenth Air Force on 31 January 1955.[5]

Several minor changes in Unit Manning Documents were received during the month. They were as follows: the Air Force Specialty Code (AFSC) of the Chief of Equipment Evaluation and Audit Team was to be changed from 6416 to reflect 4316; the AFSC 33170 of Technical Sergeants within Munitions functions of SAC units to AFSC 33270 and seven-level supply men working with the Equipment Evaluation and Audit Team to be reflected as AFSC 64173.

WING COMPTROLLER:

Conversion Program Status. The Director of Wing Comptroller, responsible for the preparation of Progress Reports in conjunction with the B-52 Conversion Program, reported the status of the program as of 31 January 1955 in Progress Report number two.[6]

The B-52 Operational Engineering Section began arriving at Castle Air Force Base during January 1955. Major Thomas P. Savage, Chief of

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4. Base Manpower historical report for Jan 55, BISO files.

5. Interview with M/Sgt Arnold H Torgerson, Base Manpower, 8 Feb 55.

6. See Progress Report #2, Annex I to this history (SECRET)

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this section, arrived 20 January 1955 and immediately departed for temporary duty (TDY) at Boeing Aircraft Company, Seattle, Washington. Manning requirements in required specialties for the 4017th Combat Crew Training Squadron were 44.4% filled by officers and 44.6% for airmen. A breakdown of air crew personnel requirements was as follows: 40 gunners and 38 Electronic Countermeasure (ECM) operators assigned. Three gunners and one ECM operator were to be used in Phase VII testing. This left 31 gunners spaces and 32 ECM spaces unfilled.

BASE COMPTROLLER:

Management Analysis. Manning in required specialties of officers showed a decrease compared to the December figures. The projected losses with no gains and the recent Warrant Officer authorizations which were substitued for former officer positions were the contributing factors to the low score in this category.

The 4017th Combat Crew Training Squadron received the highest Unit Management Control System Score for January 1955 - 99 percent of the maximum score. No comparison of previous scores could be made as January 1955 was the first month the 4017th Combat Crew Training Squadron was rated.[7]

BUDGET AND ACCOUNTING:

During the month of January 1955, $288,500. was received for Project 458 (Base Maintenance Operation) and $36,000. was received

7. See Unit Management Control System Scores for January 1955, Exhibit "D"

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for Project 478 (Hospital Fund). This brought the total funds available to $829,000, which is 78 percent of the Annual Budget authorization.

On 13 January 1955, the Budget Review Panel was held at the Base Commander's office. The status of Maintenance and Operation Project 458 and Hospital Funds Project 478 were presented to the Panel. All phases were discussed from the aspect of conserving local funds. The requirements generated by the B-52 program were also discussed.[8]

A Staff visit was conducted by Headquarters SAC and Headquarters Fifteenth Air Force during the month. Assistance was received in the problem areas of the Budget and Accounting System and its related functions. It was believed the inspection improved the overall efficiency of the Budget and Accounting office.

Finance. The first half of January 1955 was devoted to preparing withholding tax forms and auditing Military Pay Records (MPR). Upon completion of the audit all MPR's were forwarded to the Air Force Finance Center, Denver, Colorado.

A new method for paying personnel who depart for TDY was put to test by the Base Finance Office when a mass movement of personnel departed for TDY during the month. The new method was to retain the MPR's of all personnel involved in the TDY and forward a computed pay list to the Finance Officer at the TDY station.[9]

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8. Budget and Accounting historical report, BISO files.

9. Finance Office historical report, BISO files.

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The Finance Office attained an average of 127 percent as rated with the work performance data report for the month of January 1955, and total disbursements were $1,192,629.88.

Statistical Services. During the month of January the Statistical Service Section was divided into three sections. The Electrical Accounting section remained in building 252, the Personnel Accounting section moved to building 242 and the Reports Control section moved to the Base Adjutant's office, building 411. With the Personnel Accounting section moving to building 242, the machine accounting room was able to expand and place more machines into operation. Moving the Reports Control section to the Base Adjutant's office allowed a closer control on incoming reports and messages.[10]

INFORMATION SERVICES:

The Information Services office worked in conjunction with the Base Project Officer for the March of Dimes. The boxing matches held on 21 January 1955 were given story and picture coverage by the Information Services office.

A group of Boy Scouts from Fresno, California, toured Castle Air Force Base on 8 January 1955. The Scouts were shown the various types of aircraft assigned to Castle AFB and other base activities of interest. After the tour the Scouts were taken to lunch at the Base Cafeteria.

On 6 January 1955, Staff Sergeant Hoge of the Base Survival School addressed the Yosemite Lions Club at Yosemite, California. The

10. Statistical Services historical report, BISO Files.

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topic of the address was SAC Survival techniques; it included a demonstration of Air Force standard survival equipment.

On 22 January 1955, Brigadier General William E. Eubank Jr, 93d Bombardment Wing Commander, addressed a Merced group at the annual "Hot Stove League" dinner. The topic of the speech was "Encourage our young men to participate in sports".

Letters were forwarded to all civic clubs in the proximity of Castle Air Force Base, offering them the services of speakers from this Base. It was believed that more clubs would ask for their services for use at their monthly meetings.[11]

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11. Information Services historical report, BISO files.

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PERSONNEL

MILITARY PERSONNEL:

Combat Crew Resources. There were 10 crew changes in the 93d Bombardment Wing on B-47E crews during the month of January. The reason for these changes was the pending reassignment of three combat crews to Lincoln AFB, during the month of February 1955.[1] The three crews were screened so as not to loose any potential B-52 personnel to other bases. Major Howard A Thornhill of the 328th Bombardment Squadron was removed from a crew position so that he could assume the duty of Squadron Staff Observer in the 328th Bombardment Squadron. One pilot and one observer were upgraded from spare status to crew member status on non-combat crews. Six Second Lietenants were absorbed into the bomb squadrons during the month because of an acute shortage of qualified navigator-bombardiers. They were scheduled to attend the Mobile Training Detachment here on the base, for the K-System course. There was one inter-squadron transfer from the 329th Bombardment Squadron to the 328th Bombardment Squadron to relieve Major Thornhill from a crew position. There was one pilot transfer to the 4017th Combat Crew Training Squadron during the month by order of the Wing Commander. The Wing total of combat ready crews remained at 46 and four non-combat ready crews.

There were several crew changes in the 93d Air Refueling Squadron for the month of January, the changes were as follows: The reassignment of one navigator to the 90th Air Refueling Squadron and the discharge of

1. 15th AF msg OPP 19, Subj Rasg of B-47 crews to 93 and 307 Bomb Wings Lincoln AFB, Nebr' (SECRET), 4 Jan 55; PDC files.

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accordance with Fifteenth Air Force Message [illegible], [illegible] January 1955, to insure that officers were identified with primary or first additional rated specialties and that [illegible] limited ratings on specialties had not been lost. Reports of rated officers were prepared in accordance with Fifteenth Air Force [illegible], [illegible] January 1955, to insure that current duty ratings and aircraft qualifications were correctly reflected in items 44 and 45 of AF Form 11.

Photographs of all [illegible] not previously submitted were forwarded to Headquarters United States Air Force and Fifteenth Air Force in accordance with Air Force Regulation 36-[illegible].

[illegible] on Form 66 on all assigned officers were forwarded to Headquarters United States Air Force and Fifteenth Air Force in accordance with Air Force Regulation 36-[illegible].

During the month of January a total of [illegible] USAF Officer Effectiveness Reports and one Training Report were received, reviewed and forwarded to higher headquarters. Of the Effectiveness Reports, [illegible] were "Outstanding", [illegible] were "Very Fine", [illegible] were "Dependable" and [illegible] were "Unsatisfactory". There were no "Acceptable" reports processed.

Officer effective manning for the month of January was [illegible]% for the [illegible] Bombardment Wing and [illegible]% for the [illegible] Air Base Group for an overall station average of 81.1%.[3]

Airmen. During the month of January 1955, 111 airmen were reassigned to overseas bases, 13 airmen were reassigned to zone of interior bases and 42 airmen departed for schools.

Overseas quotas received during the month were for Air Policemen, Food Service Personnel and Administrative Personnel. The continued loss

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3. Officers Section historical report, [illegible] files.

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of these personnel adversely affected the operations of these functions. Airmen were detailed from the various squadrons on the base to perform duties in the dining halls and to assist the Air Police Squadron in performing the required guard duty.[4]

Recruiting. During the month 43 airmen reenlisted to fill their own vacancy. Sixteen of the 43 airmen took advantage of the Reenlistment Reassignment Program and were transfered to the base of their choice. Eleven airmen reenlisted within the 90 day period from date of separation. The recruiting section continued to experience difficulties in maintaining an active reenlistment program due to the shortage of personnel. The Recruiting Officer and Non-Commissioned Officer in charge of the Recruiting Section, in addition to filling those positions have supervision over the Base Separation Center, Overseas Processing, Reserve Affairs and Airman Promotion Program. Because of the increased importance of the Base Reenlistment Program, it was believed that the Recruiting Office should be divorced from all other activities in order that a full scale reenlistment program could be organized.[5]

A/C - OCS Examining Board. Because this activity was assigned to the Base Recruiting Office, it also experienced difficulty in proper administration and procurement of personnel. Of the numerous applications received for Officer Candidate School each month, only three had successfully passed the tests and boards and been selected to attend the Officer Candidate School, since the activity was assigned to the Base Recruiting Office in March 1954.[6]

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4. Airman Pers section historical report, BISO files.

5. Base Recruiting Office historical report, BISO Files.

6. Base A/C - OCS historical report, BISO Files.

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Separation. The Separations Center processed three officers and 207 airmen for discharge from active duty during the month of January.

Reserve Forces. First Lieutenant David A. York completed a 15 day active duty tour. A total of 33 officers had been assigned as Training Designees as of 31 January 1955. Captain Thomas C. Astone was released from assignment for failure to meet training requirements.[7]

OJT Administration. During the month of January, 181 airmen were placed on OJT (On-the-job-training), 114 airmen were removed from OJT and 107 airmen were upgraded or awarded an additional Air Force Specialty Code (AFSC) as a result of OJT.

As of 31 January 1955, a total of 915 airmen were on OJT in 31 different career fields. Twenty-seven percent of these airmen were training in the Maintenance 43 career field.

In conjunction with OJT, a course of instruction was set up over a two-week period for all personnel working in Personal Equipment. The instructors for this course were provided by March Air Force Base.

The OJT section administered tests to 444 airmen during the month. Tests were given on K-Systems, B-47 aircraft general mechanics and B-47 jet engine mechanics. Stanine scores were tabulated for approximately one-third of the airmen and the results were forwarded to the Maintenance Standardization Team for final action.[8]

During the month Castle AFB Regulation 50-3 was revised and published on 17 January 1955. The regulation is designed to establish uniform procedures for all personnel on OJT.[9]

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7. Reserve Forces historical report, BISO files.
8. OJT section historical report, BISO files.
9. Castle AFB Reg 50-3, see, Exhibit "E".

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CIVILIAN PERSONNEL:

There were 139 graded and 235 wage board Federal employees on the rolls at Castle AFB on 1 January 1955. The January turnover of personnel was: four gains and five losses.

Mr. E. V. Garrett, Civilian Personnel Officer, was selected by Headquarters United States Air Force as a guest instructor for the Basic Training Specialist course at the Air Force School for Civilian Personnel Administration, 31 January through 18 February 1955. Mr. Garrett reported to the school on 23 January for one week's orientation prior to the beginning of the course.

Mr. Max Lockwood, Local Civil Service Board Adviser, from the Commission's 12th Regional Office visited the base on 14 January 1955. Mr. Lockwood conducted a routine inspection of Board actions and reviewed revised procedures to be used by the Board after 31 January 1955 under the Career-Conditional appointment program.[1]

GROUND SAFETY:

During the month of January, the Ground Safety Office prepared a comprehensive course outline for a six hour unit safety training course, under the block training system. The course outline was prepared in a manner which would be advantageous for use by an instructor other than Ground Safety Personnel. The outline was cross-referenced with respect to technical data current to the Ground Safety Policies.

Ground safety personnel prepared a survey of 1954 reportable ground

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[1]. Civilian Personnel Historical report, SAC files. For background of career-conditional progrm, see 93d Bomb Wing History (SACHI) for November and December 1954, SAC files.

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accidents, as requested by Headquarters Fifteenth Air Force. The survey required a detailed break-down classification of ground accident statistics, in order to facilitate the clarification of notable hazard areas.

The Ground Safety Office working on "Operation Lifesaver", Motor Vehicle Accident Campaign, accomplished the following actions during the month:

a. Coordinated with the personnel of the base newspaper, to insure the publishing of appropriate publicity relative to the campaign and publicize the emblem contest, in which base personnel would be asked to submit emblem designs to Headquarters SAC for use as a stamp for all documents published in concurrence with the "Operation Lifesaver" campaign.

b. Ground Safety outlined a proposed list of Project Officers whose function would be to promote the "Operation Lifesaver" campaign. The Officers proposed were: Second Lieutenant Donald L. Looff, Ground Safety Officer, Warrant Officer Archie E. Cotton, Motor Vehicle Squadron, Major Donald H. Kline, Air Police Squadron, First Lieutenant Charles S. Tilghman, Base Information Service Office and First Lieutenant Dennis R. Horner, Air Installations Squadron.

Another Ground Safety campaign was "Operation Tracon", the modified traffic spotters' program. The Ground Safety office submitted a plan of organizational responsibility and action to the Base Commander for approval. The approved plan was as follows: The Traffic Spotters (T-Men) would forward a noted traffic violation or act of courtesy to the Ground Safety Office who would forward the same to the Base Provost

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Library. Miss Maxine Delfs arrived on 26 January 1955 to assume duties as the Base Librarian. Upon the arrivial of Miss Delfs, Master Sergeant Perry was reassigned to his former organization for duty.

The total book circulation for the month was 1,287 at the main library and 42 at the hospital. The Red Cross Grey Ladies continued their assistance in library services by distributing reading material through the wards of the base hospital.[13]

Service Club. The Service Club held a "Cabaret Dance" on 7 January 1955. The tables and chairs were set up around the dance floor to give the desired atmosphere. During intermission, three airmen of the Castle Theater Guild presented a one-act skit. The skit was a well accepted comedy on service life.

Another dance held on 18 January 1955, offered a Square Dance western style. Music for the event was furnished by the "Castle Country Boys".[14]

Gymnasium. Approximately 1,200 enthusiastic boxing fans watched the boxing show at the Base Gymnasium on 28 January 1955. The boxing show was Castle's first invitational bout of 1955, and was for the benefit of the March of Dimes. Plans were being made for the Pacific Coast Conference Boxing bouts which was scheduled to be held at the Castle AFB gymnasium from 7 March to 11 March 1955.

Personal Affairs. The Personal Affairs office processed 294 new allotments and 46 insurance cases during the month of January.

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13. Historical report from Base Library, BISO files.

14. Historical report from Base Service Club, BISO Files.

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OPERATIONS AND TRAINING

OPERATIONAL PLANS:

The plans section began the month with the briefing of B-47 and KC-97 crews on Operation "Spotlight".[1] This operation was postponed for 24 hours due to a change in the Fifteenth Air Force plans. The crews were again briefed on additional Air Refueling Orbits and the mission was flown on 6 January 1955. Thirty-one KC-97 tanker aircraft refueled B-47 bombers, post refueling staging through Barksdale Air Force Base, Lake Charles Air Force Base and Tinker Air Force Base.

The second mission of the month was Operation Long Haul.[2] This mission was cancelled several times because of adverse weather conditions. The third briefing was conducted on 17 January and the mission was flown on 18 January 1955.

Major Robert M. Renneisen of the plans section attended the Thule Task Force Conference at Walker AFB, 12 through 15 January 1955.

Activities on 17 January 1955 included a staff meeting on Operations "Poker Hand and "Cattle Car" and the critique of Operation "Spotlight". On 18 January 1955 the plans section monitored the briefing of Operation "Big Picture".[3] The briefing was conducted jointly by Staff members of 330th Bombardment Squadron and 93d Air Refueling Squadron. Operation "Big Picture" was flown on 19 January 1955.

During the week of 18 January, night sessions of Emergency War Plan (EWP) briefings and target study were conducted by Plans section

1. A bomber stream evaluation mission, see "Flying Tng" this chapter.
2. Operation Long Haul 15th AF Operations Order 150-54, ODC files.
3. Operation Big Picture, 93d BW Operation Order 202-55, ODC files.

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assisted by Intelligence and Prediction Team personnel. The plans section assisted the Intelligence section in giving EWF examinations for tanker and bomber crews. On 27 January, Wing Staff was briefed on Operation Plan 40-55 (Deployment) and 50-55 (EWF strike). The Wing briefing team conducted the briefing given to Fifteenth Air Force Staff on Operations Plan 40-55 and 50-55 on 28 January 1955.

Major Wayne P. Orr conducted the briefing on Operation "Poker Hand" on 22 January and monitored the preparation and briefing of Operation "Cattle Car" on 27 January 1955.[4]

FLYING TRAINING:

A large percentage of the training accomplished during January 1955 consisted of missions ordered by higher headquarters. The first of these was "Spotlight", which was a Fifteenth Air Force radar evaluation mission against Richmond, Virginia; Charlotte, North Carolina; and Atlanta, Georgia. Due to the length of the mission, it was necessary to use both the 90th and 93d Air Refueling Squadrons to refuel the bomber stream. The 93d Bombardment Wing was rated second on the mission within Fifteenth Air Force, which was considered excellent in view of the fact that the Wing was rated combat ready only since 1 November 1954.

Another mission ordered by higher headquarters was "Long Haul", which consisted of three B-47 aircraft and 12 tankers from the 90th Air Refueling Squadron. Because of adverse weather conditions, it was necessary to postpone the mission several times before it was actually

4. Operation "Poker Hand", 93d Bomb Wg Ops Plan 8-55, Operation "Cattle Car", 93d Bomb Wg Ops Plan 114-55.

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flown. With three aerial refuelings scheduled, the B-47 aircraft were approximately 6,000 pounds of fuel below the flight plan and were unable to reach the third refueling area due to the fuel problem.

Other higher headquarters ordered missions included "Poker Hand" and "Cattle Car", which involved movements of the 90th Air Refueling Squadron to Harmon Air Force Base and the 93d Air Refueling Squadron to Thule Air Force Base.

Operational control of the 90th Air Refueling Squadron was transfered to its parent organization at Forbes Air Force Base Kansas, during January 1955.[5] The higher headquarters ordered missions and the transfer of operational control of the 90th Air Refueling Squadron caused a serious tanker shortage during January. It was necessary to control the scheduling of the available tankers at wing level to assure maximum utilization of available resources. First priority on available tanker sorties was given to B-47 aircraft commanders who had not completed a night maximum gross weight checkout in aerial refueling. SAC Regulation 51-19 training for tanker crews received second priority, with the remainder of the available sorties going to SAC Regulation 50-8 training for both tanker and bombardment crews.[6]

The first phase of a night aerial refueling project was completed, the primary objective of which was to improve the effectiveness of the equipment used for night aerial refueling. The markings on the boom of the tanker were painted with flourscent paint in the hope that the equipment would be more visible at night. After flourescent paint

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5. Org date of trans was set for 1 Mar 55, however, Hq 15th AF Req Hq SAC to change date of trans to 15 - 31 Jan 55. 15th AF msg DPL 5045,

6. Flying Training historical report, BISO files.

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proved to be unsuccessful, Scotchlite tape was used on the boom markings, but that again was not successful. The project continued with experiments on various types of indicator lights.

WING STANDARDIZATION BOARD:

The 93d Bombardment Wing Standarization Crew commenced preparations for participation in the Strategic Evaluation at Davis Monthan. The preparation included training in special weapons, gunnery training and flight training. The Standardization Crew departed on 17 January 1955 for Davis Monthan. This was the first crew from Castle AFB to depart for evaluation since the 93d Bombardment Wing converted to B-47 aircraft. Equipment and personnel were flown to Davis Monthan to support the crew and aircraft.

The 90th Air Refueling Squadron Standardization Crew flew two standardization check rides during the month of Janusry. In addition the Squadron Observer was checked during the month. The 93d Air Refueling Squadron standardization crew flew seven check rides during the month of January. In addition several recheck of individuals were accomplished.[6]

WING STAFF OBSERVERS SECTION:

Major Patrick E. Montoya accompanied Colonel Sam J. Byerley to Headquarters Fifteenth Air Force 11 January 1955 for the purpose of attending a Tactics Panel Conference. The following presentations were made by this Wing:

6. Wing Standardization Board historical report, BISO files.

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a. Proposed change to the Offset Aiming Point Selection Guide contained in the SAC Tactical Doctrine.

b. Review of problems encountered in cell-type Polar navigation, and a recommendation that a section with suggested special techniques for this type navigation be included in the SAC Tactical Doctrine.

c. The necessity for a beacon type radar such as the APN-11 on bomber type aircraft.[7]

Projects. Operations "Spotlight" 7 January 1955 was a Fifteenth Air Force directed Radar Bombing Evaluation mission against Radar Bomb Scoring targets. The 93d Bombardment Wing dispatched 30 crews on this mission, and had generally satisfactory results. The scores achieved on Richmond were rated unsatisfactory; however, the scores on Charlotte were rated outstanding and the scores on Atlanta excellent. The Observer Section presented detailed flight planning, target study and pre-take-off briefings in preparation for this mission.

The first edition of the "Observers Information Bulletin" was published and distributed 27 January 1955.[8] It was planned for this bulletin to be published periodically by the Staff Observer Section under the guidance of the Observer Board and technical assistance from Armament and Electronics, Target Intelligence, Air Refueling Squadrons and Bombardment Squadrons.

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7. Wing Observers Section historical report, HISC files.

8. See Observers Information Bulletin, Exhibit "F".

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Problems. Visual bombing presented the greatest problem to the observers during January. Weather precluded much practice of visual bombing and runs completed left much to be desired. The Observers Section made every effort to obtain information on visual bombing from more experienced B-47 Wings. This information was disseminated to the Observers in the first edition of the Observer's Bulletin.

WING FLYING SAFETY:

The 93d Bombardment Wing and Base Flight aircraft flew 2,871 accident free hours during January 1955. The Flying Safety Program for January placed special emphasis on instrument flying techniques in keeping with the 1955 SAC Aircraft Accident Prevention Campaign.

The Flying Safety Committee meetings were resumed in January with the meeting being held in the Wing Conference Room on 27 January 1955. Minutes of this meeting were reproduced and were to be distributed to each Committee member and Squadron Commander.

The principal speaker at the Wing Flying Safety meeting which was held 29 January 1955, was Colonel Patrick D. Fleming, Deputy Commander 93d Bombardment Wing (H), who discussed B-47 aircraft incidents.[9]

WING GUNNERY:

During the month of January a total of eight co-pilots attended the O. Q. Gunnery Range at Davis Monthan Air Force Base.

The A-5 Fire Control System indoctrination course was completed by one student and one student finished the Refresher Course for Strategic Evaluation.

The A-5 Mock-up was not completed due to supply difficulties

9. Wing Flying Safety historical report, BISO files.

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The mounting rack was received and the component parts of the system were being mounted. It was anticipated that the mock-up would be operational early in February 1955.[10]

COMMUNICATIONS AND ECM:

The basic Electronic Countermeasure (ECM) and communications training outline for the B-52 program was completed during January 1955. A copy of the outline was forwarded to the 4017th Combat Crew Training Squadron. Recent information received from the Boeing Aircraft Company was to be used to expand future training outlines. It was anticipated that a comprehensive training schedule would be in effect prior to the arrival of the first B-52 aircraft on this station.[11]

WING MUNITIONS:

Routine training for the month of January 1955 was accomplished as directed by Fifteenth Air Force Regulation 50-4 and SAC Regulation 50-1. Training accomplished in accordance with Fifteenth Air Force Regulation 50-4 was as follows: Phase I (Individual Indoctrination Training) 3,182 hours, Phase II (unit officers and non-commissioned officers training) nine unit officers and non-commissioned officers completed this training.

Phase I training was integrated into the centerslized block training program.[12] The number of manhours of training accomplished by the block training method doubled any previous monthly accomplishments.

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10. Wing Gunnery historical report, BISO files.

11. Communications and ECM historical report, BISO files.

12. See Ground Training Section Chapter III, December 1954, History of 93d Bombardment Wing (Medium) (SECRET), SAH files.

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SPECIAL WEAPONS:

Routine special weapons training continued for the month in accordance with SAC Regulation 82-2 and 136-6. All combat crew training projected by this Wing to implement Supplement XIV to SAC Regulation 50-8 was accomplished with the following exceptions: crew members of 13 crews did not complete the special weapons refresher course. Each of the assigned bombardment squadrons was scheduled for ten crew loadings, but they accomplished only five each. Each of the bombardment squadrons was scheduled for 11 crew missions in the Special Weapons area. The accomplishments for this training were as follows: the 328th Bombardment Squadron accomplished four missions, the 329th Bombardment Squadron accomplished eight and the 330th Bombardment Squadron accomplished seven missions. Training that was not completed in January was to be re-scheduled for February.

Training directed by SAC Regulation 82-2 and SAC Regulation 136-6 was not accomplished because of other commitments of Supply Squadron personnel. However, the Supply Squadron special weapons handling teams received routine continuation training in bomb handling. Each four-man supply loading team received five loadings during the month. The loadings were supervised by personnel from the Armament and Electronics Maintenance Squadron. There was no training accomplished by the pilot-teams.

INTELLIGENCE:

Wing Intelligence was delegated the responsibility for insuring that all combat exercises on wing missions be reported in accordance with current directives. The wing Intelligence section wrote a sepa-

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rate "Reports" annex for each operations order, stating what reports were due, the section responsible for preparation and who would be on the reports control team. The task of selecting control team members from the various operations divisions also fell to Intelligence. It was the desire of the Director of Operations that all personnel of operations sections serve on a team and become familiar with SAC combat reporting procedures.[13]

A problem encountered during January was the task of familiarizing B-47 crew members with the intelligence aspects of their Emergency War Plans (EWP) mission and conducting target study. Crew members were briefed on radar order of battle, air order of battle, flak order of battle and escape and evasion. Target study was handicapped by the lack of adequate facilities. On 29 January 1955, after completion of three briefings, B-47 crew members were required to take an examination on EWP procedures. KC-97 crew members were given a less detailed examination earlier in the month.

Headquarters Fifteenth Air Force requested that the Target Intelligence section review all initial point, offset points and other reference points used on our EWP for tolerance allowable and check these against the map and chart reliability sheet. For those coordinates where more precise coordinates are desirable or required, Target Intelligence was to forward a list through Fifteenth Air Force to SAC, who would provide photographs, diagrams, special maps and special instructions for each desired coordinate.

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13. Wing Intelligence historical report, BISO files.

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During the month the Target Intelligence Branch screened all O-15 domestic film in a search for folder material. In addition, foreign radar objective folders and air objective folders were combined to form a single target planning folder. Target Intelligence took part in several mission and EWP target studies during the month of January.

GROUND TRAINING:

Ground training accomplishments for the month were as follows:[14] Advanced Survival training: sixteen personnel completed the course at Stead AFB. Physiological training: twenty-eight personnel completed the course at Davis Monthan AFB. KC-97 Mobile Training Detachment: ten crews attended the sircrew familiarization course at March AFB. Basic Survival: twelve combat crew personnel completed the course at this base. Instrument School: thirty-five pilots completed the training at this base. A course of instruction for newly assigned observers was initiated on 24 January 1955, to check them out on the K-System. The course was expected to end in February 1955. Two basic survival school instructors attended the Arctic Survival instructors course at Alaska. Approximately 800 Wing and Base personnel were given Arctic indoctrination lectures.

4017TH COMBAT CREW TRAINING SQUADRON:

Three months prior to activation of the 4017th Combat Crew Training Squadron, six pilots, six observers and six airmen were assigned to the Headquarters Squadron Section, 93d Bombardment Wing

14. For all flying and ground training requirements, see Training Program for January 1955, Exhibit, "G".

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for the purpose of conducting the proposed Phase VI tests on the B-52 aircraft. During the time prior to activation, the pilots were assigned to the Bombardment Squadrons of this base as B-47 Instructor Pilots. The six observers were assigned to the 93d Bombardment Wing Operational Plans and Wing Observer Section for duty. Brief periods of TDY were spent at Boeing Aircraft Company, Seattle, Washington for attendance of the Supervisors and Planners Course and the B-52 Performance Course.

On 7 December 1954, Lieutenant Colonel William R. Smith, Squadron Commander of the 4017th Combat Crew Training Squadron, announced his selection of temporary Staff Officers and Non-Commissioned Officers to be in charge of the various sections.

Personnel of the proposed squadron were billeted temporarily in building T-561. Housekeeping for the Squadron Orderly Room was set up in building T-355. The Operations, Supply and Personal Equipment Section were also housed in building T-355. The Squadron took more permanent quarters on 28 December 1954 in building T-175, an old barracks which had been converted for temporary dependents' housing. The Operations and Observer Section took possession of the upper floor of the building while the Orderly Room, Personal Equipment and Supply were housed on the lower floor. A Squadron Briefing Room was constructed in the Observers portion of the building very hurriedly for the proposed "training program briefing" of Major General Walter Sweeney, Commander Fifteenth Air Force. The briefing was conducted by Lieutenant Colonel William R. Smith on 11 January 1955.

Organization. The 4017th Training Squadron was officially activated

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on 8 January 1955 by SAC General Order 78, 1 December 1954,[15] and changed by SAC General Order 6, 27 January 1955, to be the 4017th Combat Crew Training Squadron.[16] A small ceremony was held on the occasion with Brigadier General William E. Eubank Jr, 93d Bombardment Wing Commander, and Lieutenant Colonel William R. Smith officiating.[17] The organization had begun to crawl into its infancy.[18] Lieutenant Colonel William R. Smith assumed command of the squadron on its activation.[19]

On 10 January 1955 the Operations Section began the writing of the Training Syllabus for the Flight, Ground, Academic and Synthetic Training Manual to be used in the B-52 program.[20] The shortage of qualified staff members worked considerable hardships upon the instructor crews, by giving them the monumental job of preparing the syllabus.

On the date of activation there were 13 officers and 13 airmen assigned. On 10 January 1955, 10 additional airmen were assigned making the squadron approximately 37 percent manned.[21]

Organizational Charts were prepared during the month, showing the breakdown of the squadron by training sections.[22]

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15. See SAC General Order 78, Exhibit "H".
16. See Exhibit "B"
17. Picture of Brig Gen Eubank and Lt Col Smith, Exhibit, "I".
18. Picture of Lt Col Smith briefing members of the sqdn, Exhibit, "J".
19. Special Order 1, 4017th Combat Crew Tng Sqdn, Exhibit, "K".
20. See Picture of proposed training manual, Exhibit, "L".
21. See Roster of assigned personnel, Exhibit "M".
22. See Organizational Charts, Exhibit, "N".

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Mission. A concise outline of the mission of the 4017th Combat Crew Training Squadron was written by Lieutenant Colonel William R. Smith.[23]

Administration. The requisitioning of publications and necessary office supplies took considerable time; however, Base Supply and Base Publications were very instrumental in furnishing the necessary items. The assistance and direction given by the facilities of the 93d Bombardment Wing in procuring the essential furnishings was commended by Lieutenant Colonel Smith.

Operations and Training. Flight training within the Squadron was relegated to a minor role, consisting of aircrews maintaining proficiency in B-47 aircraft. This training expected to accelerate with the arrival of the first B-52 aircraft. The ground training for student crews was being placed in outline form during the month. The ground training course for instructor crews was established. Refresher courses were being attended by the instructor crews with the cooperation of the local staff of the Mobile Training Detachment.

Supply. The SAC Unit Allowance List (UAL) was received during the month of November 1954 and all items authorized were placed on requisition through normal supply channels. These requisitions were supplemented by the Equipment Component List (ECL) and TA-1-21 (Flying Equipment) items. Twenty-five percent of the items on requisition had been received by 31 January 1955.[24]

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23. See mission of the 4017th Combat Crew Tng Sqdn, Exhibit, "O"

24. Personal interview with Capt Haymes, Adjutant of 4017th Combat Crew Tng Sqdn, 2 February 1955.

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The requirement for a permanent Supply Officer grew more critical as the organization's personnel increased and preparations were being made to receive and outfit the first increment of students.[25]

93D OPERATIONS SQUADRON:

Personnel. The transfer of Base Flight and Base Operations to the Headquarters Air Base Group during the month of January 1955 was made without difficulty.[26] The few adjustments that were made as a result of the transfer were of a minor nature. The loss of the squadron finance and officers records clerk necessitated cross training some administrative personnel to assume those duties. The transfer of the personnel was in keeping with the realignment of the Base Operations function from squadron to Group supervision and control.

Training. The instrument trainer (link) was scheduled for 652:00 hours of utilization during January. A tabulation of utilization showed the three bombardment squadrons utilized all of their scheduled time and that 84 percent of all scheduled time was utilized.

The P-3 Trainer was out of commission three and one half days for a 500 hours alignment and calibration check. The inspection was completed on 6 January 1955. Mr. Fred Lerssen, Field Representative for Curtiss-Wright Corporation, was visiting the section at the time the inspection was conducted. Mr. Lerssen assisted with the inspection and calibration. Mr. Pernell Hinley, Technical Representative for Link Aviation Devices, arrived on the station on 5 January 1955. He was assigned to render assistance on the B-47 Flight Simulator and the C-11-B

25. 4017th Combat Crew Trng Sq historical report, BISO files.

26. For details of transfer, see Organizational changes, Chapter I 93d Bombardment Wing History, (SECRET) December 1954.

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Instrument Flying Trainer. Training during January was a continuance of "Strange Field" letdown practice.

Other training facilities available and utilized as follows: T-2A Radar Trainer; available 189 hours, utilized 132 hours. K-System Trainer; available 168 hours, utilized nine percent of the time. T-4 Trainer available 126 hours, with a 36 percent utilization. The T-3 Radar Trainer, was shipped to Lincoln AFB, on 6 January 1955, after it was declared surplus to the requirements of this base.[27]

BASE OPERATIONS:

The Base Operations Flight scheduling section recorded 62 flights accomplished through their section during the month prior to the transfer of the section to Headquarters Air Base Group. Flying time by type of aircraft for this period as follows:

T-33 - - - - - - 51:45 hours
C-45 - - - - - - 49:30 hours
B-25 - - - - - - 64:10 hours
C-47 - - - - - - 66:45 hours

A transient C-45 aircraft from Stewart Air Force Base, New York, was picked up by the Base Flight section for an engine change during the month of January 1955.

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27. 93d Operations Sq historical report, BISO files.

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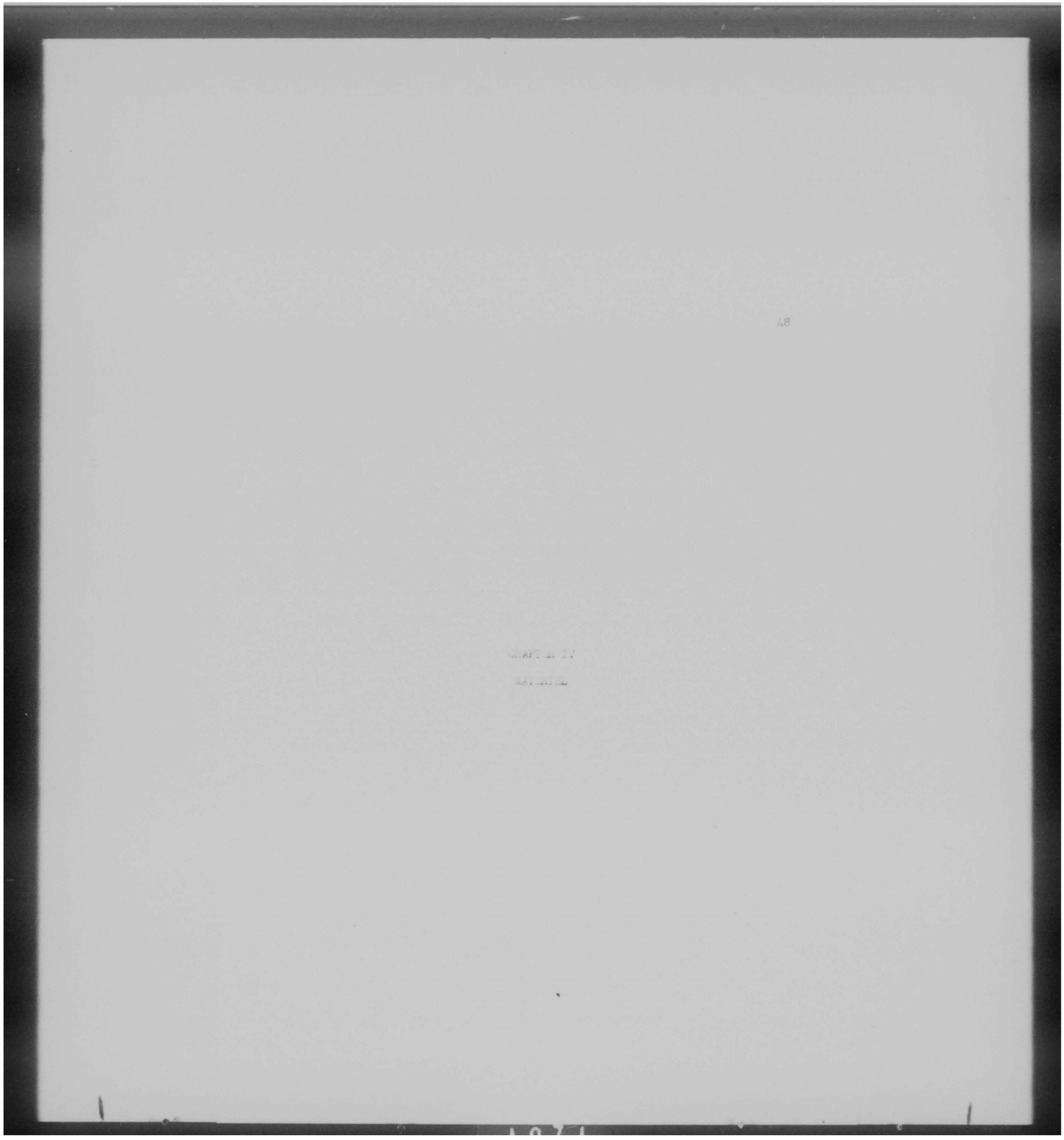

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MATERIEL

WING LOGISTICS:

The Wing Logistics section participated in the preparation of a large portion of the Operations Orders and Operations Plans during January by writing the logistics annexes to the Orders and Plans when they were applicable. In addition to the writing of the annexes, several other projects were completed which required the consumption of much time during the month. The logistical annex for 93d Bombardment Wing Operations Order 10-55 was written and published on 27 January 1955.[1]

The Wing Logistics Officer, working in cooperation with the Base Directorate of Materiel, Base Supply Officer and Food Service Officer, established reserve levels of supplies for project "Nightlife".[2] The project was to establish stock levels of equipment and rations to support aircraft and airmen in the event of war. The level established was for support during the first 30 days of a National Emergency.

The Wing Logistics Officer revised the format for the submission of monthly Mobility Rosters. The revision would enable the personnel of the Logistics section to monitor the rosters with a higher degree of accuracy. A series of lectures on mobility procedures and concepts was initiated by the Wing Logistics Officer. The lectures were presented to Squadron Mobility Officers with the purpose in mind of eliminating confusion during alerts.

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1. Ops Order 10-55 is 93d Bomb Wing Alert and Evacuation Plan (SECRET) MDCL files.

2. Project "Nightlife" was established in accordance with 15th AF msg DM2M 5103 (SECRET) MDCL files.

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MAINTENANCE:

TOC and Aircraft Records Unit. During the month of January a total of nine B-47 and six KC-97 aircraft were scheduled for Technical Order Compliance (TOC) while the aircraft were in the docks for Periodic Inspections. A vigorous TOC program was kept in effect during the month, with all Technical Orders possible being complied with on the flight line and at any time aircraft were out of commission. A total of 323 Technical Orders were complied with on KC-97 aircraft.[3]

Quality Control Unit. The Quality Control Unit inspected 10 KC-97 aircraft on the flight line and eight KC-97 aircraft in the Periodic Maintenance Docks. The aircraft records of all KC-97 aircraft were inspected. A total of 21 B-47 aircraft were inspected by the Quality Control Unit.[4]

Maintenance Standardization Team. The Maintenance Standardization Team was visited by Captain Newmark of the 98th Bombardment Wing, Lincoln AFB, Nebraska, on 10 January 1955. The purpose of the visit was to observe the procedures of the team at this base, prior to establishing a similar team in the 98th Bombardment Wing. The Maintenance Standardization Team was also visited by Mr. R. V. Lee of Gremco Power Plant Company, of Fort Worth, Texas, on 21 January 1955. Mr Lee gave a series of lectures on the operation and inspection of Gremco Power Plants.[5]

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3. TOC and Aircraft Records Unit historical report, BISO files.
4. Quality Control Unit historical report, BISO files.
5. Maintenance Standardization Team historical report, BISO files.

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The Maintenance Standardization Team wrote and published four Maintenance Instruction Letters and one Maintenance Information Bulletin.[6]

Job Control. The Job Control Unit processed 636 work orders during the month and approximately 140 specialist dispatches daily. A night shift was in operation during the month, utilizing one Field Maintenance and one Armament and Electronics dispatcher.

Fabrication Branch. During the month of January, the Fabrication Branch processed 1,244 work orders through the shops. Of this total 976 were flight line repairs, 87 repairable work orders from Supply and 181 work orders on Air Force Form 48.[7]

Paint and Fabric Shop. The Paint and Fabric Shop completed TOC on 10 radomes for B-47 aircraft which required moisture-proofing the radomes. The SAC insignia decals were received on 3 Janusry 1955 for application to all aircraft assigned to this Wing. The application of the decals presented numerous problems. The biggest difficulty was the weather, as a satisfactory application could not be attained in wet or cold weather. Decals were applied to some aircraft; however, this was accomplished while the aircraft were in the docks for maintenance.[8]

Parachute Shop. The Parachute Shop inspected and repacked 1,257 parachutes. The large number of parachutes processed was due to the TDY assignment of the 93d Air Refueling Squadron. The increased

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6. See Maintenance Instructions Letters, Exhibit "I".

7. Field Maintenance historical report, 8ISO files.

8. Ibid.

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workload was managed by working a night shift for a one week period.[9]

BASE MATERIEL:

Base Supply. A representative from Headquarters SAC made a short visit to Base Supply on 28 January 1955. The representative was primarily interested in advising on the proper method of handling and storage of fuel cells for the B-52 aircraft. The representative stated that Castle AFB would receive automatic distribution of 73 cells with a total value of $1,000,000. These cells are most delicate and would require careful handling and specialized storing methods. Each cell would have to be stored separately and in such a manner that air may circulate to all six sides. They would also require storage where no condensation can penetrate.[10]

Requisitions for line items required for the B-52 program, accomplished by the SAC Specialized Supply Team with the cooperation of Base Supply, were nearly 100 percent completed by the end of January. The requisitions, totaling approximately 2,000 line items, were to be hand carried to depots throughout the United States. The quantity of items and action completed is exclusive of Class 17B property. Approximately 672 line items for the B-52 aircraft were received on automatic shipment during January 1955.

Three sweepers for use in cleaning the runways were received on 23 January 1955. One 11,900-barrel storage tank for storing of JP-4 fuel was accepted and was being filled as the month progressed.

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9. Field Maintenance historical report, BISO files.

10. Base Materiel weekly activities report, BISO files.

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Commissary. The Commissary operated the first half of January with an acute personnel shortage. However, this was alleviated after each Air Base Group Squadron began furnishing one airman daily for duty in that section. With the increase of personnel by this method the commissary re-instated its opening hour at 1000 hours. The regular monthly inventory of the commissary was completed on 29 January 1955.

Motor Vehicle. New equipment received during the month was: one O-11A Crash Fire truck and one General Motors Refuse Dump truck, three propeller type Wayne Sweepers and one Ward La France 750 gallon pumper (Structual Fire) equipment. All new equipment received was serviced and issued to using organizations. One completely re-built Wayne Rotary Sweeper, one Buda engine with generator and one P-6 refueling tanker were repaired and returned by McClellan Air Force Base Depot.[11]

Purchasing and Contracting. Invitation for bids on evaporative coolers was issued on 5 January 1955. The bids were to be opened on 1 February 1955. Invitation for bids for construction of officers' quarters was issued on 27 January 1955 with the contract for this project to be obligated on 11 January 1955. The contract was issued on 11 January 1955 and work began on 12 January 1955.

A specification discrepancy on the Igloo Door project was discovered the early part of January. The contracting officer was notified and the discrepancy was rectified. Aside from minor discrepancies the project was complete.[12]

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11. Base Material weekly activities report, 8150 Mles.

12. Ibid.

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Ground Training Program outline for January 1955.

Materiel weekly activities reports.

Castle Air Force Base "Valley Bomber" newspaper, pictures and clippings.

Monthly historical reports from Wing and Air Base Group Squadrons and Staff agencies.

Personal interviews.

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GLOSSARY

A/C	Air Cadet
A&E	Armament and Electronics
AFB	Air Force Base
AFSC	Air Force Specialty Code
AQE	Airman Qualification Examination
ECL	Equipment Component List
ECM	Electronis Countermeasure
EWP	Emergency War Plan
MPR	Military Pay Record
OCS	Officer Candidate School
OJT	On-The-Job-Training
SAC	Strategic Air Command
"T" Men	Traffic Spotters
TDY	Temporary Duty
T/O	Table of Organization
UAL	Unit Allowance List

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SUPPORTING DOCUMENTS

EXHIBIT

"A" SAC message DPLMA, 27 Jan 55.

"B" General Order 6, Headquarters SAC, 27 Jan 55.

"C" Valley Bomber pictures, January editions.

"D" Unit Management Control System Scores for Jan 55.

"E" Castle Air Force Base Regulation 50-3.

"F" Observers Information Bulletin.

"G" January 1955, Training Program.

"H" General Order 78, Headquarters SAC.

"I" Picture of Brig Gen Eubank and Lt Col Smith.

"J" Picture of Lt Col Smith briefing 4017th Trng Sq.

"K" Special Order 1, 4017th Combat Crew Training Squadron.

"L" Picture of proposed training manual.

"M" Roster of personnel of 4017th Combat Crew Training Squadron.

"N" 4017th Combat Crew Training Squadron Organizational charts.

"O" Mission of the 4017th Combat Crew Training Squadron.

"P" Maintenance Instruction Letters.

"Q" All Technical Representatives reports.

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JMA 103

XDA151 YXA258 YYB088 MHA 124

RR JWPRH JWPJM

DE JEDMH 167

R 271536Z

FM COMDRSAC OFFUTT AFB NEB

TO JWPRH/COMDRAF 15 MARCH AFB CALIF

JWPJM/COMDRBOMWG 93 CASTLE AFB CALIF

BT

/UNCLASSIFIED/DPLMA 6756. SEC I SAC GO 78, 1 DEC 54, AS READS 4017TH TRAINING SQUADRON IS AMENDED TO READ 4017TH COMBAT CREW TRAINING SQUADRON EFF 8 JAN 55 IAW AFM 171-8. CITE THIS MSG AS AUTH TO CHANGE MORNING REPORTS AND ORGANIZATIONAL NOMENCLATURE PENDING RECEIPT OF CONFIRMING GO.

BT

27/1711Z JAN JEDMH

THIS IS A CERTIFIED TRUE COPY

Lloyd G. Haymes

LLOYD G. HAYMES
Capt., USAF
Adjutant

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 6)

27 January 1955

ORGANIZATION OF THE 4017TH TRAINING SQUADRON -- Amendment. So much of Section I, General Orders 78, Headquarters Strategic Air Command, 1954, as reads "4017TH Training Squadron" is amended to read "4017TH Combat Crew Training Squadron."

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

GLENN P. NELL
Colonel, USAF
Adjutant

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2 - ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU, WASHDC
2 - COMAMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
25 - COMDR, 4017TH CCR TRARON
5 - COMDR, 93D BOMWG, Heavy
5 - COMDR, 93D ABGRU (ATTN: Base Manpower Officer)
25 - COMDR, 91ST STRATRECONRON, FTR, Great Falls AFB, MONT
5 - COMDR, 407TH STRATFITWG, Great Falls AFB, MONT
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2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC

Air Force-SAC, Offutt O-881(55)

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PRESENTING A 1954 March of Dimes Scroll to General William E. Eubank, Jr., is Mr. Herbert J. Hodgdon, Jr., Merced County Chairman. The "scroll" was presented to Castle in appreciation of the outstanding contributions made by the base in last year's campaign. Watching the presentation is Lt. Edward Demirjian, base project officer, (far left), and Mr. Gus G. Simvoulakis, Merced City chairman. (Photo by Jacobs, base photo lab).

COFFEE CONTRIBUTED to the polio campaign last Wednesday when the NCO Wives Club sponsored the "coffee break" at the NCO Club. Polly Manning is shown pouring for M/Sgt. H. R. Clayton of MTD. On the far right is Mrs. Alice Proetel, first vice president. All proceeds gained from the sale of the coffee and doughnuts donated by the NCO Club has been turned over to the March of Dimes. (Photo by Jacobs, base photo lab).

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PRESIDENT OF THE TEEN-AGE CLUB, Buddy May, presents the money for the March of Dimes collected by his fellow club members to Lt. Col. Richard J. White. The teen-agers collected a total of over $120 for the Castle campaign. (Photo by Assad, base photo lab).

ROARING 20'S will be the theme of the costume lance being held tomorrow night at the Officers Club when the 93d ARS sponsors the March of Dimes benefit. Pictured here in a sneak preview are 1/Lt. and Mrs. Carl Schra as they purchase some refreshments from Mrs. C. P. Hunt. Mrs. Hunt is wearing a "flappers" dress dating back to the era of the 20's which was imported from France. (Photo by Assad, base photo lab).

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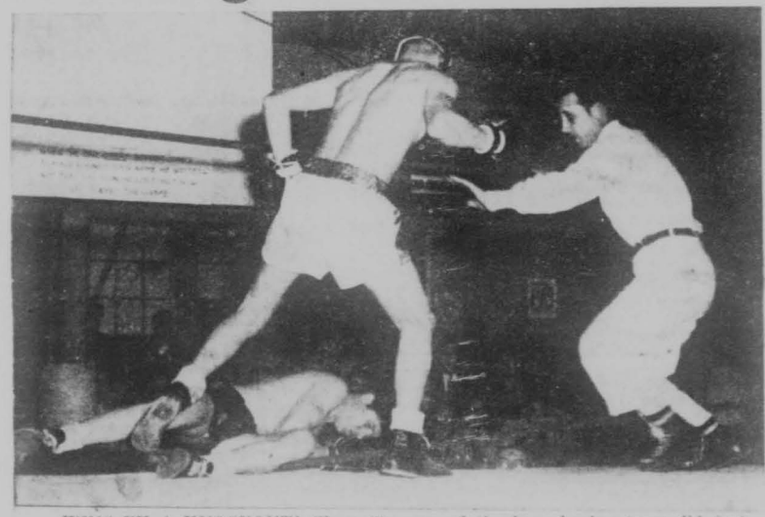
Boxing Show Draws 1200 Fight Fans



WINS BY A KNOCKOUT! Glenn Simpson of the base boxing team did just that in Friday nights bouts when he floored Robert Mendez before nearly 1200 fight fans in the base gym. On the job doing the refereeing is Castlite Joe Hidalgo. Out of the five Castle boxers entered in the contests four of them emerged victorious. (Photo courtesy of W. H. Wingard and base photo lab).

Four Impressive Victories Increase Team's PCC Hopes

Nearly 1200 enthusiastic boxing fans sat in on a thrill packed boxing show in the base gym last Friday night when the base team held their first invitational bouts of 1955 for the benefit of the March of Dimes.

With all the proceeds from the matches going to the polio campaign the boxers evidently had the spirit of giving too as the number of punches absorbed by some of the boys gave visible evidence.

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MAJ. GEN. Walter C. Sweeney, Jr., 15th Air Force commander (rt), visited Castle this week for a first-of-the-year inspection of this base and its facilities. Shown greeting him on the flight line are, from left to right, Brig. Gen. William E. Eubank, Jr., wing commander; Col. Patrick D. Fleming, deputy commander; and Lt. Col. Richard J. White, base commander (partly hidden by General Sweeney). General Sweeney arrived Tuesday morning and stayed throughout the afternoon (Photo by Assad, base photo lab).

CASTLE'S 3RD MANPOWER and Organization class, with a total enrollment of twelve NCOs, held their final class and graduation Saturday, January 22. Mr. Roy Armitage, class instructor, is shown demonstrating a chart which he created. Members of the graduating class are, (l to r), M/Sgts. Joe Norton, Raleigh D. Baker, Martin Sorensen, Bernard E. Nathman, Lecnard G. Harvey, Thomas M. Smarr, Mr. Armitage, T/Sgts. John J. Mustovich and Don L. Blair, S/Sgt. William B. Long, S/Sgt. Emery E. Salyards and T/Sgts. John A. Melzer and William O. Guy. (Photo by Assad, base photo lab).

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CASTLE'S PRE-NCO ACADMEY HAS TWO WEEKS OF INTENSIVE TRAINING

Pre-NCO Academy opened on the base January 18 for a class of 18 master sergeants who are scheduled to attend the 15th Air Force NCO Academy this spring.

The training consists of preliminary instruction in subjects that will be covered during the intensive instruction at the academy. The school is being handled in daily four-hour sessions over a period of two weeks and is the first pre-academy training to be given on this base.

Although the first classes are being conducted for master sergeants, later sessions of the same training will be given to all first three graders. It is anticipated that eventually this training will be broadened to include all airmen regardless of rank.

Instruction in military courtesy, discipline, drill and command, are given by past graduates of the NCO Academy.

Management and supervisory techniques are instructed by Mr. Armitage of the management and manpower section, classification is given by S/Sgt. Nichols of the 2d SS, and fundamentals of speech is handled by Lt. Ray H. Janes, Jr. of the AP, and M/Sgt. Kara.

Security instruction is given by M/Sgt. Nathan Howard of the APs, on-the-job training is given by T/Sgt. Resh of the base OJT section, and air base defense is handled by Lt. Clifford M. Lindsey of the APs.

The entire pre-school is under the supervision and leadership of Maj. J. M. Lane, ground training officer, assisted by M/Sgt. Julius S. Kara.

AN AGE-OLD MILITARY CUSTOM was observe here last Sunday afternoon when the annual Commanr er's Reception was held in the Officers' Club from till 6 p. m. In the picture above, Brigadier Gener William E. Eubank, Jr., Wing Commander, exchange New Year's greetings with Lt. and Mrs. Schaefer the 93d ARS. Also honored in this traditional gatherir were: Col. Patrick D. Fleming, Deputy Wing Commanr er; Col. Robert Stafford, Director of Material; Lt. Co Richard J. White, Base Commander; and Lt. Co Alexander W. Frediani, Wing Surgeon. (Photo b Assad, base photo lab).

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

OO 10 February 1956

SUBJECT: Unit Management Control System - January 1956

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Management Control System Scores for January 1956.

2. The 1611th Combat Crew Training Squadron will be included in the Unit Management Control System commencing with the month of January 1956, and the 5701 MAA Detachment will no longer be included in the system.

3. Effective with the month of January, Records at Survey will be included as a scored category in the Unit Management Control System. The scoring in this category will be based on number reports at survey per 1000 and the average dollar cost per report of survey.

4. Inclosure 2 is an organizational summary of the reported delinquencies for January 1956.

BY ORDER OF THE COMMANDER:

A. T. REID
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores - Jan 56
2. Summary of Delinquencies

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UNIT MANAGEMENT CONTROL SYSTEM SCORES - JANUARY 1965

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rtlg	93d A&E Maint	93d Fld Maint	93d Per Maint	Med	6d SSS	90th Air Rtlg	4027th CCTS	Hq 93d Ad Gp	93d Opns	93d Air Police	93d Trans	93d Fd Service	93d Supply	93d Mtr Veh
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	100	100	100	100	100	80	50	100	100	80	100	70	100	100	100	100	70	100
2. AWOL	100	100	100	100	60	100	100	80	100	50	100	100	100	100	60	60	10	100	100	40
3. Serious Incidents	100	100	100	100	100	100	90	100	100	50	100	80	100	100	60	100	10	100	100	100
4. Drunk and/or Disorderly	70	100	100	60	100	90	100	100	100	100	100	100	100	90	100	100	100	100	30	100
5. Uniform Violations	80	100	100	80	100	90	100	90	70	100	100	100	100	100	80	100	100	100	100	60
6. Minor Accidents (Other)	20	90	100	100	100	90	90	80	80	100	100	100	90	90	90	80	80	10	100	40
7. Major Accidents (Other)	50	100	100	60	10	100	100	100	100	100	50	100	100	100	100	100	100	100	100	100
8. Moving Traffic Violations	50	100	100	80	100	100	80	90	80	80	90	80	100	90	80	100	100	100	90	100
9. Driving While Intoxicated	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
10. Major Vehicle Accidents	50	100	100	100	100	40	100	100	100	100	100	100	100	100	60	100	100	100	100	40
11. Minor Vehicle Accidents	20	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
12. NCO Mess Membership	30	90	90	80	90	90	100	80	100	100	90	90	80	80	70	80	80	90	90	90
13. Delinquent NPOs	60	60	10	20	30	80	80	70	80	60	90	70	100	100	100	70	80	60	60	70
14. M/R Records	70	70	100	100	80	100	90	90	60	10	100	60	100	100	100	40	100	80	60	70
15. Reports of Survey	50	100	100	100	100	30	100	100	100	100	100	55	100	100	100	100	100	35	100	100
TOTAL (% of Maximum)	850	94	93	86	83	92	95	91	89	77	97	87	99	95	85	87	76	89	90	82
Total Points Received		800	793	734	706	779	809	776	760	653	826	737	842	807	725	740	648	759	765	695
Total (% of Max) November		94	89	97	92	87	90	93	71	86	90	76	MR	95	94	91	88	93	85	85
Total (% of Max) December		86	66	78	73	85	93	87	72	82	92	65	MR	88	86	64	84	79	83	77

Total Item Weight for all Squadrons - 850

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UNIT MANAGEMENT CONTROL SYSTEM - JANUARY 1975

(Summary of Delinquencies)

ORGANIZATIONS	Average PFD Strength	Pass Violations	AWOL	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Accts (Other)	Major Accts (Other)	Boards, Tic Violations	Driving While Intoxicated	Major Veh Accidents	Minor Veh Accidents	NCO Membership (Non-Members)	Delinquent NCOs	M/R Errors	Reports of Survey
Hq 93d Bomb Wing	204	0	0	0	0	0	1	0	0	0	0	0	6	6	1	0
328th	193	0	0	0	0	0	0	0	0	0	0	0	3	25	1	0
329th	202	0	0	0	2	1	0	1	1	0	0	0	3	13	1	0
330th	210	0	1	0	0	0	0	2	0	0	0	0	10	12	0	0
93d Air Refueling	305	0	0	0	1	3	1	0	0	0	1	0	7	12	1	0
93d AGE Maintenance	109	0	0	1	0	0	2	0	0	0	0	0	8	5	3	0
93d Field Maintenance	599	2	2	0	0	2	4	0	1	0	0	0	23	4	4	0
93d Periodic Maintenance	179	1	0	0	0	1	1	0	1	0	0	0	0	1	0	0
Medical	158	0	1	1	0	0	0	0	1	0	0	0	0	3	1	0
23 SOS	344	0	0	0	0	0	0	1	1	0	0	0	10	6	1	0
90th Air Refueling	332	1	0	1	0	0	0	0	2	0	0	0	6	18	9	0
4017th CCTS	38	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0
Hq 93d Air Base Gp	243	1	0	0	1	0	1	0	1	0	0	0	11	0	1	0
93d Operations	212	0	1	1	0	1	1	0	1	0	1	0	16	0	1	0
93d Air Police	190	0	1	0	0	0	1	0	0	0	0	0	7	3	7	0
93d Installations	193	0	3	3	0	0	1	0	0	0	0	0	5	1	0	0
93d Food Service	206	0	0	0	0	0	4	0	0	0	0	0	4	3	3	2
93d Supply	278	1	0	0	1	0	0	0	1	0	0	0	10	7	7	0
93d Motor Vehicle	143	0	1	0	0	1	2	0	0	0	1	0	6	4	3	0
TOTAL		6	10	7	5	6	20	4	12	0	3	0	128	125	69	10

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REGULATION)
NO. 50-3)

REG 50-3
HEADQUARTERS CASTLE AIR FORCE BASE, CALIFORNIA
25 June 1954

TRAINING

On-the-Job Training

(This Regulation Supersedes CAFB Regulation 50-3, 1 Apr 54)

1. PURPOSE: To outline responsibilities and establish uniform procedures for on-the-job training (OJT) of airmen.

2. SCOPE: This regulation is applicable to all airmen assigned to Castle Air Force Base.

3. REFERENCES: AFR 52-2, SAC Regulation 52-2 and 52-1.

4. RESPONSIBILITIES:

a. The Base Administrative OJT section is established under the staff supervision of the Director of Personnel, 93d Bombardment Wing (M). This section will carry out the functions prescribed in paragraphs 4c, d and e, SAC Regulation 52-1, 26 May 54.

b. Each squadron will appoint a Squadron OJT Officer and Noncommissioned Officer. A copy of the unit Personnel Actions Memorandum will be forwarded to the Base OJT administrative section. Squadron OJT Officers will be responsible for those functions outlined in paragraph 4f, SAC Regulation 52-1, 26 May 54.

c. Commanders of all squadrons will insure compliance with and proper dissemination of this regulation.

5. WHEN AIRMEN MAY ENTER TRAINING:

a. OJT involving normal vertical progression is authorized subject to the following limitations:

(1) From the helper level (00010) to the apprentice level provided the training is authorized under the provisions of SAC Regulation 52-2, Project Guidance.

(2) From the apprentice to the senior or skilled level. All semi-skilled airmen considered potentially qualified for progression may be entered in OJT and reported in the appropriate senior level duty AFSC without regard to manning document authorizations for the higher skill level.

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(3) From the senior to the supervisor or technician level. A sufficient number of senior level airmen will be entered into OJT to raise the total assignment in seven level positions to 120% of manning document authorizations for the supervisor or technican levels.

b. Career field charts and the specialty qualification section of some Air Force Specialties listed in AFM 35-1 require mandatory completion of a formal technical training course as a condition for award of the AFS. OJT in lieu of the mandatory technical training is not authorized.

c. Re-training of airmen at the apprentice or higher level in surplus specialties will be authorized only as specified in SAC Regulation 52-2.

6. REPORTING OJT:

a. When it has been determined that OJT is required and authorized, the Squadron OJT Officer will request by Disposition Form to the Base OJT administrative section that a Personnel Actions Memorandum be published to announce the training. This headquarters will publish all Personnel Actions Memorandum placing airmen on or removing from OJT. Receipt of the published PERAM will be authority to actually begin the OJT on the individual concerned.

b. Squadron Adjutants or Personnel Officers will be responsible for reporting and posting OJT activities on Morning Reports, DA AGO Forms 20, and Classification and Audit Lists in accordance with current directives.

c. Paragraph 9, AFR 52-2, prescribes the procedure for maintaining AF Forms 623. However, it is most important that each trainee is thoroughly briefed on what specialty he is being trained for, the length of training required and is furnished a general outline of the OJT curriculum. When the trainee affixes his signature to item 11, AF Form 623, this indicates that he clearly underetands the nature of the training that he is about to undertake. When the supervisor responsible for the training of the airmen concerned affixes his signature to item 12, AF Form 623, this indicates that the trainee has been briefed and thoroughly understands the nature of the training that he is about to undertake.

7. TESTING AND RECLASSIFICATION: Upon completion of OJT, the Squadron Adjutant or Personnel Officer will assure that testing and reclassification action is completed as soon as permitted by AFM 35-1 and AFM 35-8.

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8. GENERAL:

a. Upon receipt of Personnel Action Memorandum entering an airman on OJT, the Squadron OJT Officer will complete Section I and II, AF Form 623, 1 Feb 54, in duplicate. The original copy will be maintained by the airman's immediate supervisor and the duplicate copy will be forwarded to the Base OJT Administrative Office (POJT). Thereafter, upon successful completion of each phase of training listed in Section II, AF Form 623, a Disposition Form will be forwarded to the Base OJT administrative section advising of the completed training.

b. Training standards and curriculum will be those established by the Air Training Command, if published and available. Otherwise, curriculum and training standards will be prepared from the job specialties listed in AFM 35-1 or the 35-400 series of Air Force Regulations, by the trainee's immediate supervisor, subject to the approval of the Squadron OJT Officer.

9. SUPPLY OF AF FORMS 623: Necessary forms will be secured through the publications control section.

10. RECORDING OF TRAINING: Upon successful completion of OJT, testing and classification board action, AF Form 623 will become a permanent part of the airman's field personnel 201 file.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALBERT W. DIXON
Major, USAF
Adjutant

Albert W. Dixon

ALBERT W. DIXON
Major, USAF
Adjutant

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SUBJECT: Observer's Information Memo No. 1

TO: All Observers, 93d Bomb Wing

1. Well, we're finally getting around to an Observer's Bulletin for our Bomb Wing. We've seen some pretty fine publications put out by the 6th, 301st and 306th Bomb Wings, and such publications seem to be a rather effective way of disseminating the poop to the group, so we'll give it a try. We've certainly learned a great deal in the early months of our B-47 conversion, and perhaps much of this acquired knowledge hasn't filtered down to everyone. We're supplementing what information we have with some that we've plagiarized from experience of other wings.

2. The Observer Section plans to publish this bulletin periodically with technical assistance from Armament and Electronics, Target Intelligence, Bomb Squadrons, Air Refueling Squadrons, Tech Representatives; and guidance from the Observer's Board which will act as the Editorial Staff.

3. We'd like suggestions on a name for our periodical. The Observer Section would like to call it "Observers U.S." (Sure, U.S. for Bomb Sight). Well, let us know what you think of the first one.

PATRICK V. FONTOYA
Major, USAF
Wing Observer

RICHARD A. LEVY
Major, USAF
Asst. Wing Observer

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NAVIGATION:

1. On Operations "Sheep Skin" we obtained a wealth of information and knowledge concerning navigation in the polar regions. We learned, certainly, that in this area there is little room for errors or careless mode. We had one particular instance which could have proven disastrous and should be presented objectively to all crews.

2. This particular formation of three B-47's had changed lead twice prior to reaching "B" Lake. (This was the briefed point of entry into Grid Navigation. Observers were to unslave N-1 compasses and switch the "K" System into "Polar"). The formation arrived at "B" Lake on course, and proceeded on to destination. At this point the lead navigator was having difficulty with a frozen periscopic sextant hatch and forgot to unslave his N-1 compass and switch the polar navigation unit to "Polar". He finally succeeded in inserting the sextant and shooting a fix, however it was a poor fix due to the excessive turning of the aircraft which was being directed by a slaved N-1 compass. In the meantime the observers in the other two B-47's were accomplishing IFM. One of them had his computer working, but no radar picture; after flying along for about 40 minutes this observer checked his D-2 navigation unit and it showed them considerably left of course and at this time asked his aircraft commander to have the lead aircraft check his N-1 compass. This check revealed to the Lead Observer that he had been flying with his N-1 slaved, and he then unslaved the gyro and paralleled course. The formation was now about 100 miles off course to the left. This far north it meant that their D.R. Longitude was about 7 degrees off. This made it very difficult to pre-compute the stars and take true headings. After a couple of attempts and supposed bad fixes the formation resorted to Radar Navigation. (They hesitated to believe their fixes which showed them over a hundred miles left of course). By this time one of the other observers had a fair picture back on his radar and obtained a fix; however he mistook an area some hundred miles west of the course to be an area fairly well on course and corrected his D-2 navigation unit accordingly. The formation cruised along believing they were only slightly left of course. When their ETA for destination ran out they finally identified an area of an Island, due west of destination and corrected 90 degrees to the right. At this time a tanker picked them up on rendezvous equipment and gave them a steer which confirmed the final fix.

3. Now lets go back and point out the errors on this flight.

a. The leader should have dropped everything and gone to Polar operation at "B" Lake.

b. When it was ascertained by a wing man that the leader had not unslaved his N-1 compass a D.R. position should have been taken from one of the D-2 navigation units and alteration to course made immediately.

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A. 1. Observers duties - makes all celestial observations; plots fixes on chart.

2. Co-pilots duties - gives back to observer; completes pre-comp forms.

B. 1. Observers duties - makes simultaneous observations with co-pilot, completes pre comp forms; plots fixes on chart.

2. Co-pilots duties - makes simultaneous observations with the observer; checks solutions.

C. 1. Observers duties - makes celestial observations; plots range and bearing on chart.

2. Co-pilots duties - gives back to observer; completes pre-comp forms; plots fix on computer; gives range and bearing to observer.

D. 1. Observers duties - makes celestial observations; completes pre-comp forms; plots fixes on chart.

2. Co-pilots duties - no navigation duties.

E. 1. Observers duties - backs co-pilot to begin observation, completes pre-comp forms; plots fixes on chart.

2. Co-pilots duties - makes all celestial observations.

OBSERVATIONS:

NOTE: The percentages in this section refer to percent of missions flown.

1. Celestial Pre-computations.

a. Some form of pre-computation was used on 95% of the missions. These were accomplished by:

1. The Observer	18%
2. The Co-pilot	18%
3. Two or more members of the crew	64%

b. Several types of forms were utilized. These were:

1. SAC Form 289 or similar form	83%
2. 15th AF Form 61	5%

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3. "Wather type" form 4%

4. Other (scratch paper, etc.) 8%

2. In-flight Computations.

a. In-flight computations were accomplished by:

1. The Co-pilot 55%

2. The Observer 40%

3. The Aircraft Commander 5%

3. Celestial Observations.

a. Celestial observations were performed by:

1. Observer 59%

2. The Observer & Co-pilot 33%

3. The Co-pilot 5%

4. All three crew members 3%

b. On all of the observations performed by the observer, the periscopic sextant was used. The observations by the other crew members were made with hand-held A-10, A-14, A-15 and periscopic sextants.

c. Number of LOPs per mission:

1. Ten or less 14%

2. Eleven to fourteen 46%

3. Fifteen to eighteen 30%

4. Nineteen to twenty-two 5%

5. Twenty-three or more 5%

d. Type of fixes

1. Three star fix 54%

2. Four star fix 28%

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3. Other (2, 3, 4, 5 6-star fixes, combinations, no C-plot) 18%

e. Duration of Observations

1. Two minutes 89%

2. One minute 2%

3. Both (1 and 2 minutes) 9%

f. Method of Directional Stabilization

1. Auto-pilot; N-1 or gyrosyn slaved 43%

2. Auto-pilot; N-1 or gyrosyn unslaved 18%

3. Auto-pilot tied in with K-system 38%

4. Manual 1%

4. Aids to Celestial

a. The following methods were used in conjunction with celestial information to aid in the interpretations of fixes and determination of winds.

1. Airplot 27%

2. Current DR 14%

3. Pre-flight data only 59%

5. Errors

a. Computation errors of three nautical miles or more were made on 25% of the missions.

b. Plotting errors of three or more nautical miles were made on 34% of the missions.

1. Forty-five percent of the missions on which plotting errors were made also contained computation errors.

c. DR errors of three or more nautical miles were made on 23% of the missions.

d. Types of computation errors

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1. Thirty-seven percent were estimated to errors averaging 30 nautical miles.

2. Twenty-six percent were due to incorrect use of adjustment. Average error was 10 nautical miles.

3. Twenty four percent were caused by incorrect data from HO 249 tables. Average error was 26 nautical miles.

4. Eight percent were caused by applying adjustment with incorrect sign. Average error was 50 nautical miles.

5. Five percent were due to incorrect extraction of adjustment from tables. Average error was 6 nautical miles.

6. Elapsed Time Between Plotting Final Fix and Termination of Ecelestial.

a. Ten minutes or less 17%

b. Ten to fifteen minutes 23%

c. Fifteen to twenty minutes 30%

d. Twenty to twenty-five minutes 18%

e. Twenty-five minutes or more 12%

TABULATION OF OBSERVATIONS.

Supplement I, attached hereto, contains statistical information relating pertinent factors to circular error.

Of the 98 missions flown, 97 have been tabulated. The remaining mission was not officially scored and no reliable estimate of CE could be determined. One mission which was not officially scored was tabulated using a replot CE estimate.

In the section headed "Errors" those missions on which both plotting and computation errors were made are tabulated in the column under "Both", as well as in both of the columns "Computations" and "Plotting". Therefore, addition of the totals at the bottom of the section will not correspond with the total missions tabulated.

In correlating the type of fix to circular error, and the method of directional stabilization to circular error, a comparison of average CEs was used and is listed below.

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Type of Fix	Average CE	Method of Dir. Stab.	Average CE
3 star fix	14.0 NM	AP N-1 Slaved	14.9 NM
4 star fix	11.0 NM	AP N-1 Unslaved	11.0 NM
Other	12.0 NM	AP K-System	11.7 NM

Average CE for 27 missions tabulated was 12.8 NM
Median CE or CEP for 27 missions was 10.5 NM

CONCLUSIONS:

1. Celestial Observations in the P-47 type aircraft were in general reliable from either observer or co-pilot positions. The largest error in celestial navigation was personnel error introduced into the solutions. This does not mean to imply that observations with a hand-held sextant are as desirable as observations made with the periscopic sextant. In this respect, no definite conclusions can be drawn from the competition missions since only one crew relied upon the co-pilots observations alone.

2. There seemed to be no relationship between the type of form used and the number or magnitude of errors. The errors were in general of a type caused by fatigue or carelessness and did not appear related to the procedures used.

3. From the results obtained, the four star fix seemed to be preferable to the three star fix. Indications are that the number of LOPs per mission do not directly correlate to circular error. However it appears that a greater number of LOPs reduce the possibility of the larger celestial scores.

4. The time elapsed from the last fix to termination appears to be insignificant as long as it was less than 20 minutes. Beyond this time period larger CEs were more frequent.

5. In utilizing aids to celestial navigation the air plot method seems to have been somewhat more successful than current DR.

6. Adjustments to celestial observations from 12 to 10 minutes seemed to have little or no effect on the scores.

7. The best results were obtained utilizing the K-system for directional stabilization. Unslaving the compass system appeared to be almost as satisfactory.

8. The foregoing conclusions were drawn from the limited number of missions flown during the competition, during which there were no large wind shifts, and conditions were generally favorable for celestial navigation.

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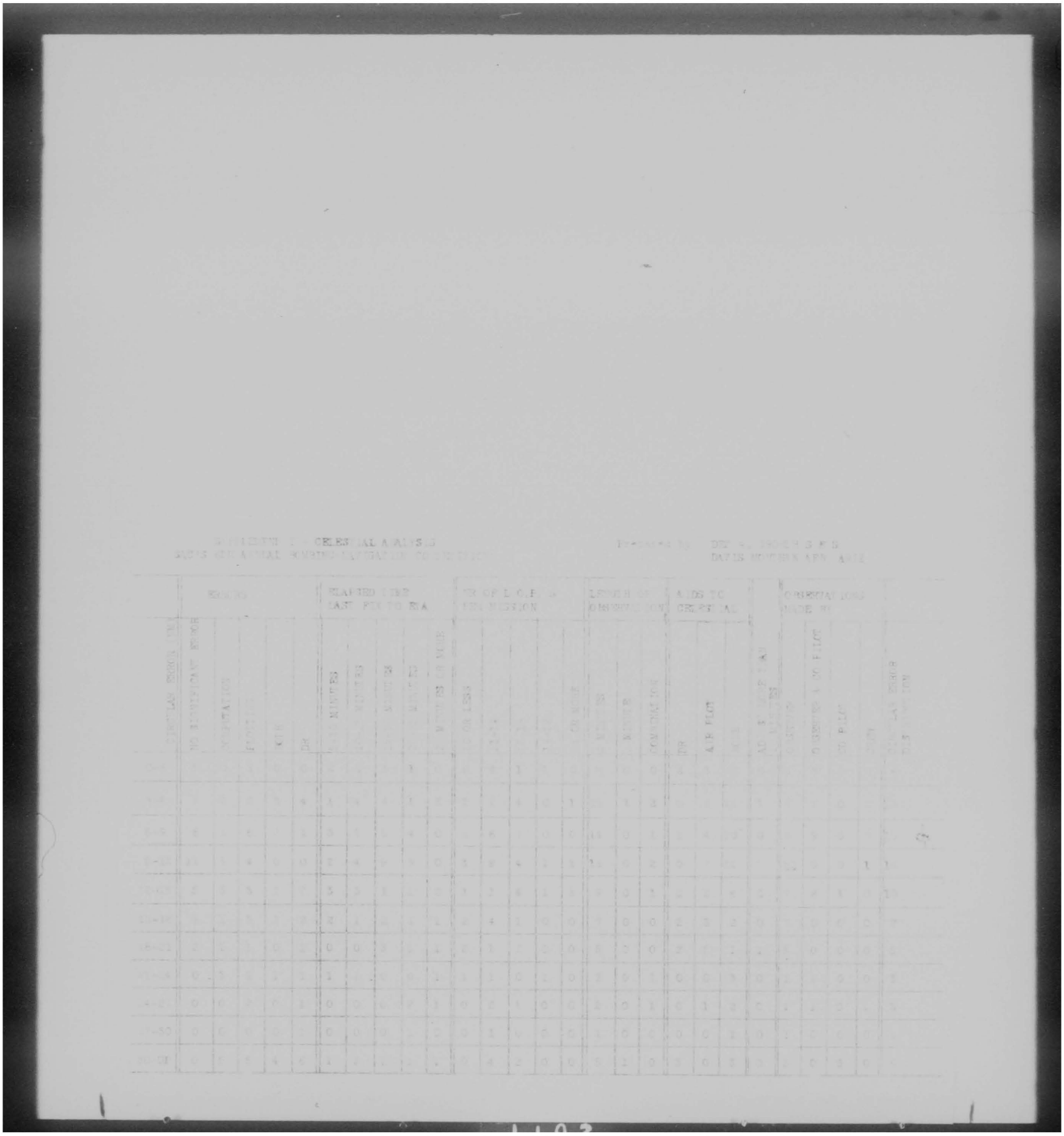

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4. On Operation "Shot Light" we confirmed the statement in the above research by the success of the run on Atlanta, and in addition learned that it is not always wise to use the CAP Selection Guide particularly on down-wind runs. This CAP Guide in SAC Tactical Doctrine calls for CAP's up to 4 miles beyond the target in a zone of first consideration. This relative position of an CAP was fine with respect to B-47's and B-52's which seldom reached ground speeds much over 300 knots. At "Clutch-in" point they were normally 5 to 6 minutes from the bomb release point. With an CAP 4 miles beyond the target they still had 2 to 3 minutes to work on the final portion of the bomb run. Now lets take a Mach 1 look at this bomb run; at 480 knots ground speed, which is not at all unusual, at "Clutch-in" point we are 2.25 minutes or 135 seconds from release point. Now if we place the aiming point 4 miles beyond the target we cut our maximum synchronization time down to 105 seconds, and this is not very long even for the best operators. Lets look at this point objectively and think twice before we risk an CAP beyond the target, especially on a down wind run.

5. The 92nd Bomb Wing has been making a very scrutinous study of synchronization methods on Radar bombing, and have come up with the conclusion that the most accurate Radar Bombing is being achieved by those Operators who chose to remain in Memory Point from the "Clutch-in" point to Bomb Release. The long-time integration of wind seems to cancel out most error. Late in the run when some error is introduced by last-minute displacement corrections, the wind has been integrated for a sufficient time to absorb these displacement corrections with negligible error, or in most cases average out with other displacements made earlier in the run. Lets give this system an honest try. Once you are sure of your aiming point, and have your crosshairs on it switch to Memory Point and stay with it even thrown small displacement corrections. You will have to exercise your better judgement as to what constitutes a small displacement correction. Let us know how you make out.

6. We have obtained some information concerning Visual Bombing from the 306th Bomb Wing. Inasmuch as the 306th Bomb Wing has one of the most respectable Visual RBS CE's in SAC we believe it would be wise to pay some heed to this Hot Poop. Remember, they have a little more time in this sled than we do.

a. Target Study - and more target study. Not only of the target but of the area around it. You know, we have several observers in this Wing who don't know too well, what the ground looks like thrown a "piece of glass." We weren't all "Cle Bombardiers." Go into a visual target with a good Radar CAP, and synchronize well on it before going to Visual and optics, then you won't be fighting the synchronization problem while you're fighting the identification problem.

b. Plan your visual bomb runs to be as long as your Radar runs. Don't take a chance. If cloud or haze conditions are marginal call the run a Radar run from the IP, and don't change it to a visual run until you are positive that you will be able to make final synchronization and displacement corrections visually.

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The following section of the Bulletin has been contributed by the Sperry Tech Representatives.

1. K-system operational checks or pre-flights performed prior to flights into the Polar regions should include a comprehensive check of the directional reliability of the system in the Polar mode of operation. In Polar operation the flux valve, which normally provides directional reference, is no longer utilized. The flux valve is a magnetic direction sensing device utilizing the horizontal component of the earth's magnetic field. At high latitudes this component diminished to a point wherein accurate headings can no longer be obtained. Hence, in the Polar mode, the "C" gyro is unslaved from the flux valve. The directional accuracy is now dependent upon the drift rate of the "C" gyro. The free drift rate of the "C" gyro can be checked in the following manner:

a. Function switch to stab (Note. One hour should be allowed for the stab unit to reach operating temperature. Therefore, it is suggested that the drift rate check be performed at the conclusion of the normal operational check.)

b. Navigation method switch to Polar.

c. Check the drift rate of AI during a 15 minute period. (The drift rate should be equal to 15° X Sin LAT per hours. The Castle drift rate is 9.1°/hr. or 2.29° ± .5° for the 15 minute period.) Any deviation in drift rate from the above is caused either by excessive Gyro pivot friction or "C" gyro unbalance. Reseat the drift check several times if the drift rate is out consistent. "C" gyro unbalance is indicated. An adjustment can be made by Aircraft and Electronic personnel to compensate for this error.

d. In the Polar mode with the Function switch in Nav. Track or Bomb, a correction is automatically applied to compensate for earth rate rotation at the rate of 14.4°/hr. Therefore, the drift rate for a 15 minute period, in Nav. Track or Bomb should be 3.59° - Actual free drift noted above ± .15°.

e. If the results of the above checks are satisfactory it is reasonable to assume that reliable directional information can be provided by the K-system in Polar regions.

2. On 23 November the observer on aircraft 57-430 reported that the azimuth dial of the C-1 Indicator was inoperative. Since this was a night mission optical malfunctions were not observed. However the operator did state that both the PPI and RAI presentations were normal. Ground crews subsequently discovered that the malfunction was caused by a defective Periscope Azimuth Amplifier. That this was a defective amplifier was fairly obvious since internal pressure had changed its physical appearance. True that this particular malfunction did not hamper the mission but it illustrates the importance of checking for

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physical appearances of the equipment such as pin cable connectors, loose amplifiers, water damage, etc.

3. An observer reported that the [illegible] unit rotated continuously in azimuth on aircraft [illegible] after performing a radar altitude check. A subsequent investigation by the K mechanics revealed that Rg in the Polar converter could [illegible] stick in its lower limit. No mechanical or electrical deficits could be detected within the Polar converter but the computer's A-[illegible] Power supply was found to be metering slightly below tolerance. Apparently this low voltage condition prevented the Rg motor from developing sufficient torque to drive out of its lower limit. This malfunction illustrates the importance of checking the various equipment voltages for in tolerance condition.

4. The radar operator assigned to aircraft 52-518 on 26 November reported that the K-system TAS did not agree with the pilot's TAS meter reading. The operator provided the maintenance personnel with the readings of the two meters at various airspeeds thinking that this would affect calibration. However, the only means whereby the K-system's TAS can be calibrated is to provide the mechanic with wind dial readings representing reciprocal wind runs taken at <u>four cardinal headings</u>. The tabulation below illustrates the information desired. It was based on a system having a + 10K VA error with actual winds of N100K and E50K.

AT	W_0	W_{180}
0	E50K	N110K
90	E60K	N100K
180	E50K	N90K
270	E40K	N100K

The mechanic will compute the Va correction by employing the following formulas

$$(\text{N-S error}) = \frac{W_0 - W180}{2} = \frac{110 - 90}{2} = +10K$$

$$(\text{E-W error}) = \frac{W90 - W270}{2} = \frac{60 - 40}{2} = +10K$$

It should be remembered that the most advantageous results can be obtained by performing the reciprocal wind runs at the altitude and air speed most frequently employed. Also, contrary to many reports, it is not necessary to set the Va correction in the Tracking computer to zero prior to making the runs since the computed correction will add or subtract from the old value.

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The following section contributed by Armament and Electronics discusses several combat malfunctions.

1. Reported malfunction - Sweep amplitude needs adjusting. Corrective action taken - Adjusted sweep amplitude on IP-135. Recommendations - Indicator tilt and sweep amplitude adjustments are restricted by locks on these knobs. These locks may be loosened by a small allen wrench which should be held in a fastener clip inside the C-11 control box.

2. Reported malfunction: Sweep amplitude knob lock on IP-135 prevents positioning of crosshairs, in track and comb, beyond center of scope. Corrective action taken - none. Recommendations - This lock has been placed on this control to prevent this type of operation. While it is agreed this would be a desirable feature of operation, the equipment is not designed to accomodate it. Increasing this sweep amplitude setting causes excessive current to flow through the sweep coils and their associated circuits. This would materially decrease equipment reliability. It is therefore suggested this control be left at a point giving center of scope presentation of crosshairs.

3. Reported malfunction: No displaced center operation on East or West heading. Corrective action taken - Replaced defective tube V-706 (6098 or 5AR4). Recommendations - This tube is probably the most common cause of displaced center trouble. A simple check to determine if this is the cause, would be to interchange V-706 with V-705 and see if the trouble now occurs on North - South headings. At least (2) two of these tubes should be in each in flight tube kit since they are used in other portions of the equipment also.

4. Reported malfunction: Need to use fuse from SAU to replace F-2209. Corrective action taken - Refilled all spare fuse holders with proper fuses. Recommendations - One of the preliminary steps in making a pre-flight inspection provides for checking all spare fuse holders for proper fuses. It is the dual responsibility of the mechanic and observer to see this check is made. As an additional precaution, it is suggested that each in-flight tube kit contain at least two (2) each, of the various fuses used throughout the K-system.

5. Additional remarks concerning in-flight malfunction reports. The predominant report continues to be one of poor picture definition. This is a problem of vital concern to us all. Several factors contribute to making this difficult to solve. The increased altitudes in use, the high moisture content of the earth during winter time, and many other conditions all tend to give a rather flat picture presentation. These are factors over which we have no control. Our job then becomes one of operating in spite of these conditions.

In reviewing mission reports from one particular mission, it was noted that seven (7) reports concerned poor picture presentation. Of these seven reports, four (4) were proved to be defective equipment malfunctions, and appropriate maintenance repairs were made.

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The remaining three (3) reports, upon making inspection, all showed definite poor picture on initial turn-on of equipment. However, by making set adjustments such as focus, pol-mr, these three sets performed satisfactory.

It is true that the SE-47 and SE-57 are mounted in such a location as to make in-flight adjustments difficult, and modifications are in the mill to correct this condition. In the meantime lets not forget to attempt these corrective adjustments no matter how difficult. Our secondary mission is one of training. If any observer is in doubt as to how these adjustments should be made, contact the appropriate representative, for the equipment in question, and he will be more than willing to give you the desired instructions.

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Training Program

January
1955

[redacted]

93rd Bombardment Wing (M)

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

ODCT

28 December 1954

SUBJECT: Flying and Ground Training for January 1955

TO: See Distribution

PART I. FLYING TRAINING PROGRAM

1. Bombardment Squadrons: The objective for January 1955 is the satisfactory completion of all missions ordered by higher headquarters and the accomplishment of at least one-third the quarterly SAC Regulation 50-8 requirements.

a. For January, the following missions have been ordered by higher headquarters:

"SPOTLIGHT"	5 January 1955
"LONG HAUL" (Phase I)	12 January 1955
"LONG HAUL" (Phase II)	To be announced.

b. Each non-combat ready crew will fly a minimum of twenty-five (25) hours.

c. Night maximum gross weight refueling checkouts will continue to be stressed, and every effort will be made to complete the checkout for all crews during this month.

2. Air Refueling Squadrons: The objective for January 1955 is the satisfactory completion of all missions ordered by higher headquarters and the accomplishment of at least one-third the quarterly SAC Regulation 50-8 requirements.

a. For January, the following missions have been ordered by higher headquarters:

"SPOTLIGHT"	90th and 93d ARS	5 January 1955
"LONG HAUL" (Phase I)	90ARS	12 January 1955
"LONG HAUL" (Phase II)	93ARS	To be announced.

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PART II. GROUND TRAINING PROGRAM

1. Off Base Commitments

a. OQ Gunnery Training: Squadrons will schedule pilots to the Sahuarita Range, Arizona, in accordance with the following schedule. The first pilot listed on the orders directing personnel to the OQ Range will call the motor pool dispatcher upon arrival at Davis-Monthan AFB for transportation to the range. Personnel will be transported to Davis-Monthan via base flight aircraft, departing at 1000 hours on the day preceeding scheduled firing.

January	Each Bomb Sq
7	1
14	1
21	1
28	1

b. Advanced Survival: Squadrons will schedule the indicated number of combat crew personnel for advanced survival training. Personnel scheduled for advanced survival must have completed the basic survival course prior to attending.

January	93ARS	January	Each Bomb Sq
3	7	20	3

c. Physiological Training: Following is a schedule for personnel to attend this one day training at Davis-Monthan AFB. B-47 aircrews must complete this training each two years; KC-97 and base flight aircrews must complete this training each three years.

Jan	328	329	330	90ARS	93ARS	AES	Base Flt
12	4	3	3	2	2	2	2
26	2	2	2	4	4	2	2

2. Wing Level Schools:

a. Basic Survival School: Beginning January 1955, two basic survival classes will be scheduled each month. All combat crew personnel are required to complete refresher basic survival training each year in accordance with current SAC directives. Crew integrity is desired, but not mandatory. This is a one-week course. Crews will report to Basic Survival School, Bldg T-127, at 0730 hrs on dates indicated:

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Jan	328	329	330	90ARS	93ARS
10	1	1	1	1	1
24	1	1	1	1	1

b. Instrument School: A five-day course will be given at 0800 hours, 10 January 1955, in the Wing Briefing Room. Pilots whose instrument certificates are due to expire within a 90-day period may attend.

c. SAC Organizational Supply Refresher Course: A five-day course will be conducted the week of 3-10-17-24 January 1955, from 0900 to 1130 hours daily, in Building T-703. All company grade officers must attend this course on a one-time basis, as must all airmen with primary or utilization AFSC's in the supply career field.

d. Power Unit Fire Guard School: Personnel required to appear on orders as qualified fire guards may coordinate with the Base Fire Department, Extension 612, for the necessary training and certificate.

e. Character Guidance: Character guidance talks will be scheduled at the Base Theater on dates indicated below. All personnel are required to attend once each month. Officers and NCOs may be excused from this requirement if they are given a Moral Leadership talk scheduled by their squadron commander.

Officers	0900	8 and 15 Jan 55
NCO's	0900	22 and 29 Jan 55
Airmen	1000	8, 15, 22 and 29 Jan 55

f. B-47 MTD: This facility is scheduled to depart this station during the latter part of this month. Full use of the MTD should be made until departure.

g. Special Weapons: During January this training will be conducted in accordance with 93d Bombardment Wing Letter ODC 50-8, Supplement XIV, 4 Dec 54. Bombardment squadrons will furnish a crew/or crews, and aircraft as indicated in inclosure #1. A ground power unit and power unit operator will be furnished with each aircraft. Aircraft and crew number will be called in to Special Weapons Section (Extension 628 or 592) not later than 1100 hours of the day prior to aircraft mission. Bombardment squadrons will insure that crews are scheduled for the 8-hour refresher, as indicated in inclosure #2. Bombardment squadrons will insure that crews are scheduled for the 2-hour refresher, as indicated in inclosure #2. More training than is scheduled on any given day may be accomplished by contacting the Special Weapons Section. This would re-

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lieve a squadron of a scheduled period.

h. B-47 Flight Simulator: Alloted periods are shown in inclosure #3. Crew integrity will be maintained. The Emergency Procedures Refresher course schedule is also given in inclosure #3. The Emergency Procedures course will be conducted as directed by previous instructions from ODC.

i. T-1A Trainer: Alloted periods are given in inclosure #4. Each pilot will receive at least two (2) hours monthly.

j. T-2A Trainer: Alloted periods are given in inclosure #5. Each observer will receive at least three (3) hours monthly.

k. Instrument Trainers: Alloted periods are given in inclosure #6. Each aircraft commander and pilot will receive at least 2 hours monthly.

l. T-4 Loran Trainer: Air refueling squadrons and the 2nd Strategic Support Squadron, are alloted periods in inclosure #7. Each air refueling squadron is alloted fourteen (14) periods of three (3) hours duration each. Two observers will be scheduled each period. the 2d SSS is alloted seven (7) periods of three hours each, two (2) observers per period.

m. Physical Conditioning: Alloted periods for physical conditioning are given in inclosures #8 and #9. Sufficient time is alloted squadrons to meet their minimum requirements. Open periods may be scheduled by direct coordination with the Physical Conditioning Unit.

n. K-System In-Flight Maintenance Course: A K-System in-flight maintenance course will be conducted on Mon-Wed-Fri of each week in Bldg T-25. This course is designed to give each bombardment squadron observer two (2) hours of IFM instruction each month. Alloted periods are given in inclosure #10.

3. Squadron Level Training:

a. Flying Safety: Flying safety instruction will be given during January by Squadron Flying Safety Officers.

b. Commander's Call: Squadron commanders will conduct commander's call once each month, as directed by 93d Bombardment Wing Letter, Subject: "Commander's Call" dated 27 October 1954. Commander's call fulfills the requirement of SAC Regulation 191-1.

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ODCT, Subj: Flying & Grd Tng for Jan 1955

c. Central Training Program: Squadrons will schedule personnel for the central training program, as indicated in Castle Air Force Base Regulation 50-1, 23 Dec 54. Complete reporting and administrative instructions are contained in this directive.

BY ORDER OF THE COMMANDER:

SAM J. BYERLEY
Colonel, USAF
Director of Operations

10 Incls
1. Sp Wpns Scd
2. Sp Wpns Scd
3. B-47 Flt Sim Scd
4. T-1A Tnr Scd
5. T-2A Tnr Scd
6. Instr Tnr Scd
7. T-4 Tnr Scd
8. Phys Cond Scd
9. Cmbt Meas Scd
10. K-Sys IFM Scd

DISTRIBUTION:

Comdr, 93BW	2
328S	5
329S	5
330S	5
ODC	15
MDC	5
90ARS	5
93ARS	5
2dSSS	5
93PMS	3
93FMS	3
93AES	3
HSQ Wg	3
BOQO	2
BOQA	13
Wg Hist.	4

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NOTE: #1. Crew Members. Each crew member is required to have headset, mike and gloves for aircraft mission.

#2. Squadron Ground Scheduling Officers. Call Special Weapons Training Section (628 or 592) no later than 1100 hours the day before scheduled mission and give them crew and aircraft numbers.

JANUARY				
3 328th 1 crew 1 acft	4 329th 1 crew 1 acft	5 330th 1 crew 1 acft	6 328th 2 crews 1 acft	7 329th 2 crews 1 acft
10 330th 2 crews 1 acft	11 328th 1 crew 1 acft	12 329th 1 crew 1 acft	13 330th 1 crew 1 acft	14 328th 1 crew 1 acft
17 329th 1 crew 1 acft	18 330th 1 crew 1 acft	19 328th 2 crews 1 acft 329th 2 crews 1 acft	20 330th 2 crews 1 acft	21 328th 1 crew 1 acft
24 329th 1 crew 1 acft	25 330th 1 crew 1 acft	26 328th 1 crew 1 acft	27 329th 1 crew 1 acft	28 330th 1 crew 1 acft
31 328th 1 crew 1 acft				

Incl #1

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3 JANUARY 1955	4 8-hr refresher Sp Wpns Area 3 crew per sqdn	5 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300	6 8-hr refresher Sp Wpns Area 3 crews per sq	7 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300
10 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300	11 8-hr refresher 3 crews per sq	12 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300	13 8-hr refresher Sp Wpns Area 3 crews per sq	14 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300
17 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300	18 8-hr refresher Sp Wpns Area 3 crews per sq	19 NOT OPEN	20 8-hr refresher Sp Wpns Area 328-1 crew 329-2 crews 330-2 crews	21 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300
24 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300	25 8-hr refresher Sp Wpns Area Make-up class (If required)	26 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300	27 8-hr refresher Sp Wpns Area Make-up class (If required)	28 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300
31 2-hr mission Sp Wpns Area 328-1 crew - 0730 329-1 crew - 1000 330-1 crew - 1300				

Incl #2

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B-47 FLIGHT SIMULATOR

JAN	0715-1120	1035-1440	1400-1800
3			
4			
5			
6			
7			
10	329	330	328
11	330	328	329
12	328	329	330
13	329	330	328
14	330	328	329
17	328	329	330
18	329	330	328
19	330	328	329
20	328	329	330
21	329	330	328
24	330	328	329
25	328	329	330
26	330	328	329
27	328	329	330
28	329	330	328
31	330	328	329

EMERGENCY PROCEDURES COURSE

Each squadron will schedule one (1) crew on Monday of each week for ground school, and a simulator flight the following day. The balance of the required three (3) flights will be completed.

During regularly scheduled periods, Captain Catlin will advise squadron operations officers of place of training weekly.

Jan	0730-1430
10	328-329-330
17	328-329-330
24	328-329-330
31	328-329-330

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T-1A TRAINER

Each bombardment squadron is alloted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Extension 394.

January	0800 & 0900	1000 & 1300	1400 & 1500
3			
4			
5			
6			
7			
10	330	328	329
11	328	329	
12			
13	330	328	329
14	328	329	330
17	328	330	328
18	330	328	329
19	328	329	330
20	329	330	328
21	330	328	329
24	328	329	330
25	329	330	328
26	328	329	330
27	329	330	328
28	330	328	329
31	328	329	330

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T-2A TRAINER SCHEDULE

January	0730-1030	1030-1330	1330-1630
3			
4			
5			
6			
7			
10	328	330	329
11	330	329	328
12	329	328	330
13	328	330	329
14	330	329	328
17	329	328	330
18	328	330	329
19	330	329	328
20	329	328	330
21	328	330	329
24	330	329	328
25	329	328	330
26	330	329	328
27	329	328	330
28	328	330	329
31	330	329	328

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INSTRUMENT TRAINER SCHEDULE (C-11)

Squadron designated in the AM will utilize both trainers; each squadron designated in the PM will utilize one (1) trainer for the entire afternoon. Each pilot will receive a minimum of two (2) hrs per month. Periods are at 0730-0930, 0930-1130, 1230-1430 and 1430-1630.

JAN	AM	PM	JAN	AM	PM
3			17	329	330/328
4			18	330	328/329
5			19	328	329/330
6			20	329	330/328
7			21	330	328/329
10	330	328/329	24	328	329/330
11	328	329/330	25	329	330/328
12	329	330/328	26	330	328/329
13	330	328/329	27	328	329/330
14	328	329/330	28	329	330/328
			31	330	328/329

Open periods can be scheduled by coordination with the Instrument Trainer Department.

INSTRUMENT TRAINER SCHEDULE (C-8 and P-3)

Each squadron will utilize three (3) trainers during assigned periods. Each pilot will receive a minimum of two (2) hours per month. OPEN periods may be scheduled by direct coordination with the Instrument Trainer Department.

JAN	AM	PM	JAN	AM	PM
3	90	SSS	17	SSS	90
4	93	Base	18	Base	93
5	SSS		19	90	SSS
6	Base		20	93	
7		90	21	SSS	90
10	93	Base	24	Base	93
11	SSS		25	90	
12	Base	93	26	93	90
13		90	27	SSS	90
14	93	Base	28	Base	93
			31		

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T-4 LORAN TRAINER

JANUARY	0800-1100	1300-1600
3	90	93
4	SSS	
5		
6		
7		90
10	93	SSS
11		93
12	SSS	
13	93	
14	90	93
17		90
18	93	SSS
19	90	93
20	SSS	90
21	93	
24	90	93
25		90
26	93	SSS
27	90	93
28	SSS	90
31	93	90

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute period. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout in order to receive credit for that training period. The periods beginning at 0750, 0930 and 1250 require eight (8) personnel; the periods beginning at 0830, 1010 and 1330 require twelve (12) personnel. Staff personnel are to attend the 1430-1530 period.

January	0750	0830	0930	1010	1250	1330
3						SSS
4				SSS		
5		SSS				
6						
7		93	330	SSS	328	90
10	330	93		90		
11			330			93
12				93		SSS
13	328	93			330	90
14	329	SSS		90		93
17	330		328	93		90
18		90	329	93		
19	329	93		SSS	328	90
20			330	90	329	93
21		90		93		SSS
24	328	93		90		
25		90		93	330	93
26	329	SSS	328			90
27	330	90		93		90
28		90	329	93	328	93
31	328	93		SSS	329	90

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a 15-hour course in combative measures. The 90 ARS, 93ARS and 2dSSS are to supply nine (9) crewmen for each period assigned. The 328, 329 and 330 BS are to supply a minimum of three (3) crewmen each for a total of nine (9) for each period indicated as BS.

January	0800	0900	1000	1400	1500
3	90	93		SSS	
4					
5	SSS			90	93
6					SSS
7		93	90	SSS	
10	93	SSS	93	BS	90
11	90	BS	SSS		93
12	BS		BS	93	SSS
13		93	90	SSS	BS
14	93		93	BS	90
17	SSS	BS		90	93
18	BS	90	BS	93	
19	90	93	90		BS
20	93	SSS	93	BS	90
21	BS	90	BS	93	
24	90	93	90	SSS	BS
25	93		93	BS	90
26	93	BS	93	90	93
27	BS	90	BS	93	SSS
28	90	93	90	SSS	BS
31	93	SSS	93	BS	90

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K-SYSTEM INFLIGHT MAINTENANCE SCHOOL

This school is conducted in Bldg. T-25, A&E Squadron area. Four (4) observers from each bombardment squadron will be scheduled. The course is conducted on Mon-Wed-Fri, 0800-1000 hours, each week.

January	0800-1000
3	
5	
7	
10	329
12	330
14	328
17	329
19	330
21	328
24	329
26	330
28	328
31	329

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 78)

1 December 1954

SECTION

ORGANIZATION OF THE 4017TH TRAINING SQUADRON I

* * * * *

I. ORGANIZATION OF THE 4017TH TRAINING SQUADRON. 1. Effective 8 January 1955, the 4017th Training Squadron is organized at Castle Air Force Base, California, and assigned to the 93D Bombardment Wing, Medium, as indicated:

Unit	SAC T/D	Authorized Strength	
		Officers	Airmen
4017TH Training Squadron	January 1955	36	54

2. Personnel manning and equipping of this unit will be in accordance with SAC Programming Plan 23-54.

3. Effective on the date of organization, UAL number DL 74-023 is assigned. This UAL will determine the equipment authorized for the 4017th Training Squadron.

4. Appropriate remark will be entered in the organizational status table of the initial morning report in accordance with AFM 171-6, as amended.

5. Authority: AFR 20-27.

* * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLENN P. NELL
Colonel, USAF
Adjutant

"A TRUE EXTRACT COPY"

LLOYD G. HAYMES
Capt., USAF
Adjutant

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4017TH TRAINING SQUADRON
93D BOMBARDMENT WING (M)
Castle Air Force Base, California

8 Jan 1955. Brigadier General William E. Eubank Jr., Commander, 93D Bombardment Wing and LtCol William R. Smith, Commander, 4017TH Training Squadron look over the Squadron sign in front of the Squadron Orderly Room.

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4017TH TRAINING SQUADRON
93D BOMBARDMENT WING (M)
Castle Air Force Base, California

8 Jan 1955. LtCol William R. Smith, Commander, 4017TH Training Squadron, briefs some of the members of the Squadron as to the mission of the 4017TH Training Squadron.

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4017TH TRAINING SQUADRON
93D BOMBARDMENT WING (M) (SAC)
Castle Air Force Base, California

SPECIAL ORDERS)
NUMBER 1)

8 January 1955

1. Under Prov of AFR 35-54, the undersigned hereby assumes Comd of the 4017th TNGRON, SAC, this dt.

s/William R. Smith
t/WILLIAM R. SMITH
Lt Colonel, USAF
Commander

DISTRIBUTION: "O"

" A TRUE EXTRACT COPY"

LLOYD G. HAYMES
Capt., USAF
Adjutant

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PROPOSED TRAINING MANUAL FOR B-52 CREW TRAINING

(4017TH TRAINING SQUADRON)

PART I GENERAL
PART II ACADEMIC TRAINING
APPENDIX A-PILOTS AND CO-PILOTS
B-OBSERVERS
C-ECM
D-GUNNERS
PART III SYNTHETIC TRAINERS
APPENDIX A-B-52 SIMULATOR
B-C-11 TRAINER
C-T-2 TRAINER
D-ECM TRAINER
E-GUNNERY TRAINER
PART IV FLIGHT TRAINING
APPENDIX A-ACCERATED TRAINING COURSE
B-OPTIMUM TRAINING COURSE
C-MAXIMUM TRAINING COURSE

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4017TH COMBAT CREW TRAINING SQUADRON
93D BOMBARDMENT WING (H)
Castle Air Force Base, California

1. The following is a list of Officers and Airmen assigned to the 4017th Combat Crew Training Squadron on date of activation, [illegible] January 1956:

RANK	NAME	AFSN
Lt Col	William R. Smith	[illegible]410A
Major	Wilbur R. Downie	AO 695505
Major	Pat H. Howard	12410A
Major	Robert L. Litchfield	[illegible]754A
Major	Eugene [illegible]. Lott	AO 686092
Capt	Leroy W. Campbell	AO 761465
Capt	Lloyd G. Haynes	AO 1945072
Capt	Robert T. Lehnherr	AO 754845
Capt	Winston S. Moore	17[illegible]22A
Capt	Edward A. Schickling	AO 936836
Capt	Harry [illegible]. Skinner	15637A
Capt	Marvin W. Watkins	[illegible]742A
Major	Lloyd W. Swing	AO 754809
M/Sgt	William L. O'Sullivan	AF 10004132
[illegible]/Sgt	Walter [illegible]. Smith, Jr.	AF 6270023
S/Sgt	Jackie L. Price	AF [illegible]
S/Sgt	Leonard W. Orton	AF 1908227[illegible]
S/Sgt	Floyd R. Atchison	AF 1942796[illegible]
S/Sgt	Leslie D. Locke	AF 19819704
S/Sgt	Robert Kreitz	AF 6576646
S/Sgt	Wallace C. Prayne, Jr.	AF 13277722
A/1C	Donald F. Laney	AF [illegible]
A/1C	Harvey S. Schwartz	AF 12365717
A/2C	Johnny Sieben	AF 17370235
A/2C	Philip E. Snowberger	AF 15456067
A/2C	William J. Miller	AF 18427217

2. The following personnel were assigned to this squadron on 10 January 1956:

M/Sgt	James E. Hunter	AF 39031232
T/Sgt	Wayne D. Parker	AF 12294509
T/Sgt	Raymond R. Riggs, Sr.	AF 6558002
T/Sgt	Jack Thompson	AF 18324743
T/Sgt	William E. White	AF 1324[illegible]
S/Sgt	Bill D. Buerger	AF 18294493
S/Sgt	Mack J. Lee	AF 14314941
S/Sgt	Jimmy C. Rounds	AF 19309248
S Sgt	Gene E. Waddle	AF 17234556
T/Sgt	Richard A. Canfield	AF 1929[illegible]

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4017th TRAINING SQUADRON
93D BOMBARDMENT WING (H)
Castle Air Force Base, California

8 January 1955. Brigadier General Eubank, Jr., Commander, 93d Bombardment Wing, and the following personnel of the 4017th Training Squadron:

FRONT RANK: From Left to Right:

M Sgt	Walter S. Smith, Jr.
S/Sgt	Mack J. Lee
S/Sgt	Jimmy G. Rounds
S/Sgt	Leslie [illegible]. Locke
A/2C	Johnny Sieben
T/Sgt	William S. White
T/Sgt	Wayne [illegible]. Parker
M/Sgt	James H. Hunter
T/Sgt	Jack Thompson
S/Sgt	[illegible]
Capt	Leroy W. Campbell
Capt	Winston E. Moore
Maj	Pat [illegible]. Howard
Maj	Eugene [illegible]. Lott
Lt Col	William E. Smith
Brig Gen	William E. Eubank, Jr.

REAR RANK: Left to Right

S/Sgt	Robert Kreitz
M/Sgt	Virgil Smith
S/Sgt	Floyd R. Atchison
S/Sgt	Floyd Shields
T/Sgt	George A. Adams
M/Sgt	Jack [illegible]. Brigham
S/Sgt	Jackie L. Price
A/1C	Donald [illegible]. Lacey
A/1C	Harvey R. Schwartz
S/Sgt	Gene V. Gaddie
S/Sgt	[illegible], Jr.
A/2C	William [illegible]
Maj	A. [illegible]
S/Sgt	Leonard [illegible]
Maj	[illegible]. Whitney
A/2C	[illegible]
Lt Col	[illegible]. Birdsong, Jr.
Capt	Harry G. [illegible]
Maj	[illegible]
Maj	Wilbur [illegible]. Downing
Maj	[illegible]. Carlstrom
Maj	[illegible]
Capt	Carlton R. Siedel
Capt	S. A. Schickling
Capt	[illegible]
Maj	[illegible]. Litchfield
Capt	Lloyd [illegible]. Haynes

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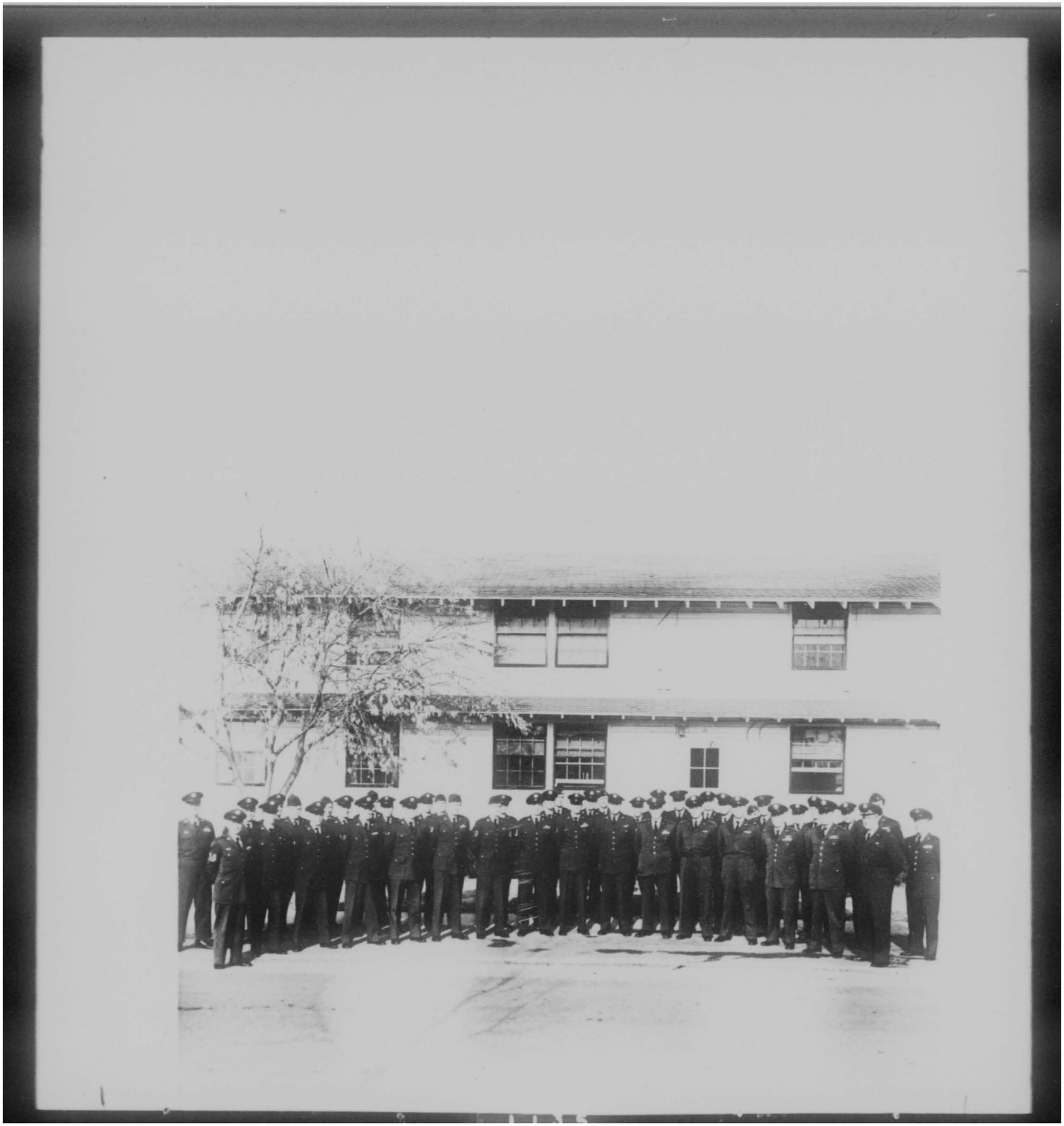

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4017TH TRAINING SQUADRON
93D BOMBARDMENT WING (M)
Castle Air Force Base, California

8 Jan 1955. LtCol George P. Birdsong's Phase VII Crew. From left to right LtCol George P. Birdsong, Major Robert D. Carlstrom, Major Walker B. Greer, Capt Carlton R. Seidel, M/Sgt Jack M. Brigham, and S/Sgt Floyd Shields.

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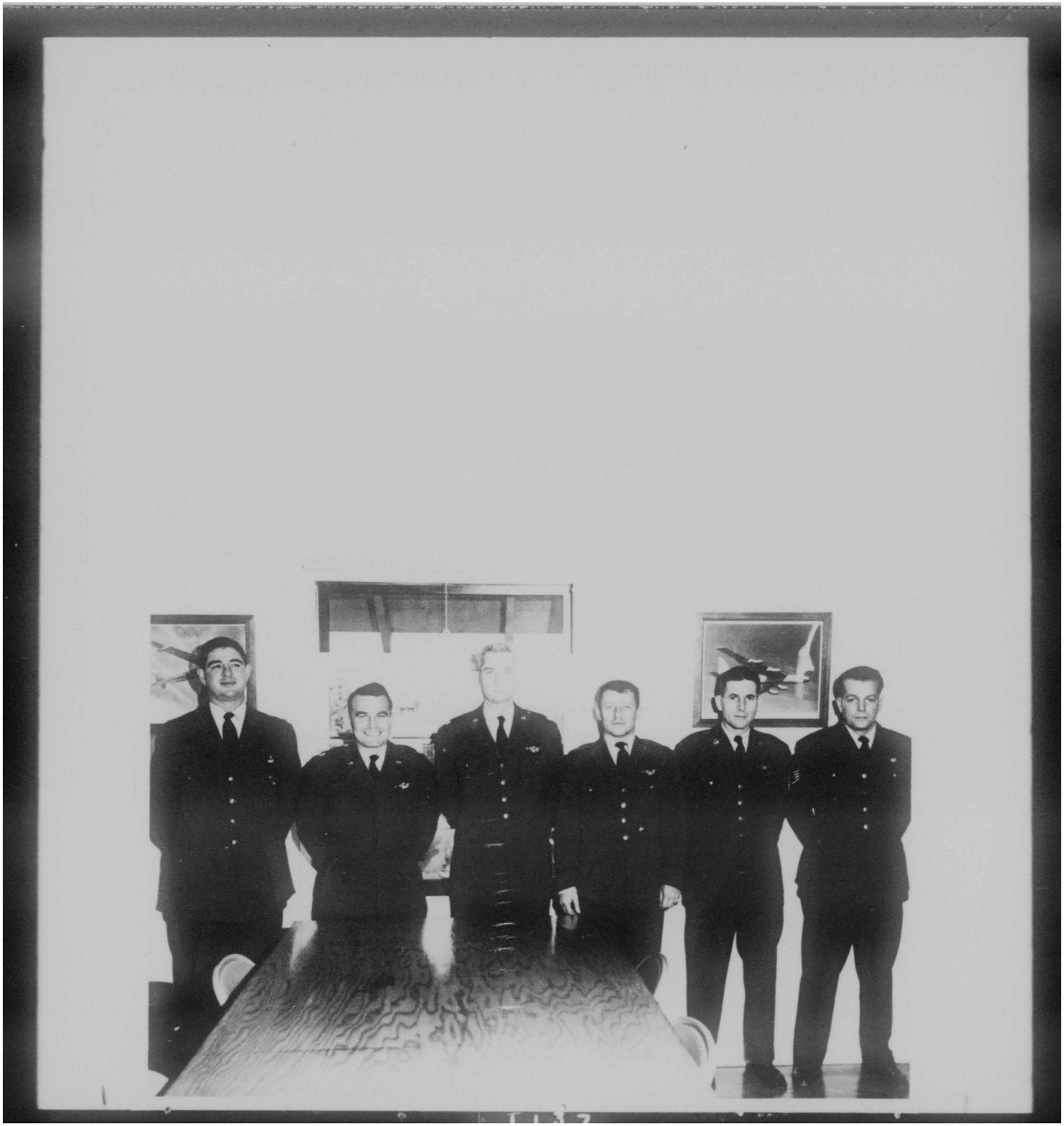

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4017TH TRAINING SQUADRON
93D BOMBARDMENT WING (M)
Castle Air Force Base, California

8 Jan 1955. Capt Lloyd G. Haymes, Squadron Adjutant, and M/Sgt Walter S. Smith Jr., Squadron First Sergeant, discuss the installation of the Squadron Sign with an unidentified airman.

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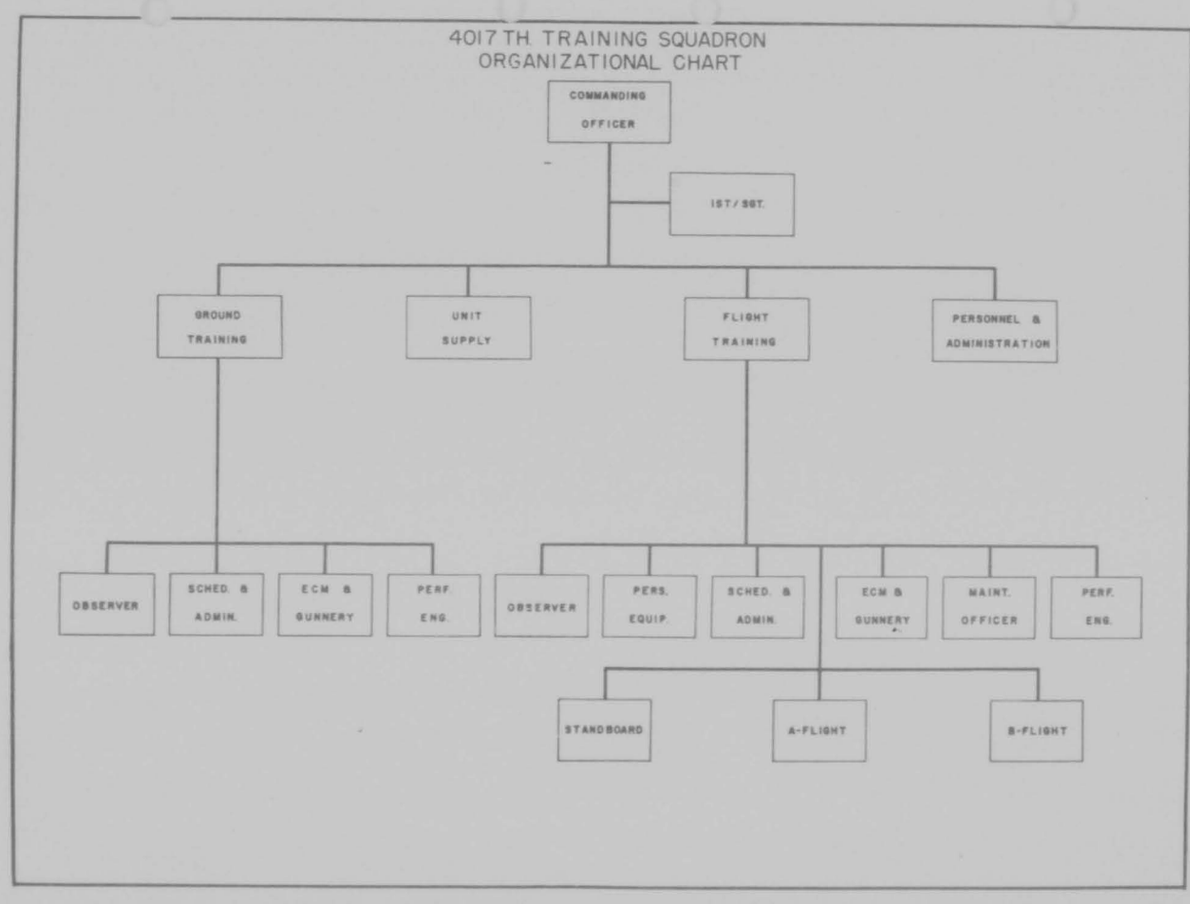

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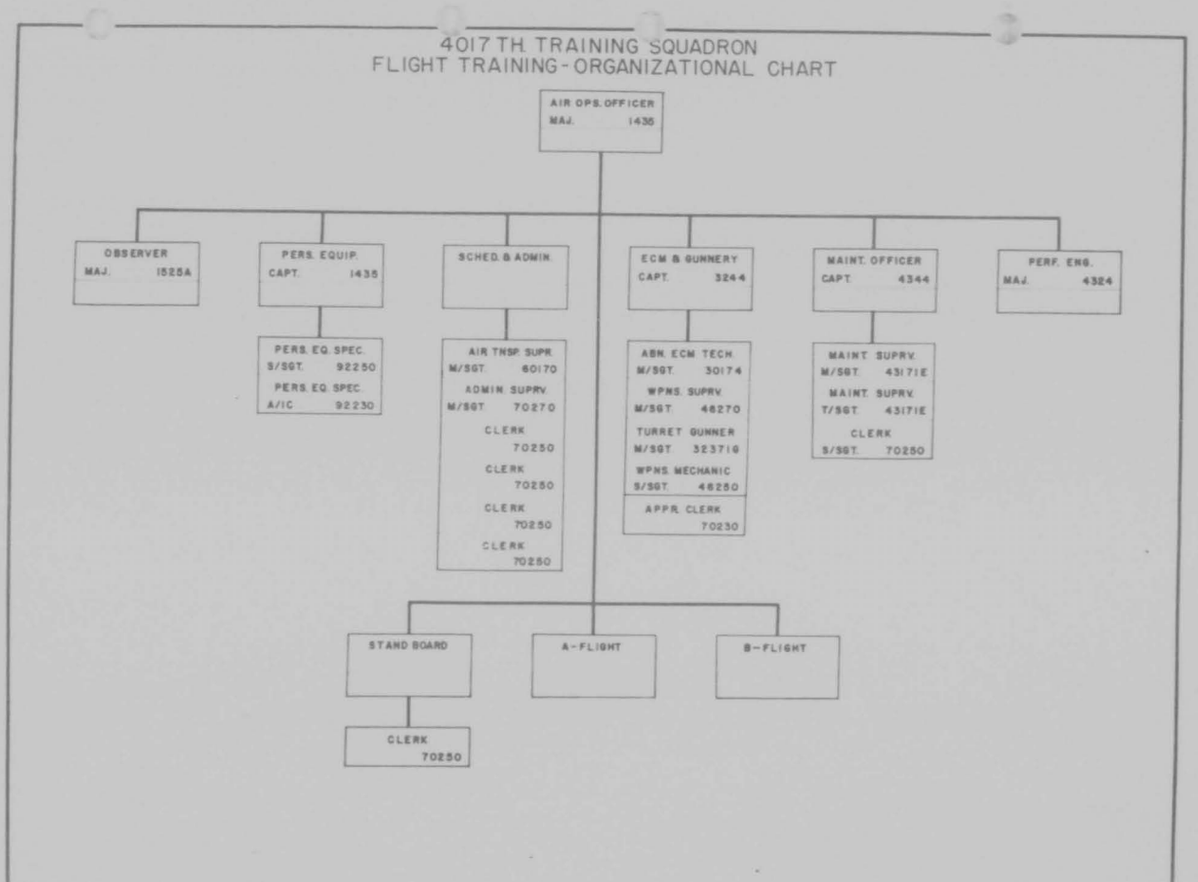

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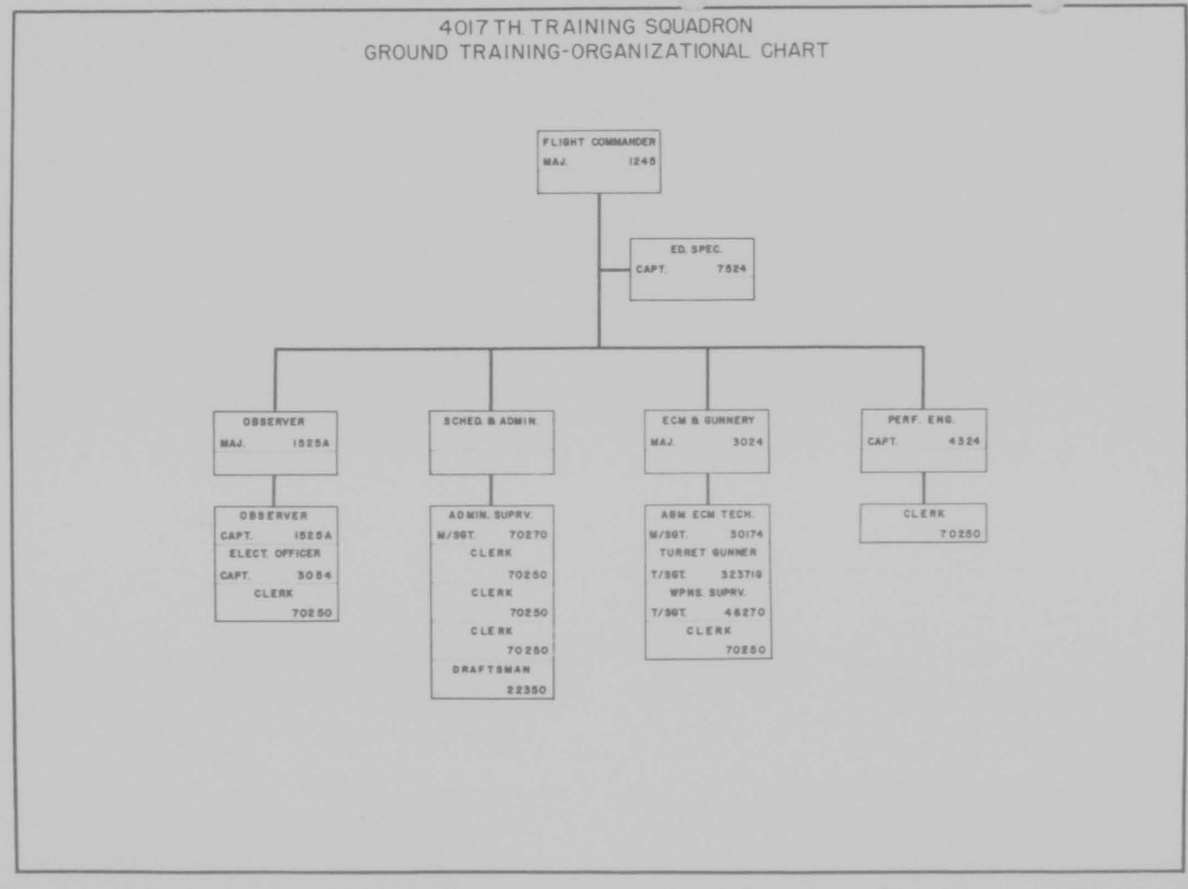
4017TH TRAINING SQUADRON
GROUND TRAINING-ORGANIZATIONAL CHART



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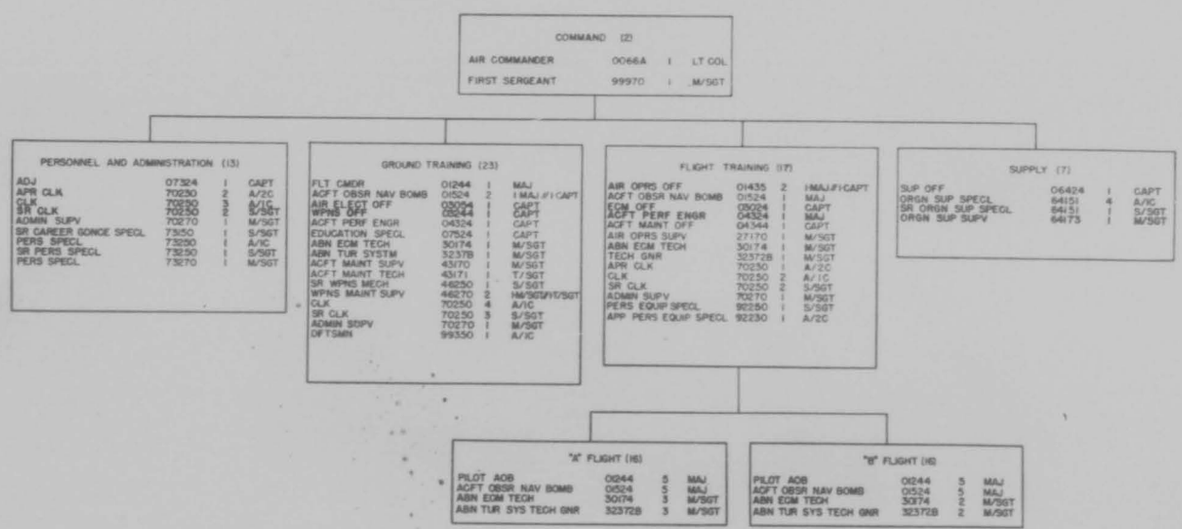
4017TH B-52 TRAINING SQUADRON

ORGANIZATIONAL CHART



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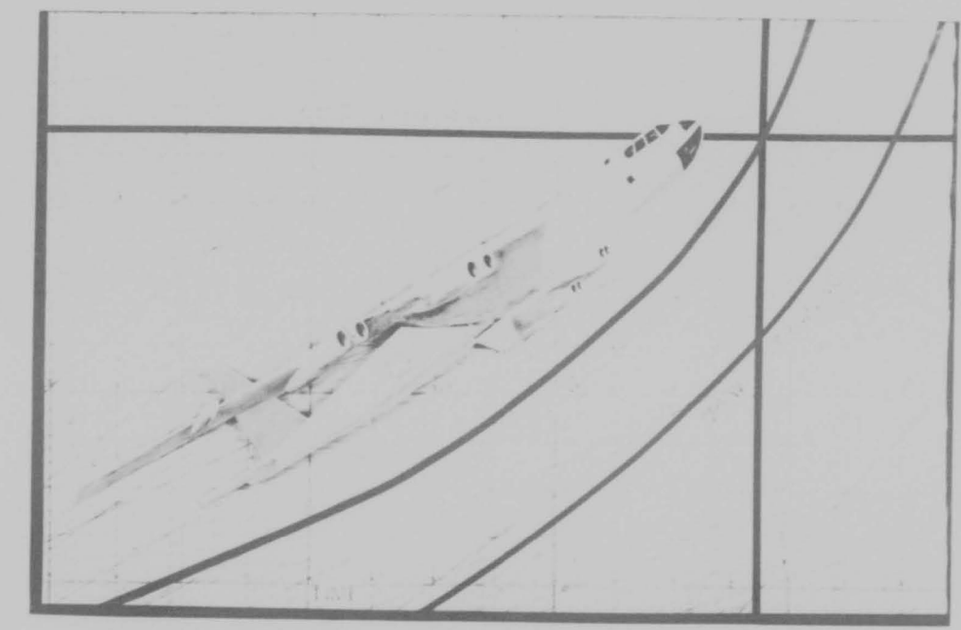
B-52 PROGRAM

4017TH TRAINING SQUADRON



"Better performance — Shorter climb."

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OFFICER SPACES

4017 TH TRAINING SQUADRON

	AFSC	AUTH.	PR. FOR DY.	PROGRAMMED
AIR COMMANDER	0066A	1	1	
ADJUTANT	07324	1	1	
SUPPLY OFFICER	06424	1		1
···GROUND TRAINING···				
FLIGHT COMMANDER	01244	1		1 *
AIRCRAFT OBSERVER	01524	2		2 *
AIR ELECT. OFFICER	03054	1		1
WEAPONS OFFICER	03244	1		1
ACFT. PERF. ENGINEER	04324	1		1 *
EDUC. SPECIALIST	07524	1		1 *
···FLIGHT TRAINING···				
AIR OPERATIONS OFFICER	01435	2		2 *
AIRCRAFT OBSERVER	01524	1		1 *
ECM OFFICER	03024	1		1
ACFT. PERF. ENGINEER	04324	1		1 *
ACFT. MAINT. OFFICER	04344	1		1 *
···INSTRUCTOR CREWS···				
"A" FLIGHT				
PILOT AOB	01244	5	5	
AIRCRAFT OBSERVER	01524	5	5	
ECM TECHNICIAN (M/SGT.)	30174	3	3	
GUNNERS (M/SGT.)	32372B	3	3	
"B" FLIGHT				
PILOT AOB	01244	5		5
AIRCRAFT OBSERVER	01524	5		5
ECM TECHNICIAN (M/SGT.)	30174	3		3
GUNNERS (M/SGT.)	32372B	3		3

* HAVE BEEN REQUESTED BY NAME FOR THESE POSITIONS.

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MISSION

THE 4017TH TRAINING SQUADRON IS RESPONSIBLE FOR THE DEVELOPMENT AND IMPLEMENTATION OF A GROUND AND AIR TRAINING PROGRAM WHICH WILL PROVIDE SAC COMBAT CREWS WITH THE NECESSARY KNOWLEDGE AND PROFICIENCY IN OPERATION OF B-52 AIRCRAFT TO ASSURE THEIR SAFE AND EFFICIENT FUNCTIONING AS B-52 COMBAT CREWS.

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 24A)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
17 Jan 55

ARMAMENT-ELECTRONICS CALENDAR INSPECTION
(This MIL amends MIL No. 24, dated 30 Dec 54)

* * * *

1. The following amendments are made to Attachment #1, page 4, MIL No. 24, 30 Dec 54.

a. Reference third line from bottom of page: Item amended to read C455/ARC-21 instead of C-451/ARC-21.

b. Reference last item on page: Item amended to read 1801-2 instead of 1801-2.

2. The following addition will be page 5 to Attachment #1 and attached thereto: K-Systems.

* * * *

BY ORDER OF THE COMMANDER:

1 Incl
K-Systems

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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CALENDAR INSPECTION TIME FOR "K" SYSTEMS

TRACKING COMPUTER	Left of Cable 116	6 MONTHS
INDICATOR	Left side below Bias Knob	3 MONTHS
RT-124	On Top Cover (Faces Down) or left of Cable Number 11	6 MONTHS
MD-152	Below and Left of Cable 12	6 MONTHS
PP-259	Left Side (Side showing from Passage)	12 MONTHS
POLAR CONVERTER	To left of Cable and Above word CAUTION	12 MONTHS
SN-47	Front Cover	6 MONTHS
SN-57	Left of Name Plate	6 MONTH
AS-361 (ANTENNA)	Below and left of name plate	12 MONTH
C-413	Right of Range Knob	12 MONTHS
AM-193	Right Side	12 MONTHS
PERISCOPE DESICCATOR	Top of Filter Can	6 MONTHS
COORDINATE CONVERTER B-1	Anywhere near name plate	6 MONTHS
COOR CON POWER SUPPLY B-1	Anywhere near name plate	6 MONTHS
MK-65	Front	12 MONTHS
METER UNIT	Top	12 MONTHS
STAB UNIT & GYRO ASSEMBLY	Top	12 MONTHS
A-1 POWER SUPPLIES	Front Cover	12 MONTHS
PP-352	Front Cover	12 MONTHS
PP-353	Front Cover Upper left Corner	12 MONTHS
PLUG-IN AMPLIFIERS	Front	6 MONTHS

AS OF 1 OCTOBER 1954

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 28)

HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
Castle Air Force Base, California
15 January 1955

MAINTENANCE/TESTING OF AIRCRAFT ALTERNATORS

1. PURPOSE: To provide a more reliable aircraft power source for efficient operation of electrical systems dependent upon aircraft power.

2. RESPONSIBILITY: The 93d Armament-Electronics Squadron Commander, 93d Field Maintenance Squadron Commander, 93d Periodic Maintenance Squadron Commander, Tactical Squadron Engineering Officers, Maintenance Standardization Team Officer and the Quality Control Officer will be responsible to insure compliance with the contents of this MIL as pertains to his respective activity.

3. GENERAL: Indications point to the fact that aircraft electrical systems malfunction due to failure or improper operation of aircraft alternators, regulators and inverters. In conjunction with these failures is the proper use, maintenance and handling of ground power units which is covered in 93d Bomb Wing MIL 38, 14 Jul 54.

4. PROCEDURES:

a. The 93d Field Maintenance Squadron will:

(1) Construct 2 load bank testers. Each tester consisting of six sections 3KW heater elements per each section. Testers will be portable for ease in handling. The load bank testers will be bench checked daily to insure proper operation at the aircraft.

(2) Initially check the alternators on all assigned wing aircraft as designated by the Job Control Unit of Maintenance Control.

(3) Maintain all testers in a serviceable condition at all times.

(4) Will perform check of alternators under the supervision of the crew chief.

(5) Will take necessary action to correct power deficiencies discovered as a result of testing. Unsatisfactory Reports will be submitted when applicable.

b. The Tactical Squadron Engineering Officers will:

(1) Provide necessary personnel including the crew chief when a test is conducted on his aircraft.

(2) Provide a fire guard for the load bank tester.

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(3) Provide personnel to start and run #1 and #6 engines.

(4) Will provide inter-communications between the tester operator and the person running up engines.

c. The 93d Armament-Electronics Squadron will:

(1) Insure that a qualified "K" mechanic is available at the aircraft during testing procedures.

(2) Will request a test of aircraft power in all instances when indications or failures of armament-electronics systems point to a power deficiency.

d. The 93d Periodic Maintenance Squadron will:

(1) Perform an aircraft power check utilizing the load bank tester on each aircraft in postdocks.

(2) Will request the necessary specialists and equipment required from the 93d Field Maintenance Squadron through Job Control.

(3) Procedures for testing aircraft while in docks will apply as covered in paragraph 5 of this MIL.

5. Specific details for testing procedures on B-47 aircraft is as follows:

a. Power settings will be numbered consecutively:

#1 - - - 70%
#2 - - - 85%
#3 - - - 90%

b. Alternator check:

(1) Load applied by the load bank operator at 70% power will be 9KW and then 18KW.

(2) Volt-ohmeter readings will be registered between each load applied.

(3) Both alternators will be tested at 70% by switching over from left to right alternators.

(4) Load applied by the load bank operator at 85% power will be 3KW, 6KW, 9KW etc. until a full 18KW has been applied.

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(5) Volt-ohmeter readings will be registered between each load applied.

(6) Both alternators will be tested at 95% power by switching over from left to right alternators.

(7) Load applied by the load bank operator at 90% power will be the same as 5b(1) and procedures the same as 5b(2) and (3).

c. Attachment #1 will be completed by the load bank operator on all aircraft during initial check only. Completed forms will be forwarded to the Maintenance Quality Control Unit for evaluation.

d. Alternator voltage should not fluctuate over ± 1V and remain constant between 110V and 120V.

e. An aircraft electrician will observe all readings on the aircraft volt-meter located in the co-pilot's position and complete Attachment #2 which will be forwarded to the Maintenance Quality Control Unit for evaluation.

6. The MST and MQC Officer will delegate specialists to monitor all phases of testing and make recommendations to the Chief of Maintenance.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

2 Atchmts
Load bank Volt/Ohm Meter Form.
Acft Volt Meter Form.

DISTRIBUTION: "C"

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LOAD BANK VOLT/OHM METER

Aircraft No. _____ Date _____

ACFT POWER	LOAD	L. H. ALTERNATOR VOLTS FLUCTUATION	L. H. ALTERNATOR VOLT STEADY	R. H. ALTERNATOR VOLTS FLUCTUATION	R. H. ALTERNATOR VOLT STEADY
70%	9KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	18KW	FROM_____TO_____	_____	FROM_____TO_____	_____
85%	3KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	6KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	9KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	12KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	15KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	18KW	FROM_____TO_____	_____	FROM_____TO_____	_____
90%	9KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	18KW	FROM_____TO_____	_____	FROM_____TO_____	_____

REMARKS:

_____
Mechanics Signature

Attachment #1

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AIRCRAFT VOLT METER

Aircraft No. _____ Date _____

ACFT POWER	LOAD	L. H. ALTERNATOR VOLTS FLUCTUATION	L. H. ALTERNATOR VOLT STEADY	R. H. ALTERNATOR VOLTS FLUCTUATION	R. H. ALTERNATOR VOLT STEADY
70%	9KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	18KW	FROM_____TO_____	_____	FROM_____TO_____	_____
85%	3KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	6KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	9KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	12KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	15KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	18KW	FROM_____TO_____	_____	FROM_____TO_____	_____
90%	9KW	FROM_____TO_____	_____	FROM_____TO_____	_____
	18KW	FROM_____TO_____	_____	FROM_____TO_____	_____

REMARKS:

_____
Mechanics Signature

Attachment #2

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MAINTENANCE INFORMATION BULLETIN

93D BOMB WING CASTLE AFB

NUMBER 1-[illegible] [illegible] JANUARY [illegible]

USE OF TOW BARS, P/N [illegible]

There have been reported instances of a high rate of shearing of AN-7 pins and the [illegible] of clevis plates (P/N [illegible]) of special tool F[illegible] (towing and steering bar).

The AN-7 pin is known as the "Shear Pin" and is designed to shear at [illegible] pound load. The safety pin, AN-1[illegible], used is designed to shear at [illegible],000 pounds.

At low towing speeds and light aircraft weights, very little difficulty has been experienced. However, as towing gross weights have increased, the problem of shearing has also increased. This problem has also been aggravated by improper towing techniques and too high towing speeds.

Boeing Airplane Co. has designed a new tow bar for towing B-47 aircraft up to the maximum gross weights anticipated. This tow bar has been designated as F30195 special tool. If and when this tow bar is procured, or modification also authorized and procured, towing problems should become considerably easier to solve. However, until that time, the instructions in paragraph 3-1[illegible] of TO 1B-47B-2 should be closely followed. Particular attention should be paid to the following items:

1. DO NOT ATTEMPT TO TURN THE AIRCRAFT WITHOUT THE AIRCRAFT IN MOTION. If an attempt is made to turn the aircraft without the aircraft in motion, high stress loads are imposed on the clevis head.

2. DO NOT DRAW THE NUT, WHICH HOLDS THE STEERING DIFFERENTIAL ASSEMBLY, TOO TIGHT. The result of drawing the nut too tight can cause binding of the differential assembly with the resultant action of metering hydraulic pressure to the cylinders causing the gear to turn opposite to the direction the aircraft is being towed. This again causes high stress loads in the clevis head.

3. DO NOT START OR STOP SUDDENLY. A sudden start or stop of a heavily loaded aircraft can shear the AN-7 "shear pin" and the resultant momentum of the aircraft, at high gross weights, can cause the AN-10 "safety pin" to shear.

4. DO NOT USE UNAUTHORIZED SHEAR PINS. Use of "shear pins" or "safety pins" of higher shear strength than those authorized can cause the clevis plate and/or landing gear attaching lugs to tear out.

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OVERTORQUED HOSE CLAMPS - J-47 ENGS

Numerous cases of restricted tubes, thrust bear balance air, P/N's 126C118 and 9903491 have been reported. This condition is caused by over-torquing the hose clamps on subject tubes. According to TO 2J-J47-2, Sec XII, para 27 the recommended torque value of these clamps is 15 - 20 inch pounds. This could result in an air leak at the hose connection, thus reducing the air pressure to the thrust balance chamber. This could result in #2 bearing failure due to excessive thrust load.

B-47 ENGINE HOSE CLAMP TORQUE

The following information is being disseminated for your information and compliance from a TWX received from Commander of OCAMA: "Experience has proven that partial collapse or crumbling of the balance piston air tube, part # 126C118 is due to over torque rather than difference in expansion rates between the aluminum tube and steel clamp. Review of inspection requirement handbooks applicable to B-47 aircraft has failed to reveal any information which requires re-torque of engine hose clamps at the postflight inspection period. Recommend that local maintenance practices be reviewed for actual torque being applied to the clamps and that engine clamps be torqued only when the applicable clamp is removed or loosened for maintenance purposes".

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (M)
Office of Chief of Maintenance
NUMBER 24) Castle Air Force Base, California
30 December 1954

ARMAMENT-ELECTRONICS CALENDAR INSPECTION

1. PURPOSE: To establish responsibilities and procedures necessary for an effective calendar inspection of armament-electronics equipment.

2. REFERENCE: SAC Regulation 137-9

3. RESPONSIBILITY: It is the responsibility of the 93rd Armament and Electronics Maintenance Squadron Commander to insure compliance with the provisions of this directive and SAC Regulation 137-9 as pertains to the armament-electronics equipment contained within the 93rd Bombardment Wing. It is the responsibility of the Commander of the 93rd Operations Squadron, 2nd Strategic Support Squadron and Base Supply Officer, to insure that the provisions of this directive and SAC Regulation 137-9 are complied with as pertains to armament-electronics equipment contained within their respective squadrons.

4. SCOPE: This directive is applicable to all airborne armament-electronics equipment with the exception of aircraft guns.

5. GENERAL: This system has already been implemented in this wing and the following procedures need only be set up to insure its continuance in a uniform manner.

6. PROCEDURES FOR 93RD BOMBARDMENT WING: Procedures within the Armament Electronics Maintenance Squadron are as follows:

a. Field Maintenance Branch:

(1) Personnel of this branch complete the actual required inspection, alignment, lubrication or whatever may be required by the handbook or Tech Order concerning the particular piece of equipment.

(2) All equipment entering the field maintenance shops for routine repair will be checked for the "inspection due" date. If this date is within 30 days, the calendar inspection will be performed before the equipment is released from the shop.

(3) Upon completion of the calendar inspection a label or decal of Stock #8700-397600 or equal, will be affixed with glyptol to the unit. This label will have on it the date that the next inspection is due, as determined from the current list maintained by the A&E Maintenance Squadron. No one other than field maintenance branch personnel will remove or alter the information on this label.

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b. Periodic Maintenance Branch: Personnel of this branch are responsible for the checking of armament-electronics equipment installed on aircraft being processed through the docks. They will remove and replace all equipment which is due for calendar inspection within 30 days as indicated by the date stamp.

c. Flight Line Branch: Personnel of this branch will check the date stamps on equipment whenever they perform maintenance on it to insure that items due for inspection within 30 days are replaced. Exception may be made to this procedure if the aircraft is scheduled for periodic maintenance within 15 days after the expiration of the date stamp.

d. Pre-Issue Section:

(1) This section will process through the A&E Field Maintenance branch shops as soon as practicable after receiving it, any unit requiring calendar inspection. This processing can be accomplished at the same time as the operational bench check normally given to units received from base supply.

(2) Equipment in this section will be reviewed twice each month and those items due for calendar inspection within 30 day will be processed for the necessary maintenance.

7. PROCEDURES FOR 2ND STRATEGIC SUPPORT SQUADRON: Commander of the 2nd Strategic Support Squadron will initiate procedures to insure that SAC Regulation 137-9 is fully implemented. The facilities of the Field Maintenance Branch of the 93rd Armament-Electronics Squadron may be used to support any maintenance beyond the capabilities of this squadron.

8. PROCEDURES FOR 93RD OPERATIONS SQUADRON: Commander of the 93rd Operations Squadron will insure that all components utilized for trainers which are listed in attachment #1 will be forwarded to the Armament-Electronics Field Maintenance Section for initial calendar inspection and all subsequent calendar inspections when they become due.

9. PROCEDURES FOR BASE SUPPLY OFFICER: The Base Supply Officer will maintain a record of all items in FAK's which are listed on attachment #1. This record will indicate the date on which each item in FAK's is due a calendar inspection. A record of this type will prevent the necissity of digging into all FAK's in order to examine each item to determine if a calendar inspection is due. All itemsdue a calendar inspection will be turned into Armament-Electronics Field Maintenance for inspection.

10. PROCEDURE FOR MAINTENANCE QUALITY CONTROL AND STANDARDIZATION TEAMS MQC and MST will perform periodic inspections of each responsible organization listed in paragraph 3 above in order to determine if the contents of SAC Reg 137-9 is fully implemented and that all procedures are standard within the 93rd Bomb Wing.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt. Colonel, USAF
Chief of Maintenance

1 Atchmt(Inspection Items)

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CALENDAR INSPECTION TIME

ITEM	POSITION OF DATE ON ITEM	TIME
	A-12 AUTO PILOT	
B-18 AMPLIFIER	TEST AND CALIB PANEL	9 MONTHS
B-9 AMPLIFIER	TEST PANEL COVER	9 MONTHS
VERTICAL GYRO, K-2	BELOW DATA PLATE	9 MONTHS
SERVOS AILERON	BOTTOM OF CASE COVER	9 MONTHS
RUDDER AND ELEVATOR	BELOW DATA PLATE	9 MONTHS
FLIGHT CONTROLLER	ELEV PITCH TRIM WHEEL LEFT SIDE	9 MONTHS
E-1 REMOTE TURN CONTROLLER	LEFT SIDE	9 MONTHS
SERVO CONTROL	FRONT SIDE	9 MONTHS
	F-1 AUTO PILOT	
A-1 AMPLIFIER	TOP	6 MONTHS
C-1 AMPLIFIER	FRONT	6 MONTHS
B-2 AMPLIFIER	TOP	6 MONTHS
	N-1 COMPASS	
N-1 AMPLIFIER	JUST ABOVE CANNON PLUGS	3 MONTHS
	CAMERA	
K-38 CASE DRIVE	BESIDE NAME PLATE ON BODY OF CAMERA	3 MONTHS
K-38 SHUTTER	NAME PLATE ON CONE	3 MONTHS
O-15 CAMERA	ABOVE RECORDING CHAMBER DOOR	4 MONTHS
P-8 CONTROL BOX	LOWER RIGHT HAND CORNER OF FACE	4 MONTHS
O-23 CAMERA	ABOVE RECORDING CHAMBER DOOR	4 MONTHS
B-8A INTERVALOMETER	LOWER RIGHT HAND CORNER OF FACE	3 MONTHS
M-1 CONTROL BOX	UPPER CENTER OF FACE	4 MONTHS
	WEAPONS AND RELEASE	
C-9 HOIST BEAM ADAPTERS	END OF CENTER MOUNTING BRACKET	6 MONTHS
U-2 BOMB RACK	ABOVE NAME PLATE	6 MONTHS

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C-9 HOIST	LEFT OF NAME PLATE	6 MONTHS
	AUX RADAR	
APX-6	R.F. OF IF STRIP COVER	3 MONTHS
APN-76 (RT-11A)	F OF AUTO TUNER SECTION	6 MONTHS
APN-12 (RT-11A)	F OF AUTO TUNER SECTION	6 MONTHS
ID-169/APN-12	OF FRONT OVER CRT	9 MONTHS
R-65/APN-9	FRONT ABOVE R.F. CHANNEL SW.	12 MONTHS
SN-59/APS-42	UPPER FRONT OVER NAME PLATE	6 MONTHS
RT-156/APS-42	NEAR SPARE FUSE RACK (ON SIDE)	6 MONTHS
IP-35/APS-42	NEXT TO CONTROLS, ON FORWARD SIDE	6 MONTHS
I-152/SCR-718	ON FRONT UNDER CRT	9 MONTHS
BC-788/SCR-718	LOWER FRONT UNDER INDICATOR PLUG	9 MONTHS
RT-275/APS-42A	ON SIDE NEAR SPARE FUSE RACK	6 MONTHS
SN-59A/APS-42A	UPPER FRONT OVER NAME PLATE	6 MONTHS
IP-217/APS-42A	NEXT TO CONTROLS ON FORWARD SIDE	6 MONTHS
AS-428A/APS-42A	FRONT OF BASE SECTION	6 MONTHS
C-818/APS-42A	BELOW DELAY CONTROL	12 MONTHS
IP-58/APN-70	BACK OF HIGH VOLTAGE SIGN ON TOP FRONT	6 MONTHS
R-277/APN-70	ABOVE "GAIN" MARKING ON LOWER RIGHT FRONT	6 MONTHS
CU-308	ON SIDE OF UNIT	6 MONTHS
APN-1	UPPER LEFT FRONT	6 MONTHS
	A-5 GUNNERY SYSTEM	
COMPUTER	ON R SIDE OF RANGE INPUT DIAL, ON COVER	9 MONTHS
GYRO DRIVE	FACING TOWARD FRONT OF ACFT. ON L. SIDE OF LOWER PART OF BOTTOM COVER	12 MONTHS
RESOLVER	UNDER NAME PLATE ON COVER	9 MONTHS
CONTROL PANEL	ON FACE OF PANEL NEXT TO CENTER KNOB	12 MONTHS

Atch #1

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R.F. HEAD	ON TOP OF HAT COVER	3 MONTHS
MODULATOR	BACKSIDE OF HAT COVER	6 MONTHS
RADAR CENTRAL		
MAIN CHASSIS	ON LOWER SIDE OF MAIN CHASSIS ON LEFT	12 MONTHS
LOW VOLTAGE RECTIFIER	ON TOP OF ALUMINUM SHIELD ON LEFT SIDE	6 MONTHS
SYNCHRONIZER	NEXT TO ALARM SENSITIVITY ADJ R-417 ON R SIDE	6 MONTHS
INDICATOR CIRCUITS	ABOVE AND TO THE LEFT OF JIZZLE PHASE ADJ SCREW R-511	6 MONTHS
ANTENNA CONTROL AMP	ON BOTTOM OF ALEMINUM SHIELD JUST ABOVE THE ACA ON L. SIDE	6 MONTHS
MAIN JUNCTION BOX	ON COVER ON LOWER L. SIDE	12 MONTHS
AUX JUNCTION BOX	ON FACE OF FRONT COVER	12 MONTHS
INDICATOR CONTAOL	ON BOTTOM OF COVER FOR SCALE ILLUMINATION	6 MONTHS
ANTENNA CONTROL	UNDER NAME PLATE	12 MONTHS
WAVE GUIDE ASSY	ON TOP OF WAVE GUIDE ASSY TOWARD THE REAR	6 MONTHS
ANTENNA	ON DISH OF ANTENNA	12 MONTHS
FREE FIRE-BOX	BACK SIDE OF BOX TOWARD THE TAIL	6 MONTHS
AC VOLTAGE REGULATOR	ON THE SIDE TOWARD THE TAIL	3 MONTHS
SERVO AMPLIFIER	ON FACE OF COVER	6 MONTHS
TURRET DRIVE MOTORS AZ & EL, IN DOCKS	UNDER NAME PLATE	6 MONTHS
AMPLIDYNES AZ & EL	UNDER THE N CONNECTOR ON CAP	9 MONTHS
COMPRESSED AIR SYSTEM	VISUAL INSP IN DOCKS, REMOVE ONLY WHEN FAULTY	
	RADIO	
AM-26	ABOVE CANNON PLUGS	3 MONTHS
AM-300	FRONT ABOVE ON-OFF SW	3 MONTHS
DM-32A/ARC	TOP	3 MONTHS

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DY-76/[illegible]IC-10	TOP END PLUG IN SIDE	9 MONTHS
DY-77/[illegible]IC-10	TOP END PLUG IN SIDE	12 MONTHS
[illegible]-77/[illegible]C-3	FRONT CRYSTAL COMPARTMENT COVERS	3 MONTHS
T-67/[illegible]C-3	FRONT LOWER RIGHT SIDE	3 MONTHS
J-68/[illegible]C-3	TOP RIGHT SIDE FILTER	3 MONTHS
DY-21/[illegible]C-3	TOP	3 MONTHS
DY-22/[illegible]C-3	TOP	3 MONTHS
C-626/[illegible]C-27	UPPER FRONT RIGHT CORNER	6 MONTHS
RT-178/[illegible]C-27	FRONT ABOVE NAME PLATE	45 DAYS
R-101[illegible] [illegible]C-6	FRONT ABOVE NAME PLATE	6 MONTHS
R-122[illegible]/[illegible]T-12	TOP OF FRONT SIDE	12 MONTHS
R-252B/[illegible]N-14	FRONT VENTILATOR COVER	3 MONTHS
R-540/[illegible]N-14	FRONT COVER	3 MONTHS
DY-66/[illegible]T-14	FRONT ABOVE HANDLE	9 MONTHS
DY-66B/[illegible]N-14	FRONT ABOVE HANDLE	45 DAYS
R-322/[illegible]N-18	FRONT APP COVER	6 MONTHS
T-47/[illegible]T-13	CENTER BELOW OSC	6 MONTHS
T-47[illegible]/[illegible]T-13	CENTER BELOW FOSC	6 MONTHS
DY-17(2ea)/[illegible]T-13	TOP	6 MONTHS
BC-348	RIGHT OF TUNING DIAL TOP	9 MONTHS
BC-454	ABOVE TUNING SHAFT R H/H SIDE	9 MONTHS
RT-128/[illegible]C-21	BENEATH NAME PLATE	6 MONTHS
PP-298/[illegible]C-21	ON SIDE AFT PLUG J-1702	6 MONTHS
C-451/[illegible]C-21	ON FRE-SELECT DOORFRONT	12 MONTHS
C-451/[illegible]C-21	BACK SIDE	12 MONTHS
18S-4	BENEATH NAME PLATE ON FRONT	3 MONTHS
18GI-2	FRONT SIDE LEFT OF HANDLE	3 MONTHS

Atch #1

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FROM: Crosley Division of AVCO
Evendale Plant #8 - Box 116
Cincinnati 15, Ohio

1 February 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19, for Month Ending 31 January 1955.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is the Technical Representative Report for month ending 31 January 1955, submitted in accordance with Air Force Regulation 66-13 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes — Senior Engineer
A. Harden — Systems Field Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. Training for the month consisted of one hundred and twenty (120) hours of formal classroom instruction and approximately fifty (50) hours of OJT. The OJT was given to Flight Line and Field Maintenance personnel at their respective shop locations.

Subject Taught	A-5 Fire Control
Number of Men	12
Number of Student Hours	540
Number of Instructor Hours	45
AFSC	32330C
Type Training:	
Fundamentals	
Advanced	
OJT	X
Number of Men	X
Number of Student Hours	15
Number of Instructor Hours	1800
AFSC	120
Type Training:	32350C
Fundamentals	
OJT	X
Planned OJT Course	X
	X

IV. UTILIZATION:

1. Field Service Engineers stationed at Castle Air Force Base for administration and instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical services of Contractor Technicians will be required through Phases I, II and III of the B-47 program. At present this wing is 20% through Phase II.

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SUBJECT: Monthly Technical Representative Report for 31 January 1955 (Cont'd)

V. EQUIPMENT MALFUNCTIONS:

1. Approximately 95% of the malfunctions recorded this month were tube failures. Eighty percent of the tube failures were discovered during the tube testing portion of the calendar inspections. Calendar inspections have proved valuable as a preventive malfunction measure. Malfunctions for the month are as follows:

	FAULTY PART	LOCATION	NO. OF EACH
1.	Tube 0C3 (V204)	Low Volt Rect	3
2.	Tube 2K25 (V1201)	RF Head	1
3.	Tube 6J6 (V503, V501)	Ind Control	5
4.	Tube 6J6 (V404 & V402)	Synchronizer	4
5.	Tube 6AK5W (V601,V602,V603)	IF Strip	1
6.	Tube 6AL5 (V214)	Low Volt Rect	5
7.	Tube 6Y6 (V207, V212)	Low Volt Rect	5
8.	Tube 6J4 (V310)	Synchronizer	2
9.	Tube 2J56 (V1202)	RF Head	4
10.	Tube 2050 (V811, V711)	Ant Cont Amp	1
11.	Tube 6SL7 (V705, V805)	Ant Cont Amp	1
12.	Tube 5992 (V1, V21)	Servo Amp	2
13.	Relay (K1)	Main Junction Box	1
14.	Relay (K50)	Gun Charger	1

NOTE: Total number of malfunctions for the month equals thirty-six (36).

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. Pre-planned A-5 Gunnery-post flights are now being conducted in accordance with SAC Reg 66-15.

IX. GENERAL REMARKS:

1. There has been a definite improvement in the quality of the workmanship of the airmen. This can be attributed to both training received and experience gained. The airmen have a better than average job attitude which is beneficial to both training and workmanship improvement.

E. Hayes

E. HAYES
Senior Field Engineer
Crosley Div. of AVCO

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, L.I., New York

1 February 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for Month Ending 31 January 1955

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 31 January 1955, submitted in accordance with Air Force Regulation 66-13 and SAC Regulation 66-4.

I. SUBMITTED BY: John Hopkins

II. EQUIPMENT: A-12D Autopilot, E-4 Autopilot, Engine Analyzer and Sperry Flight Instruments.

III. TRAINING ACTIVITIES:

Subject Taught	A-12D Maint	A-12D Operation		E-4 Maint	Engine Annalyzer Maint
Airmen Trained	12	8	8	2	2
AFSC	42270(3) 42250(2) 42230(5) 32150(2)	42270(3) 42250(2) 42230(2) 32150(1)	Flight Crew	42250 42230	42250 42230
Instructor Hours	55	16	16	12	2
Student Hours	105	40	25	24	10
Type Training:					
Fundamentals					
Advanced	X	X	X	X	X
Cross Training	X	X			
OJT	X			X	X
Informal Class		X	X		
Formal Classroom					

1. No formal training was given this month. OJT consisted of instruction in the use of line analyzer both on the A-12D mock up and in the aircraft, in addition to demonstration of trouble shooting procedures.

2. Informal classroom training was given to flight line and field maintenance personnel in test procedures and to flight crew members in operating techniques.

IV. UTILIZATION:

1. The writer has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by the Sperry Gyroscope Company.

2. Technical assistance on the A-12D Autopilot will be necessary for approximately twenty-seven (27) months.

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V. EQUIPMENT MALFUNCTIONS:

1. A-12D Autopilot:

a. Two vertical Gyro Controls, stock no. 6240-689022B, serial no. 5184, B5185, were removed from aircraft because of open circuited erection torque motors. Units were returned to depot.

b. Three altitude control malfunctions were reported. In two instances loose static line connections were found and tightened. The source of the other malfunction was not determined.

c. The remaining malfunctions were of a normal random nature.

2. E-4 Autopilot:

a. Two K-2 Vertical Gyro Controls, stock no. 2240-656518, serial no. 48-1494D, stock no. 2240-689022B, serial no. 5268, were removed due to intermittent contact between leaf spring assemblies. Both units were repaired locally.

3. Engine Analyzer:

a. No Engine Analyzer malfunctions have been encountered during the past six (6) months on any of the thirteen (13) C-124A aircraft at this station.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. The source of altitude control malfunctions cannot be determined in all cases due to the lack of proper test equipment. AW-2 Pilot-Static Tester, stock no. 7CAD-807695, has been ordered and parts are on hand for constructing a vacuum system in the A&E Field Maintenance Shop. When the W-2 tester and the vacuum system are available, the causes of altitude control malfunctions can be definitely determined.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. One A-12D System bench mockup, stock no. 7CAC-575500 was received. This mockup has not only aided considerably in improving the quality of maintenance but also has provided an excellent means to train personnel in trouble shooting and test procedures.

2. The A-12D system bench mockup designed and constructed locally is now also in operation. However, a few test circuits are not complete.

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3. T.O. 1-B47E-356, which installs the aircraft wiring for the speed feedback modification, has been complied with on thirty eight (38) aircraft.

4. Because of heavy commitments on flight crew members, it has proven difficult to schedule a class to discuss possible operational difficulties that pilots may be experiencing. In order to be of assistance to pilots in this regard the A&E Squadron is sponsering a monthly bulletin that will deal with A-12D operational techniques. This bulletin will be prepared by the writer and distributed to the flight crews.

5. C-124A aircraft are undergoing two T.O.C.'s. One (T.O. 1C-124-131) will permit "desl ving" the J-2 compass system independent of the E-4 Autopilot. The other (T.O. 1C-124-503) called for inspecting and correcting when necessary, wiring on the time delay condenser in the hi-latitude slaving "cut-off" circuit.

II. GENERAL REMARKS:

1. The writer returned from his annual vacation on 10 January 1955.

John Hopkins

JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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RCA Service Co., Inc.
Ellis & Essex Aves.
Gloucester, New Jersey

1 February 1955

Monthly Report, RCS: 3-ANC-U19 for Month Ending 31 January 1955.

Commander
93d Bombardment Wing(H)
Castle Air Force Base
California

Following is Technical Representative Report for month ending 31 1955, submitted in accordance with Air Force Regulation 66-18 and ...ation 66-4.

I. SUBMITTED BY: B. Pinsky RCA Technical Instructor
M. Taylor RCA Technical Instructor

II. EQUIPMENT: APS-42, Rendezvous, APN-70, ARC-21 and AIC-10

III. TRAINING ACTIVITIES:

Subject Taught	APN-12(76)	APN-12(76)	APN-70	ARC-21	AIC-10
Airmen Trained	4	4	1	2	1
AFSC	30151	30151-31	30151	30132 30150	30150
Instructor Hours	10	22	8	10	6
Student Hours	34	64	8	18	6
Type Training:					
Advanced	X	X		X	X
Fundamentals	X	X	X	X	
OJT	X	X	X	X	
Cross Training				X	X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Electronic Equipment.

2. Marvin A. Taylor, RCA Technical Instructor, reported this month (17 Jan 55) for duty at this station on AN/ARC-21 Equipment.

3. In accordance with SAC Reg. 66-4, Technical Services of contractor technicians will be required for eighteen (18) months minimum.

V. EQUIPMENT MALFUNCTIONS:

1. Recurrent failures of APN-76 beacons as reported in last months report (Month Ending 31 Dec 54) has subsided considerably. Only one (1) set was turned into Field Maintenance this past month bearing a malfunction of the nature described in above report (i.e. T-202, R-201-203, R-210, V-202, V-203, burned out at same time or in any combination).

2. It is believed that this sharp drop is due to the squadrons observing recommendations as set forth in section ..., 5 (b), (c) of monthly technical report ending 31 Dec 54.

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3. However, observation of above condition will continue and trends will be detailed in subsequent reports.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. A rendezvous station was installed on the Flight Line and an antenna mast erected for checking APN-12, APN-76, and APN-11 equipment in aircraft.

2. Results have been gratifying in being able to check all aircraft at varied locations and distances from station.

IX. GENERAL REMARKS:

1. The retrofit program for instalation of ARC-21 equipment on pertinent B-[illegible] aircraft by WADF personnel has been completed at this station.

2. An ARC-21 mock-up has been completed and is in full operation to provide the maintenance facilities at this level. A second mock-up is under construction.

BERNARD PINSKY
RCA Tech Instructor

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FROM: Philco Corporation 1 February 1955
Broad and Lehigh
Philadelphia, Pennsylvania

SUBJECT: Monthly Report, RCS: 3-AWC-U19 for Month Ending 31 January 1955.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 31 January 1955, submitted in accordance with Air Force Regulation 66-18 and AC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1. No new formal training has been offered for the period covered by this report.

2. Informal OJT has been performed for the period covered by this report on communications and navigational equipment.

Subject Taught	ARC-27	ARN-6	ARN-14	ARN-18	18S-4
Airmen Trained	2	3	1	1	4
AFSC	30170	30150 30170	30150	30150	30150 30170
Instructor Hours	20	11	5	3	14
Student Hours	52	24	7	3	43
Type of Training:					
OJT	X	X	X	X	X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force communications and navigational equipment.

2. An estimate of the time when Contractor Technician services will no longer be required by this activity will be six (6) months after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. No new equipment malfunctions for period covered by this report.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new equipment malfunctions for period covered by this report.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. High noise levels encountered by crew members, in B-47E type aircraft at Castle Air Force Base.

2. This condition has been reported in past Tech Rep reports by the undersigned. WADC Representative, C. E. Tyzzer of the

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C&E Laboratory (WCLNT-1), arrived at this station and a thorough noise check of an aircraft was made by Mr. C. E. Tyzzer and the undersigned. The following excerpt from Mr. C. E. Tyzzer's report to the Commander of the 93rd Armament And Electronics Maintenance Squadron will reveal many of the sources of noise encountered.

QUOTE:

1. a. On the aircraft checked, noisy fuel boost pumps were interfering with the AN/ARN-6 Radio Compass receiver. This condition was discussed with Mr. E. J. Hill, Boeing Factory Representative and it was determined that certain aircraft were produced minus filters for the bomb bay tank fuel boost pumps.

b. In addition to the boost pumps, for which no filters were installed, other pumps with filters produced interference. However, due to faulty filter or installation or excessively noisy pumps, they were not completely suppressed.

c. Recommendations for correction of the above is retrofit of filters for the aircraft not equipped, and tests of fuel boost pumps in all B-47E aircraft to find noisy pumps and replacement of pumps which cannot be suppressed by the usual filters when the filter is known to be alright and properly installed (good contact with aircraft structure, etc.).

d. Audio interference was found to be entering the AN/ARN-6, AN/ARC-27, AN/AIC-10, combination via the D.C. power inputs of radio sets AN/ARN-6 and AN/ARC-27. This interference is due to ripple from the aileron boost "packages" on the D.C. lines and can be greatly reduced by the installation of filters such as 2000 MFD capacitors in series with an appropriately rated fuse connected from the positive D.C. input to ground at the radio circuit breaker.

e. Boeing Aircraft Company has more detailed information on this fix and it is recommended that Mr. Hill be requested to obtain same, as well as other information concerning wire rerouting to improve this condition.

f. The oxygen warning system was also found to be interfering with the AN/ARN-6 receiver. Examination of the installation shows that one of the warning lights was mounted next to the antenna lead and that the wire to the light was routed very close to the antenna lead of the receiver, thus aggravating the situation.

g. It is recommended that the Boeing Aircraft Company be requested to correct the installation of the above. The undersigned will contact the responsible labratory at WADC to determine if all such oxygen warning systems should be suppressed. This information will be furnished to the

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93d A&E Squadron as soon as available.

h. Examination of the canopy antenna lead of the AN/ARN-6 was also found to be making an intermittent contact when under vibration, which added greatly to the apparent interference. This has also been reported by other B-47 Squadrons at Lockburne AFB, Ohio. The immediate recommendation is to have the contacts cleaned, the tension increased and if found necessary, a small touch of solder. This condition has also been reported by 93d A&E maintenance personnel. It is also understood that some corrosion was found. This matter will be brought to the attention of installation engineering at WADC. If appropriate, a technical order change will be recommended.

i. Examination of the antenna in the canopy disclosed numerous small points of the wires of the antenna exposed. It is believed that this will result in more interference due to carona discharges during precipitation static donditions. This will be brought to the attention of the precipitation static group at WADC. Resulting information will be furnished the 93d A&E Squadron.

2. The overall interference problems encountered by the Squadrons at Castle AFB are obviously a combination of many circumstances. In addition to the foregoing, other equipment interference has sometimes occured as well as due to the large amount of amplification of receiver background noise which can take place when the receiver gains are advanced and the AN/AIC-10 gain is added to the output. "UNQUOTE"

3. In addition to Mr. C.E. Tyzzer's above report it must be added that it is believed that this high noise level is causing many of the Radio Compasses to home on relatively strong signals at a very sluggish rate. All of the tests were made with a VTVM and the noise levels ranged from a few millivolts to several hundred millivolts of noise. The noise problems encountered on all B-47E type aircraft will be surveyed from Field Maintenance levels through to installations problems as aircraft are available for these checks.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corp.
Great Neck, L.I., New York

1 February 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for Month Ending 31 January 1955.

TO: Commander
93d Bombardment Wing (M)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 31 January 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Co.
A. Larson	Western Electric Co.
H. Magee	Sperry Gyroscope Co.
W. Milani	Sperry Gyroscope Co.
L. Ruple	Sperry Gyroscope Co.
C. Zaluga	Western Electric Co.

II. EQUIPMENT: K-4A Bomb-Navigation System

III. TRAINING ACTIVITIES:

Subject Taught	A-1A Maint	APS-23 Maint	K-4A Maint	K-4A Operation
Airmen Trained	13	9	90	44
AFSC	30E	30E	30E(12) 50E(58) 70E(20)	1521B(38) 1521A(6)
Instructor Hours	36	8	690	90
Student Hours	160	36	1890	273
Type Training:				
Fundamentals	X	X		X (A)
Advanced			X	X (B)
Cross Training				X (A)
OJT			X	
Informal Classroom			X	X (B)
Formal Classroom	X	X		X (A&B)

1. Of the 690 instructor hours shown under K-4A maintenance, 430 hours were OJT by Sperry and 260 hours were OJT by Western Electric Representatives.

2. On 24 January a cross training program was initiated for the purpose of upgrading six 1521A's to 1521B. That portion of the program which is being supported by Sperry Representatives will involve 56 instructor hours when completed. The projected completion date is 10 February.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instructing in the operation and maintenance of Air Force equipment (K-4A).

2. In accordance with SAC Regulation 66-4, technical assistance of Contractor Technicians will be required for 29 months minimum.

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V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the period covered by this report were random in nature and displayed no particular trend. In general it is felt that the number of equipment malfunctions was not excessive.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

A. CALHOUN
Field Engineering Coordinator
Sperry Gyroscope Co.
Division of the Sperry Corporation

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SUBJECT: Monthly Technical Report.

CONTRACTOR: Avion-Knickerbocker, Inc.,
50-15 Northern Boulevard,
Woodside, 77, New York.

TO: COMMANDER,
93rd Bomb Wing (H),
Castle Air Force Base,
Merced, Calif.

REFERENCE: Air Force Regulation 55-10.
SAC Regulation 55-4.

The following Technical Report for the month ending 31 January 1955 is submitted in accordance with above reference.

I. Submitted by: Wilson H. Heydt.

II. Equipment: Avion Fuel Quantity Systems for KC-97G and B-47E aircraft.

III. Training Activities:

Avion Fuel Quantity Systems.

No. of Airmen trained - - - - - 2
AFSC - - - - - - - - - - - - - - 1 - 42250
1 - 42230
No. of instructor-hours - - - -52
No. of student-hours - - - - -104

Type of Training:
Fundamentals - - - - - - - - - X
Advanced - - - - - - - - - - - -
Cross training - - - - - - - - -
O. J. T. - - - - - - - - - - - X
Informal classroom - - - - - - -
Formal classroom - - - - - - -

IV. Utilization:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avion Fuel Quantity Systems, and to provide a direct contact between contractor and using activity.

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Avion-Knickerbocker, Inc.

V. Equipment Malfunction:

1. One power unit (amplifier) failed in service. This unit was replaced with a serviceable unit.

VI. Maintenance Engineering difficulties:

1. There were no serious maintenance engineering difficulties encountered.

VII. Operational difficulties encountered:

None.

VIII. Special Developments:

None.

IX. General comments:

None.

Wilson H. Heydt, Tech! Rep.
Avion-Knickerbocker, Inc.

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Monthly Technical Report
Ref. (AFR 66-18)

Contractor, American Machine and Foundry Co. (2)

Subject: Monthly Technical Report, RCS: 3AMC-U19 for month Ending: 1/31/55

To: The Commanders:
(Unit) 93d Bomb Wing (M)(H)
(Station)Castle A.F.B. California

1. Following is Technical Report for the month ending, 1/31/55, submitted in accordance with AFR 66-18 and SAC Reg. 66-4.

I. Submitted by A.O. Brodie, Jr.
Amer Mach. & Fdry Co.
1085 Commonwealth Ave,
Boston, 15, Mass.

II. Equipment: AN/APQ T2A

III. Training Activities; T2/A

Subject Taught:	
No. of Amn Trained:	5
AFSC	343-50-70
No. Instructor Hours	40 hrs
No. of Student Hours	40
Fundamentals	X
Cross Training	
Advanced	X
OJT	
Informal Classroom Train.	X

IV. Formal Classroom Training

IV. Utilization:
1. Brief Description of Duties; Tech. Rep. with duties per 66-18
2. I estimate services of A.O. Brodie Jr. can be terminated on or about, July 55.

Equipment Malfunction:
1. Detail; Erratic Azimuith Scan, due to an unbalanced condition in the #408 control amplifier.
2. Action to establish fixes; Tubes, V5401 & V5402 were found to be unbalanced and not the suggested type of 12AT7. These tubes were replaced with balanced 12AT7 WA tubes.
   a. Known fixes for production items; That present 12AT7 tubes be re- by 12AT7 WA tubes as suggested in answers to previously submitted U.[illegible] Reports.

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Subject: Monthly Technical Report, [illegible]; 3[illegible]C - U19 for month Ending, 1/31/55.

VI. Maintenance Difficulties Encountered. None.

1. Detail: None.

2. Reccomendations: None

3. Action taken to correct. None.

VII. Operational Difficulties Encountered: None

1. Detail: None.

2. Reccomendations: None.

3. Action taken to correct: None.

VIII. Supply Problems Precluding Effective Maintenance - Engineering Performance. None.

IX. Special Developments: None.

X. General Developments: None.

(Signed) [illegible]

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SUBJECT: Monthly Technical Report 1 February 1955

CONTRACTOR: General Electric Co.
Aircraft Gas Turbine Division
Evendale, Ohio

TO: Commander
93rd Bomb Wing
Castle AFB, Calif.

REFERENCE: Air Force Regulation 66-16
RCS 3AMC-U19 (SAC-1)

The following is the Technical Report for the month ending 31 January 1955. Submitted in accordance with AFR 66-16 and SAC Regulation 66-4.

I. Submitted: James N. Anderson
Frank P. Simmons*

*Frank P. Simmons departed from this activity on 27 January 1955

II. Equipment: J47-GE-25, J47-PE-25, J47-GT-25 and the DH4-B1 Turbosuperchargers.

III. Training Activities:

	Engine Operation	Engine Cond.	Trouble Shoot.	Minor Repair	Engine Buildup
No. of airmen trained.	8	9	17	13	4
AFSC	3-43171E	2-43171E	2-43171E	1-43171E	
	3-43153	5-43153	9-43153	7-43153	2-43153
	2-43133	2-43133	6-43133	5-43133	2-43133
No. of instructor hrs.	16	18	36	13	6
No. of student-hrs.	24	18	41	21	9
Type of training.					
Advanced	X	X			
Cross train.			X	X	
OJT	X	X	X	X	X

IV. Utilization:

1. It is the intent and purpose of the General Electric Technical Representative to provide technical assistance and instruction in the proper maintenance and

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operation of the J47 Turbojet engine and the General Electric Turbosupercharger and to provide a direct contact between the contractor and the using activity.

2. The services of one General Electric Technical Representative will be required for the completion of Phase II.

V. Equipment Malfunctions:

1. The engines listed below were removed from aircraft this month because of compressor nicks beyond the repairable limits of Minor Repair. These engines were sent to overhaul. Other engines were installed and the aircraft were returned to flight status.

Engine	Model	Time	Pos.	A/C
063-665	J47-GE-25	00:00	6	52-470
25-0264	J47-PM-25	314:15	3	52-438
075-316	J47-GE-25	244:40	4	52-476

2. The engines listed below were removed from aircraft this month because of transition liners cracked beyond flyable limits. These engines were sent to Minor Repair where the transition liners were replaced or repaired. These engines were returned to flyable status. Other engines were installed and the aircraft were returned to flight status.

Engine	Model	Time	Pos	A/C
25-0219	J47-PM-25	163:40	2	52-468
25-0094	"	279:05	3	52-452

3. Engine # 702-343, Model J47-GF-23, Time 314:35, Pos. #4, A/C 52-512. This engine was removed due to a 1000°C temperature hot start. During start as the throttle was advanced to the start detent combustion occured however the APU voltage dropped to 8 volts and combustion was lost momentarily. As a result fuel continued to enter the combustion chambers and increase in mass so that as the APU voltage came up to normal combustion again occured and a hot start resulted. This engine was sent to Minor Repair for a 1000°C hot start inspection and replacement of the turbine wheel. Another engine was installed and the aircraft was returned to flight status.

4. Engine # 076-647, Model J47-GE-25, Time 02:20, Pos. # 3, A/C 52-463. Shortly after takeoff the fire warning light on this engine, came on and remained on for the duration of the flight. The fire button was pulled and the flight was continued for two hours during which time the engine windmilled with no oil being supplied to the bearings. After landing it was found that a faulty engine fire detector had caused the fire warning light to come on. This engine was sent to overhaul for an inspection of

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the bearings. Another engine was installed and the aircraft was returned to flight status.

5. Engine # 702-078, Model J47-GT-25, Time 192:35, Pos.#2 A/C 52-471. It was reported that during flight mild compressor stalls were encountered on this engine unless the throttle was advanced unusually slow. An attempt was made to condition the engine however it was found that the engine did not actually go into a compressor stall but that RPM response to throttle movement was extremely slow. The engine was inspected for evidence of a mechanical bind but none was found. The flow divider and the fuel control valve were inspected and found to be serviceable. It was then suspected that the governor fly weights in the main fuel regulator (P/N V32-14250B-S/N 76214) were sticking or binding and causing this slow reaction. The main fuel regulator was replaced and subsequent runups were satisfactory.

VI. Maintenance Engineering Difficulties Encountered:

1. On several occasions it has been reported that compressor stalls were encountered while conditioning engines when the air temperature was below 60 F. This was found to be occuring while attempting to adjust acceleration time with the stall prevention switch in the OFF position. Although figures are available for Bleed OFF (SPS OFF) acceleration runs from 0°F to 59°F it is not always possible to adjust to these times due to the heavy air mass causing the compressor to stall. When these stalls occur Bleed ON (SPS ON) will be the governing factor for setting the acceleration time.

VII. Operational Difficulties Encountered:

1. Difficulty has been encountered during engine starts due to the drip and drain valves in the flow divider not seating properly. Normally the drip and drain valve seat at 5 to 7 PSI and allow the fuel pressure to build up to 35 PSI at which pressure the spray nozzles are supplying fuel into the combustion chambers in a fine mist and at the proper spray angle for combustion to occur. If it is noted that during the starting cycle the fuel continues to pour from the gang drain in a steady stream and combustion does not occur, it is suggested that the attempted start be stopped and the engine be drained for three minutes. Upon the next start the ground control man should seal the external gang drain with his finger which will permit the fuel pressure to build up and enter the combustion chambers in the proper spray pattern.
Often the ignition system is blamed for the failure to start because of the apparent excess of fuel flowing from the gang drain. However it should be kept in mind that if the ignition vibrators can be heard clicking

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and the fuel continues to pour from the gang drain the trouble is possibly due to the drip and drain valves in the flow divider not seating properly.

VIII. Special Developments:

No comment.

IX. General Remarks:

1. Since the ch[illegible] check accumulators have been installed on the engines it is noted that choo choo has been eliminated. This will result in a great reduction in the number of diaphrem failures in the fuel control valves.

James W. Anderson

General Electric
Representative

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CONTRACTOR: Boeing Airplane Company 2 February 1955

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 31 January 1955.

TO: Commander
93rd Bombardment Wing (M)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 31 January 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. J. HILL
J. L. ROBISON

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane.

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message AFOOC 39812 dated 17 May 1954:

Subject	Performance	Emergency Procedures	Nesa-Glass Windshield
Number of Personnel Trained	3	5	4
AFSC	(1) 4324	(3) 1234 (2) 1245	(2) 43151 (2) 43171
Instructor Hours	5	2	3
Student Hours	5	10	12
Type of Training			
Fundamentals			X
Advanced	X	X	X
Cross Training			X
OJT	X		X
Informal Classroom		X	
Formal Classroom			

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Subject	Fuel System	Ejection Seats	Electrical Power System
Number of Personnel Trained	5	11	9
AFSC	(2) 43151 (3) 43171	(3) 43151 (8) 43171	(4) 32171 (5) 42671
Instructor Hours	3	8	10
Student Hours	7	31	43
Type of Training			
Fundamentals	X	X	X
Advanced	X	X	X
Cross Training		X	X
OJT	X	X	X
Informal Classroom		X	X
Formal Classroom			

Subject	Landing Gear System	Trim Tab System	Canopy System
Number of Personnel Trained	12	7	3
AFSC	(2) 42651 (2) 43131 (3) 43151 (5) 43171	(4) 43151 (3) 43171	(1)43151 (2)43171
Instructor Hours	12	4	6
Student Hours	32	12	N/A
Type of Training			
Fundamentals	X	X	X
Advanced	X	X	X
Cross Training			
OJT	X	X	X
Informal Classroom			
Formal Classroom			

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Subject	Flap System	Power Control Systems	Main and Emergency Hydraulic Systems
Number of Personnel Trained	8	12	7
AFSC	(2) 43131 (4) 43151 (2) 43171	(3) 43131 (6) 43151 (3) 43171	(2) 42571 (3) 43151 (2) 43171
Instructor Hours	3	5	3
Student Hours	16	23	18
Type of Training			
Fundamentals	X	X	X
Advanced	X	X	X
Cross Training	X	X	X
OJT	X	X	X
Informal Classroom			
Formal Classroom			

Subject	Brake System	Control Cable Rigging	Anti-icing System
Number of Personnel Trained	7	12	3
AFSC	(3) 42571 (4) 43171	(7) 43131 (3) 43151 (2) 43171	(2) 4317' (1) 43151
Instructor Hours	3	3	3
Student Hours	19	23	5
Type of Training			
Fundamentals	X	X	X
Advanced	X	X	X
Cross Training	X	X	X
OJT	X	X	X
Informal Classroom			
Formal Classroom			

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2. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other sections of the maintenance organization, Bomb Squadrons, and A & E Squadron to provide assistance in solving problems related to the B-47 Airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to aid and instruct in the proper maintenance and operation of the B-47 airplane. The Representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization from the airplane.

2. It is estimated that the services of the Boeing Technical Representatives will be required until two years after the beginning of Phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. Windshield Wiper Blades. Numerous windshield wiper blades have been replaced at this activity due to being cracked and ineffective. It is the opinion of these representatives that this condition is caused mainly by the hot, dry summer climate experienced in this vicinity; and, it is possibly aggravated by JP-4 fuel spillage during aerial refueling.

The Contractor is presently conducting a series of tests to improve the effectiveness and reliability of the B-47 windshield wiper installation.

2. Punctured Fuel Cells. An unusually large number of 10-815-13, 10-815-14, and 10-815-15 fuel cells have been removed from the airplanes assigned to this activity because of small holes found in the cells. There has been previous cell work on several of the airplanes found to have these punctured cells.

It is believed that a possible aid to this situation would be to supply the fuel cell personnel with work garments. The garments used by some other activities resemble athletic "warm-up suits". These garments are very suitable because no hard or sharp edges exist. Cotton garments are desirable because static electricity is not generated by cotton cloth.

This problem has been brought to the attention of the Maintenance Standardization Team and is being given due consideration.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Rotated Engine Support Strut Tool Mount Pins. Two cases of sheared mount pins which bear the weitht of the engine while in the rotated position have occurred at this activity. Several other pins showed indications of impending failure in that they were deformed and bent. The demaged pins were replaced by locally modified AN 48-31A eye bolts.

The mounting pins are capable of withstanding 14,700 lbs. of shear, whereas, the actual maximum static load induced over the strut pin by a rotated engine is only 3,522 lbs. It should be noted that if the engine spreader jack is tightened while the strut is in place the shear load on the strut mounting pin will be extremely high. Since the motion imparted by a single turn of the jack screw is very small, failure of the strut pin may not occur at this instant. However, repeated applications of the jack will cause the pin and strut to yield, finally, resulting in complete failure of the pin.

2. Danger In Use Of Megohmeters To Measure Fuel Cell Probe Resistance. It has come to the attention of this office that "B-47 Maintenance Tips", issue No. 29, dated 1 December 1954, B-47 OSS, MacDill AFB, describes a method of using a "megger" or megohmeter to determine the resistance between electrodes of Avien fuel probes while the probes are installed in the fuel cells in the aircraft. Use of a megohmeter for this check is believed to be extremely dangerous because some units will introduce up to 500 volts or more into the fuel cell which would greatly increase the possibility of ignition of the fuel vapor. The only meter considered by the Contractor to be safe to use on these probes is the standard volt-ohmeter containing a one and one-half volt battery as its power supply.

3. AN/ARC-21X Antenna Coupler Explosion Hazard. The 10-1446-501 antenna coupler, a component part of the AN/ARC-21X radio system, contains a glass insulator which may explode if damaged. The coupler is pressurized to five pounds per square inch which causes the glass to be sprayed when broken. The probability of glass insulator explosion is increased in the event of loss of cabin pressurization during flight. Although the coupler is located on the center line of the airplane near the floor and aft of the co-pilot's seat, the co-pilot could be injured if the glass insulator exploded, particularly when setting in the gunnery position facing aft. The possibility of damage occurring

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to the coupler while maintenance personnel are handling the coupler or working in the area behind the co-pilot's seat is also apparent. One of the Contractor's personnel was injured by sprayed glass during a routine inspection of the coupler.

The Contractor has recommended a field compliance technical order be issued to have a warning placard added to the coupler. In addition, a production change installs a shield around the coupler when installed in the aircraft to prevent the glass insulator from spraying broken glass if broken. This change has also been recommended for retrofit incorporation. In the interim, this hazard is being brought to the attention of as many as possible of concerned personnel at this activity to lessen the probability of personnel injury.

4. Aileron Emergency Hydraulic Reservoir Quantity Gauge. It has been noted on a large percentage of the airplanes assigned to this activity that the aileron emergency hydraulic reservoir is not being filled to the designed capacity. The reason the reservoirs are not being filled is hydraulic fluid will run out of the filler neck before the reservoir is filled to the proper level. Approximately one quart of fluid could be added before the fluid level reached the center of the sight gauge which is the designed fluid level.

The reason the fluid will no longer enter the reservoir is that an air lock is formed in the top of the tank. The vent tube which was installed to to carry off the air trapped in the top of the tank has become dislocated.

Two means of further filling of the reservoirs may be taken. One is to depress the air release button on top of the reservoir while more fluid is added. The other method consists of relocating the vent tube in the uppermost portion of the filler neck. Either of these methods will prove to be satisfactory in correctly servicing the subject reservoir.

5. Revision of T.O. 1B-47-495. The subject Technical Order, entitled "Revision of Cowl Panel Hinge Pins", is being revised to reflect different bolt lengths than previously specified. A great deal of difficulty has been experienced at this activity in trying to make the bolts specified by the T.O. fit the cowling on the airplanes assigned to this activity. The difficulty encountered was due to permanent deflections taken by the cowling which necessitated that different length bolts be used than those specified. The Contractor has recommended that the new technical order be written to read that .01 to .1 inch end play should exist in the bolt when installation is complete.

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6. Fuel Transfer Rates. Occasionally, it has been reported by the pilots of aircraft at this activity that they felt that some of the fuel tanks were not receiving as much fuel during transfer as they should. The most likely cause for this condition, if it does exist, is an undesirable restriction in the refueling lines to the offending tanks.

To determine if proper flow from the SPR line to the tanks exists, the following table of approximate flow rates should be used:

Forward Main	700 to 900	pounds/minute	@ 35	psig
Center Main	850 to 1050	"	"	"
Aft Main	1100 to 1300	"	"	"
Bomb Bay	1150 to 1450	"	"	"
Forward Aux.	250 to 350	"	"	"
Ato Tank	300 to 400	"	"	"

It should also be noted that the transfer rate from the forward auxiliary tank to the center main is approximately twice as great as to the forward main. This is due to the plumbing arrangement of the transfer lines involved.

If the fuel flow is not within the limits as given above, the lines to the tank in question should be checked for restrictions which would cause the low flow rate.

7. Strut Servicing, High Gross Weight Aircraft. A problem has arisen concerning main landing gear strut servicing of high gross weight B-47 airplanes. When aircraft are serviced to the "hard strut" configuration, squat switch operation is marginal upon landing at low gross weights when aircraft take-off gross weight exceeds 200,000 pounds. When aircraft are serviced to the "soft strut" configuration per T.O. 1B-47-231, porpoising increases when the gross weight exceeds 185,000 pounds.

To alleviate these conditions, the Contractor has initiated a change in the form of ECP 2643 which adds data cels containing servicing procedure on both main struts as follows:

Forward Strut
"Servicing per T.O. 1B-47-231 is not recommended for gross weights above 185,000. For gross weights above 185,000, service per name plate information except above 200,000, inflate strut to a torque link dimension of 13.8 in lieu of 14.562".

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Aft Strut
"Servicing per T.O. 1B-47-231 is not recommended for gross weights above 185,000. For gross weights above 185,000, service per name plate information except above 200,00, inflate strut to [illegible] torque link dimension of 12.50 in lieu of 13.25".

NOTE: The "name plate information" mentioned above is a "hard strut" configuration.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Trim Drag. The question has arisen as to how much the drag produced by trim used during a mission effects the range of the airplane. Under most flight conditions, trim has very little or no effect on the total drag of the airplane. As the center of gravity of the airplane moves forward, the drag penalty is increased. However, throughout most of an average mission an aft center of gravity can be maintained. As the fuel load decreases the center of gravity moves forward and the total drag is increased to one to two percent of the total drag penalty. Therefore, range penalty due to trim may be considered as very minute as compared to total drag of the airplane.

2. Proper Steering-Braking Procedure To Be Utilized In The Event Of Loss Of Brake Effectiveness On One Wheel Of The Forward Main Landing Gear. As a result of studies and tests, the Contractor has determined that complete directional control of B-47 airplanes may not be realized on the runway in the event of tire blowout or loss of brake effectiveness on one wheel of the forward gear unless proper steering-braking procedure is employed. This condition is caused by the resultant unsymmetrical braking force imposed on the forward gear coupled with the friction forces inherent in the gear thrust bearing which is sufficient to exceed the force developed by the power steering system. Such a condition can make it impossible to rotate the gear in the direction of the unbraked wheel if full brake effort is being applied. A blowout or loss of brake on one forward wheel would not cause directional veering of the airplane upon application of the brakes, but would tend to hold the forward gear in the position established at the time of brake application.

If directional control on the runway is not being realized with the steering pedal depressed and brake pressure applied, the braking effort should be relaxed momentarily and then reapplied after the desired steering angle has been established. The Contractor has recommended that a safety of flight supplement to the 1B-47-1 flight handbooks be issued containing, in effect, the above instructions.

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3. Fuel Flow Transmitter Purging.

There have been a few cases reported wherein the fuel flow meter has given low or zero flow readings in some of the airplanes at this activity. This condition can be caused by trapped air in the fuel flow transmitter and is most likely to occur on initial engine starts when the fuel lines are empty or at the time of auxiliary fuel to engi selections if the crossfeed and SPR manifolds are empty. The fuel flow transmitters, installed in the wings, tend to trap air due to the fact that they are at a high point in the fuel system.

The normal method of purging the transmitter of air is to run the engines up to 100% to cause a fuel flow exceeding 3,000 to 4,000 pounds per hour. Aircraft operating at relatively high altitudes will not have ample fuel flow to purge the transmitters by this method. If airlock occurs at altitude the pilot should either ignore the indication or lower altitude sufficiently to allow a fuel flow in excess of 3,000 pounds per hour, thus, purging the transmitter of air. Also, another method would be to raise the wing containing the offending transmitter approximately twenty to thirty degrees to allow the air to escape to the engine.

The Contractor is presently considering a change to relocate the fuel flow transmitter to alleviate this problem.

4. Re-entrance of Fuel Into Fuselage.

The entrance of fuel into the battery and camera compartments as experienced at this activity has been a problem on the B-47 airplane for some time. The fuel spillage which produces the fuel in question is believed by the Contractor to be caused by an accumulation of discrepancies.

Normal spillage results from overfilling of the tank and negative load factors during flight which allows fuel to escape through the vent float valve. In an effort to alleviate the problem the Contractor has initiated a number of changes, three of which were intended to reduce the amount of normal spillage and two were designed to keep this spillage from re-entering the fuselage. Briefly, these changes consisted of:

(a) Revision of the vent float valve to improve its sealing characteristics (the original valves have an allowable leakage of 60 drops per minute; the revised valve reduces this leakage to approximately 15 drops per minute).

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(b) Return the control of the aft scavenge pump from the high level float switch to the low level float switch in the forward auxiliary fuel cell.

(c) The development of an anti-G valve to prevent fuel spillage resulting from negative load factors during flight.

(d) The addition of the zippered seals to the battery and center compartments.

(e) Providing a source of positive pressure to the aft compartments for ventilation and to prevent the entry of fuel.

Of these changes, the improved vent float valve and the zippered seals have been installed. The allowable leakage of the new float valve should offer no problem if the zippered seals are maintained in good condition and properly sealed prior to flight.

The present scavenge pump wiring will not present a problem if the fuel level in the center main tank is monitored to prevent over-filling by scavenge pump operation.

VIII. SPECIAL DEVELOPMENTS:

1. Brake Metering Valve Chatter.

Another case of loss of hydraulic fluid during flight occurred on a B-47 assigned to this activity as a result of breakage of a brake pressure line, P/N 5-46243-13, in the pressurized compartment. It is considered that this was caused by a chattering brake metering valve; this condition was covered in Monthly Technical Report, Section V, item 1, dated 2 November 1954.

The Contractor has determined that the primary cause of brake metering valve chatter is a resonant loading and unloading of the artificial feel chamber within the metering valve caused by a worn oversize restrictor orifice to the feel chamber. The optimum orifice area is critical and movement of the music wire which restricts flow through the orifice can wear the hole oversize due to turbulence, eventually, resulting in chatter. Misalignment of the valve mechanisms is a contributing cause of valve chatter; a misaligned valve will begin to chatter much sooner than one which is correctly aligned. Air in the brake system, particularly in the feel chamber of the brake metering valve, can also contribute to valve chatter.

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The Contractor is developing a modification design to eliminate the restrictor wire and provide a precision orifice insert which can be installed in the valve.

Authority has been obtained by this activity, pending receipt of a T.O., to replace the 5-46243-13 steel line with an AN 6292-4-10 high pressure flex hose as recommended by the Contractor some time ago. This should alleviate the condition until the valve of new design is available.

2. Unnecessary Leakage From D-25 Drain (Bomb Bay Tank Cavity). Monthly Technical Report, dated 1 September 1954, covered this subject. It was suggested that sealant be added between the lower fuselage longerons and the bomb bay tank support skin under the D-44 drain to prevent re-entrance of fuel from center main tank leaks into the bomb bay tank cavity.

Addition of this sealant on the airplanes at this activity has resulted in a considerable reduction in man hours required to locate the cause of suspected leaks. In addition, the number of airplanes to land with fuel in the camera and battery compartments has been substantially reduced.

E. J. Hill
Technical Representative
Boeing Airplane Company

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February 2, 1955

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 31 January 1955.

TO: Commander
93rd Bombardment Wing (M)(H)
Castle Air Force Base, California

1. Following is Technical Report for month ending 31 January 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. The following resume of training conducted during the month is submitted in accordance with 15th Air Force Message 1M6BC39812, Dated 17 May 1954.

	Cold Weather Operation	AR Boom Electrical	Propeller System	AR Fuel System
No. Airmen Trained	395	5	8	16
AFSC	(80) 1234	(1) 43171	(1) 4316	(4) 4344
	(100) 43271	(4) 42550	(4) 1234	(4) 42550
	(20) 43179		(2) 42350	(8) 1245
	(80) 43159		(1) 42371	
	(3) 4344			
	(92) 43171			
	(20) 43151			
No. Instructor Hrs.	40	3	7	8
No. Student Hours	1630	15	28	64
Type of Training				
Fundamentals	X			
Advanced	X	X	X	X
Cross Training				X
Informal Classrm.	X		X	X
Formal Classroom				
On Job Training		X		

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 January 1955. KC-97 Airplanes.

	Airframe Structure	General Technical Information
No. Airmen Trained	4	28
AFSC	(4) 43171	(4) 4344 (8) 43171 (10) 43151 (6) 42550
No. Instructor Hrs.	3	18
No. Student Hours	12	126
Type of Training		
Fundamentals		X
Advanced	X	X
Cross Training		
Informal Classrm.		X
Formal Classroom		
On Job Training	X	X

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 airplane.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadro. Appreciable assistance is given to the other 93rd Bombardment Wing (M) sections which support the KC-97 airplane. In addition the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance engineering, design, and operational problems thereby promoting increased utilization of the concerned airplanes.

2. It is estimated that the services of a KC-97 Boeing Field Service Engineer with the 93rd Bombardment Wing (M) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. The problem of moisture accumulation in the propeller governor step motor head has again made itself evident on KC-97 aircraft at this activity. At altitude this moisture freezes and causes binding of the governor gearing with consequent loss of both automatic and manual RPM control. Ground inspection of the step motor head will sometimes reveal moisture accumulations as great as one half ounce. Commercial operators using similar equipment have found it advisable to drill a small drain hole in the low point of the governor case to allow the moisture to escape.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 January 1955. KC-97 Airplanes.

2. An occasional failure of tee fitting, P/N AN783-16D, located at the supply inlet to the AR engine driven hydraulic pump continues to occur at this station. The contractor recommended a retrofit change on this type failure and has corrected the condition in production thru PCR 9600-536. The rework consisted essentially of replacing the aluminum tee fitting with a steel fitting and prescribing a torque value on the tee retaining jam nut. Some minor hose rerouting and other fitting changes accompanied the change to reduce the loads on th tee fitting. Expedited accomplishment of TCTO 1C-97(K)-224 which has been initiated to incorporate the describe rework is recommended.

3. Flight crews have noted that fuel selector valves are sometimes noted to be leaking internally through the molded rubber diaphram seals. It has further been noted that some of the local aircraft have been deployed to other stations where SPR hydrants were used to refuel. Two different valves through proof test only, are installed on the airplanes at this station. The KC-97F airplanes have a valve proof tested at approximately 75 psi while the KC-97G airplanes, when delivered. had valves installed which were proof tested to 188 psi per PCR 9800-24 to withstand the surge pressures of SPR more effectively When the TCTO 1C-97(K)-76 is complied with, selector valves rat to 188 psi proof will be installed in all KC-97 aircraft with SPR facilities. Therefore it is strongly recommended that existing SPR procedures be followed closely and the possibility of pressure surges in the airplane system held to a minimum. In the investigation into fuel selector valve failures by the manufacturer (Parker) it was determined that some of the rubber diaphrams used to seal off the ports were subject to failure under cycling tests. This finding had been acted upon by Parker.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. A propeller blade seal leakage problem mentioned in the December report has been acted upon by the installatio and service testing of a new seal, P/N 75286A supplied by the Hamilton Standard Company on a few of the aircraft assigned to this activity.

2. Problems evolving around the rubber boot of the propeller blade angle external sensing switch have been discussed with the Hamilton Standard Representative. These problems were usually exhibited by the propeller going from reverse pitch to full feather on the ground check. It was concluded that the boot used on some of the earlier model airplanes incorporating the change over to the external blade switch was causing the switch plunger to hang up and remain depressed during the unreversing cycle. These boots should be replaced. From operational reports it appears that even the later boot may require a change for extreme cold operation. This boot is now under observation and further study at the adverse conditions where the trouble was originally encountered.

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3. The AR boom fuel leakage problem was pursued quite extensively during the month. Most of the B-47 pilots which experienced poor visibility during aerial refueling operations were interviewed for their comments on the leakage. The results of these interviews were summarized and submitted to the Boeing Company for their review. An emergency UR submitted from this station has resulted in the establishment of an investigati project by the OCAMA. An incident report has also been prepared by one of the concerned B-47 Squadrons. Upon reviewing the statements of the B-47 pilots, it does not appear that the prim source of fuel leakage was coming from the teflon sliding seal. The leakage appeared to originate in the nozzle-receptacle area

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Much discussion has originated over the problems for using deck tank fuel of the KC-97 model aircraft for operating the engines of those airplanes, where mission planning requires such operation. Although such operation is possible with the existing fuel plumbing installations, many undesirable problems present themselves. The KC-97G is especiall undesirable in this sort of mission because approx 2000 gallons of lower deck tank fuel (12,000 pounds) must be carried to facilitate using the upper deck tank fuel but then becomes burdensome unless dumped or off-loaded to a receiver at just the proper time. Fuel distribution to keep from exceeding the wing loading chart, and fuel management in general becomes a problem for the flight engineer. The fuel oil ratio increases considerably presenting another small problem. It is realized that the airplane is being flown in a manner which was not required by the initial design specifications for the models involved. If scheduling of missions depending upon deck tank fuel for airplan engine operation continues to remain a requirement, it is sugges that a fuel system modification be incorporated to provide a positive pressure source from the deck tanks to the engines.

2. Continued reaction of B-47 receiver pilots toward poor marking of the AR Boom during night refueling, has ag been noted this month. It is again recommended that this item carried to higher headquarters for their review and initiation corrective action.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX. SPECIAL DEVELOPMENTS:

1. A short trip to the Solar Aircraft Co. plant in San Diego, California was made during the month, to aid in the initial planning for installation of a USAF Type MA-1, Model T-41M-2 gas turbine driving a 500 amp, G-32-6D generator in Castle assigned aircraft serial number 51-366. A 2500 CFM

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blower was also being incorporated in each outboard nacelle, for operation in conjunction with the wing Thermal Anti Icing heaters for pre-heat of engine application.

X. GENERAL REMARKS:

None

Walter J. Hanson
Field Service Engineer
Boeing Airplane Company

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ANNEX I TO CHAPTER III
HIST. 93D BOMB WING (H)
_____ 1955

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ANNEX I TO CHAPTER III
HIST. 93D BOMB WING (H)
_____ 1955

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

CLAS: SECRET
AUTH: COMDR 93D BW
DATE: 6 FEB 55
NAME: Davis

MEMORANDUM FOR: Commander 93d Bombardment Wing (H)

SUBJECT: Progress Report #2, B-52 Conversion Program (93d Bombardment Wing Programing Plan 2-54) as of 31 January 1955

1. Summary of Program

a. Reorganization and redesignation of the 93d Bombardment Wing under the B-52 T/O will be accomplished on 1 February 1955.

b. Activation of the 4017th Combat Crew Training Squadron was accomplished on 6 January 1955 under a non-T/O authorization of 36 officers and 54 airmen.

c. The B-52 Operational Engineering Section began arriving at Castle Air Force Base during January 1955. Major Thomas P. Savage, Chief of this section arrived on or about 20 January and is presently on TDY to Boeing Aircraft Company Seattle. 15 officers, 5 airmen, 2 graded civilians and 1 Boeing Technical Representative will ultimately be assigned.

d. The Phase VI Test Program is tentatively scheduled to commence at Edwards Air Force Base in the latter part of February 1955. This test will be conducted by two increments of personnel consisting of 13 officers and 125 airmen each (12 additional airmen were authorized for each increment). The first increment is scheduled to depart Castle Air Force Base for Edwards Air Force Base on or about 10 February 1955.

e. Phase VII Test Program - Four (4) officers and four (4) airmen have arrived at Castle Air Force Base to conduct Phase VII. Lt Col Birdsong is the officer in charge of this program.

f. The B-47 Phase-out Schedule has been tentatively modified from the original plan. It is now planned to phase out 3 B-47 aircraft for every 2 B-52 aircraft delivered to Castle Air Force Base. This plan does not, however, allow for the advance training of maintenance personnel in B-52 techniques. Some consideration should be given to the phasing out of 3 B-47's prior to receipt of the first B-52 and from that point on resume the 3 for 2 plan.

g. The B-52 mechanical and electronic MTU's are scheduled to arrive at Castle Air Force Base on or about 1 May 1955.

h. The first three B-52 aircraft are scheduled to arrive at Castle Air Force Base during June 1955.

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i. The 1017th Combat Crew Training Squadron will commence the ground and flight training of aircrews commensurate with B-52 deliveries.

j. The 920th Air Refueling Squadron is scheduled for transfer to Forbes Air Force Base sometime before August 1959.

k. B-52 Construction Program - See paragraph 2e(4) below.

l. Physical Conditioning Facilities are considered marginal. A plan was submitted to Headquarters Fifteenth Air Force for approval to convert Building T-703 into a Scandinavian Room. $10,000 in additional funds will be required to complete this project. Approval has not been granted to date.

m. Stockage of Aircraft and Electronic Spares - Automatic requisitioning commenced with the issuance of AFSD 58A0C0 which contained approximately 6200 line items. As of 31 January 1959, 1,358 line items have been received at Castle Air Force Base.

2. Conversion Progress Status as of 31 January 1959

a. Personnel

(1) 1017th Combat Crew Training Squadron Manning Status - This squadron was activated 6 January 1959 with an authorized strength of 36 officers and 24 airmen. This initial authorization has been augmented by 2 airmen in the Survival Training and Personal Equipment career field bringing the total airman authorization to 56. 16 officers are assigned for a body manning and manning in required specialty index of 44.4%. 26 or 46.4% of the required airmen are assigned. By skill level, 25 authorized positions are filled giving a manning in required specialty index of 44.6%.

(2) Package Training Courses - The manual outlining the schedule for these courses is expected early in February. Authority has been received for the 93d Bomardment Wing Commander to waive service retainability requirements on Master and Technical Sergeants if deemed in the best interest of the Air Force in filling quotas for the various courses. 8 airmen from the base will proceed to Chanute Air Force Base during February to attend the Aircraft Mechanics Course.

(3) Enlisted Aircrew Requirements are: 40 gunners and 38 ECM operators. 9 gunners and 6 ECM operators are presently assigned. Three of these gunners and 1 ECM operator will be furnished for Phase VII testing; this leaves 31 gunner spaces and 32 ECM spaces unfilled to date.

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(4) B-52 Phase VI Test Program - Personnel for the first increment of 13 officers and 105 airmen (including 6 airmen crew members) are awaiting TDY orders to Edwards Air Force Base. The second increment has 55 airmen assigned, 25 have completed training, 17 are undergoing training and 9 are projected in during February. Each increment was augmented by a requirement for 12 additional airmen during January raising the total airmen requirement from 133 to [illegible].

(5) Command Strength - The assigned military strength of 93d Bombardment Wing organizations as of 31 January 1955 is as follows:

	Wing				Air Base Group		
Sq	Off	Amn	Total	Sq	Off	Amn	Total
Hq	58	[illegible]	205	Hq Sq Sec	[illegible]	293	[illegible]
328th	[illegible]	[illegible]	[illegible]	Supply	[illegible]	[illegible]	[illegible]
329th	[illegible]	[illegible]	[illegible]	Mtr Veh	4	162	[illegible]
330th	[illegible]	160	[illegible]	Air P I	[illegible]	[illegible]	[illegible]
Fld Maint	[illegible]	[illegible]	[illegible]	Air Inst	[illegible]	[illegible]	[illegible]
Per Maint	[illegible]	206	[illegible]	Fd Sv	[illegible]	[illegible]	[illegible]
A&E Maint	16	[illegible]	[illegible]	Oprs	[illegible]	160	[illegible]
93d ARFlg	104	[illegible]	[illegible]	2160 USAF			
90th ARFlg	[illegible]	[illegible]	[illegible]	Hosp	[illegible]	[illegible]	[illegible]
TAC Hosp	[illegible]	[illegible]	[illegible]				
4017 CCTS	16	[illegible]	[illegible]				
Total	[illegible]	[illegible]	[illegible]	Total	103	[illegible]	[illegible]

b. Operations and Training

(1) 4017th Combat Crew Training Squadron - The 4017th Combat Crew Training Squadron was officially activated on 8 January 1955 and it is tentatively planned that crews entering into the training program will emerge as minimum combat ready crews.

(2) B-52 Flying Training Program - The three programs that were developed by the 4017th Combat Crew Training Squadron have been forwarded to Fifteenth Air Force for presentation to Strategic Air Command. These courses are designed to complete SAC Regulation 51-[illegible] and a portion of SAC Regulation 50-[illegible].

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(3) [illegible] - [illegible] Increment for Phase [illegible] and the Phase [illegible] are scheduled [illegible] and the [illegible] training course at Fairchild Air Force Base starting [illegible] January 1955.

(4) Aerial Refueling Training - At present, the [illegible] Combat Crew Training Squadron does not intend to conduct any aerial refueling training. This will necessitate an aerial refueling team being assigned to the 93d Bombardment Wing for refueling training. [illegible] the wing will have no qualified instructors who could conduct the training.

(5) Crew Priority for B-52 Training - Tentative [illegible] for the B-52 program have been prepared. [illegible] of additional personnel [illegible] and [illegible] will be required before these [illegible] are complete.

c. Materiel

(1) Aircraft Deliveries - B-52 deliveries are presently programmed to begin in June 1955. The modified [illegible] plan is to transfer [illegible] B-47 aircraft for every [illegible] B-52's received.

(2) Supply Actions - All [illegible] for conversion completed [illegible] inventory and unit [illegible] documents were [illegible] as of [illegible] January 1955. Team from Headquarters Strategic Air Command, Headquarters Fifteenth Air Force and the SAC Special Equipment Evaluation and Audit Team are [illegible] the base [illegible] against B-52 requirements. [illegible] will be corrected and all requirements will be requisitioned.

(3) Airfield Construction Program - The status of the special construction program to prepare Castle Air Force Base for B-52 aircraft is as follows:

Project	Starting Date	% Complete	Completion Date
Primary Runway Extension	15 Nov 54	[illegible]	15 May 55
Primary Taxiway Extension	15 Nov 54	[illegible]	15 May 55
S.E. End of Runway-Strengthen	15 Jul 55	0	[illegible] Sep 55
Widen Taxiways to 175 Feet	1 Mar 55	0	20 Apr 55
Light Duty Pavement Between Stubs	20 Dec 54	[illegible]	20 Feb 55
Operational Apron	15 Jan 55	[illegible]	15 Aug 55

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Project	Starting Date	% Complete	Completion Date
A&E Shop	6 Nov 54	13	4 Sep 55
Engine Build-up Shop	24 Nov 54	39	31 Aug 55
Tech Training Building	31 Mar 55	0	30 Sep 55
Crash Station	25 Sep 54	65	9 Mar 55
Washrack	1 May 55	0	31 Dec 55
Wing Headquarters Building	29 Mar 55	0	27 Oct 55

3. The inclosure hereto presents a detailed account of the status and progress of each individual "project," by directorate, as of 31 January 1955. These "projects" conform to the "Required Actions and Implementation" section of 93d Bombardment Wing Programing Plan 2-54.

4. Project Officers

Directorate	Name	Telephone
Personnel (Airmen)	Capt W M Bouterse	792
Personnel (Officers)	Lt A R Mitchell	412
Operations	Lt Col C P Bialka	202
Operations (4013th)	Maj R R Litchfield	696
Materiel (Maint)	Capt W J Vetter	285
Materiel (Supply	Capt D F Palmer	619
Materiel (A&E)	Maj P J Howska	270
Materiel (Housing)	Lt Col N T Bierbaum	705
Materiel (AIC)	Lt P C White	764
Comptroller (Wing)	Maj W D Lewis	428
Comptroller (Base)	Maj P G Hallberg	[illegible]

5. Security Annex: This correspondence and attached progress report are classified SECRET in accordance with Paragraph 23, Air Force Regulation 205-1.

William D. Lewis

1 Incl
Prog Rept #2 (by project)
January 1955

WILLIAM D. LEWIS
Major, USAF
Director of Comptroller

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DIRECTOR OF PERSONNEL — PROGRESS REPORT NO. 2 — MONTH OF JANUARY 1955

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1. Manning of the 4017th CCTS	Monitor closely all sources of skilled personnel into project, in order to insure that most highly qualified personnel are assigned to the 4017th CCTS. This will require close coordination with Director of Operations and Director of Materiel.	POB	Manning of the 4017th CCTS is progressing very satisfactorily. As of the end of this reporting period a total of 16 officers have been assigned. The remaining requirement has been tentatively filled by name nominations. In addition to the 10 spaces listed in last months report, the following positions have been filled: 3 ECM technicians, 6 gunners, 1 administrative clerk, 1 operations specialist, 2 administrative supervisors, 1 supply supervisor and 2 personal equipment specialists. This brings present manning up to 26 positions. Maintenance type personnel and the remainder of the administrative positions are not required at the present time.	1 Apr 55
2. Manning of the 93d Bombardment Wing	Monitor the manning of the 93d Bombardment Wing during the conversion period. Coordinate with all staff agencies concerned on the proper distribution of assigned personnel.	POB PAB	Manning of the 93d Bombardment Wing is progressing very satisfactorily. With our known input, we will be well manned in all fields except medical, legal and comptroller. Manning of legal and comptroller officers continues at 50% and 66%, respectively, despite repeated requisitions. Airmen manning is still unsatisfactory in the intelligence, operations and Air Police fields. The shortage in the Air Police Squadron is presently being alleviated by the assignment of temporary duty personnel.	Continual
3. Factory Training	Coordinate with all command and staff agencies on the phasing and selection of personnel for factory training.	PAB	First increment completed. 26 airmen of the second increment have completed training and 19 are undergoing training at the present time.	Indefinite
4. Familiarization program	Coordinate with all command and staff agencies on the phasing and selection of personnel for familiarization training.	POB	In addition to the 33 officers who have completed the Supervisors and Planners course at Boeing Aircraft Company in Seattle, Washington, 9 are presently attending this course and will complete it approximately 7 February 1955. These 9 in addition to the crew members who have attended will bring our total to 45 who have completed this course. This course not applicable to airmen at this time.	Indefinite

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	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
5.	Package Training	Coordinate will all command and staff agencies in the phasing and selection of personnel for package training.	PDB	Authority has been received to waive service rota nability requirements for Master and Technical sergeants if deered in the best interest of the Air Force by the commander concerned. 26 spaces have been received for the B-52 Aircraft Mechanical course at Chanute Air Force Base, Illinois. Quota and starting dates are as follows:	Indefinite

Quota	Starting Date	Graduation Date
2	16 Feb 55	26 Apr 55
6	23 Feb 55	3 May 55
6	2 Mar 55	10 May 55
6	9 Mar 55	17 May 55
6	16 May 55	24 May 55

A telephone conversation with the assgd section of Headquarters Fifteenth Air Force elicited the information that the package training manual is in the mail, in the interim, Headquarters Fifteenth Air Force has forwarded a proposed training schedule with a request for our review and notification of any specific problems anticipated in filling spaces. This review will be coordinated with the Director of Maintenance.

6.	Roster of Critical Maintenance Personnel	Close monitoring of those specialties critically needed for the program. Must maintain current rosters, reflecting daily gains and losses. Requires close coordination with Maintenance Control.	POB	The status of aircraft maintenance officers is being constantly monitored to insure stability of these personnel. To date, we have received four (4) aircraft maintenance officers and at present we are fully manned both ways. However, all of the officers do not possess jet experience.	Continual
			PAB	Airmen: The roster of critical personnel submitted to higher headquarters on 16 August 1954 is presently under revision.	

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STRUCTURE OF PERSONNEL — PROGRESS REPORT NO. 2 — MONTH January 1955

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
7.	Precedence Roster for required Maintenance Training	Maintain consolidated precedence roster of maintenance personnel scheduled for special training. Coordinate closely with Maintenance Control to insure that the most highly qualified and most eligible personnel are given preference for specialized training.	PAB	This roster will be set up on receipt of package training manual.	Continual
8.	Screening of assigned non aircrew personnel	Determine by roster those eligible for conversion program. List those personnel surplus to needs of program and report them available for reassignment. Determine interim utilization for those personnel ineligible for project and ineligible for reassignment.	POB	No action is anticipated at this time since there will be little change in support type personnel requirements. In most cases where changes do exist the requirement increases, therefore, no surpluses are anticipated.	Bi-Monthly
			PAB	This screening cannot be accomplished until receipt of package class starting date to determine those ineligible.	
9.	Screening of Aircrew personnel	Determine those aircrews surplus to needs of program and report them for reassignment or use in support organizations. Close coordination with all agencies concerned.	POB	This section has screened our assigned aircrew personnel and forwarded a roster of these personnel to the Director of Operations for further recommendations. Wing operations in turn has furnished this section with a recommended list of personnel to participate in this program which includes 38 t/Cts, 38 Pilots, and 44 observers. From this list it has been determined that we will require 16 observers (AFSC 1[illegible]) to man 30 crews. We have a sufficient number of aircraft commanders and pilots assigned to man thirty crews. Headquarters 15th Air Force has indicated that our requirements for crew personnel will be procured through a mentioned selection system rather than a normal officer requisition. These requirements are to be met on an exchange basis insofar as possible.	

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DIRECT OF PERSONNEL — PROGRESS REPORT NO. 2 — MONTH : January 1955

	Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
9.	Cont'd		PAB	Thirty-seven (37) gunners required. Nine (9) assigned, three of which are assigned to Phase VII Testing. Thirty-seven (37) ECM Operators required, three (3) ECM Operators assigned and three (3) ECM Operators assigned pending EDOSA.	Continual
10.	Requisitioning of additional training required.	Personnel will requisition any additional quotas not priviously scheduled upon request of the appropriate command or staff agency.	POB	One additional space has been requested for the Director of Materiel to attend the B-52 Staff Orientation Course at Boeing.	Indefinite
			PAB	To date no additional training above that scheduled has been required.	
11.	Manning Effectiveness Reporting	Personnel will prepare a monthly manning in required specialties report.	POB	B-47 officer manning in required specialties: Wing 80.3%; Air Base Group, 73.7%.	Continual
			PAB	B-47 airmen manning in required specialties for Wings: Indirect Support, 89.9%; Direct Support, 86.0%. Manning in required specialties for 93D Air Base Group: 88.8%.	
12.	Phase VI, Test Program	Constant monitoring and screening of personnel to insure that only the most highly qualified personnel are scheduled for this training. To place selected personnel in a freeze status and in the event any of these personnel are unable to attend the scheduled training, notify higher headquarters in order that qualified replacements may be obtained immediately.	POB	Information received from Major Whitney, the SAC and 93D Bomb Wing Liaison Officer indicates that the requirement for ECM officer will exist for the Phase VI Test Program. We are presently awaiting formal information on this subject. A total of 40 class spaces have been received for pressure suit fittings and physiological training to be conducted at Fairchild Air Force Base. The first class entered 31 January 1955 and the remaining classes will enter every seven days thereafter. Estimated date of completion is 28 February 1955.	Indefinite

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
12. Con't		PAB	Notification was received from Headquarters Strategic Air Command that each increment of Phase VI test would be augmented by twelve additional airmen. Headquarters Fifteenth Air Force has requested that this station furnish the additional personnel. The increase is broken down as follows: Four ECM Repairmen Two ECM Technicians One hydraulic repairman Three apprentice instrument repairmen Two senior instrument repairmen The first increment is awaiting TDY orders. Forty-five airmen of the second increment are presently attending or have completed training. Fifty-five are presently assigned with a projected input of nine during February .	Indefinite
13. Phase out of B-47 personnel	Monitor phase out of B-47 personnel. Report for reassignment those personnel that cannot be utilized in B-52 program or in support.	POE	Three combat ready B-47 crews have been nominated for reassignment to Lincoln Air Force Base. No final selection has been made to date by Headquarters Strategic Air Command. These crews consist of both qualified and non-qualified B-52 personnel.	Continual
		PAB	Not applicable to airmen at this time.	
14. Determine Base Support personnel requirements	Check adequacy of manning authorization for support personnel. Coordinate with Base Manpower and Management Section any additional requirements deemed necessary.	POE PAB	Manning documents are considered satisfactory at this time.	Indefinite

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DIRECTORATE OF PERSONNEL — PROGRESS REPORT NO. 2 — MONTH OF January 1959

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
15. Phase VII Test Program.	Monitor assignment of personnel to the Phase VII Test Program when required.	POB	Four officers presently assigned to Phase VII. They are Lt Col Birdsong, Major Carlstrom, Major Greer and Captain Seidel.	Continual
		PAB	Four airmen presently assigned, 1 (29373) and 3 (34971G). Two (32[illegible]1 G) will go to Edwards AFB for 90 days, thence to Eglin AFB, Florida for nine months. Future requirements not known at present time.	
16. Assignment of Project Officers.	Action Completed. See Progress Report #1.			

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DIRECTOR OF OPERATIONS | PROGRESS REPORT NO. 2 | MONTH OF JANUARY 1955

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1. Assignment of personnel for B-52 to 93D Bomb Wing and 4017th Combat Crew Training Squadron.	Monitor assignment and transfer of all personnel of 93D Bombardment Wing and 4017th Combat Crew Training Squadron.	ODC	The 4017th Combat Crew Training Squadron was officially activated on 8 Jan 1955, personnel earmarked for the first increment of Phase VI and the one crew to support Phase VII were transferred from the 93D Bombardment Wing to the 4017th Combat Crew Training Squadron. 93D Bombardment Wing personnel scheduled for the second increment of Phase VI are still performing crew duties and will be assigned to the 4017th Combat Crew Training Squadron at a later date. The 4017th Combat Crew Training Squadron has formed three (3) complete crews for the first increment of Phase VI and one (1) complete crew to support Phase VII.	Unknown. Dependent upon input of personnel and Phase VI testing programs.
2. B-52 Combat Crew Training (Ground Training Phase).	Make a study and establish an adequate Ground Training Program for all air crew members of the 93D Bomb Wing.	ODC	The 4017th is now projected as a Combat Crew Training Squadron and it is anticipated that they will turn out combat ready crews. Therefore this requirement will be conducted and completed by the 4017th Combat Crew Training Squadron and is no longer a requirement of the 93D Bombardment Wing.	Deleted
3. B-52 Combat Crew Training (Flying Training Phase).	Establish an adequate Flight Training Program for all crew members of the 93D Bombardment Wing.	ODC	Three training programs under consideration by the 4017th Combat Crew Training Squadron have been forwarded to 15th Air Force for presentation to SAC. These programs vary in the ammount of flying time to be given each crew. The ground training phase will be very similar in each case. The three programs have proposed twenty (20) hours, thirth-five (35) hours and fifty (50) hours flying time respectively. The program selected will be contingent upon the number of training sorties that maintenance can support per month. The training program that the 4017th Combat Crew Training Squadron conducts will greatly determine the amount of training that must be accomplished by the crews after returning to the 93D Bombardment Wing. At present, the 4017th Combat Crew Training Squadron does not intend to conduct any aerial refueling training. This will necessiatate an aerial refueling team being assigned to the 93D Bombardment Wing for refueling training, since the wing will have no qualified instructors who could conduct the training.	1 April 1955

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
4. Flying Training Records.	Insure that system is established to maintain records of all personnel of the 93D Bombardment Wing undergoing training.	ODC	Action has been initiated to establish the necessary mission accomplishment forms for the 4017th Combat Crew Training Squadron to report the transition training of the 93D Bombardment Wing. A system will be developed as it is determined what forms are required and how much training will be given by the 4017th Combat Crew Training Squadron.	1 June 55
5. Instrument Approach and Let down Procedures.	Establish instrument approach and letdown procedures at Castle Air Force Base for B-52 Operations.	ODC	CAA and Castle AFB have agreed and signed joint procedures agreement for Air Traffic Control Procedures for Castle Air Force Base. This completes the project.	Completed
6. Training Report Forms.	Revise and publish required forms for reporting of training accomplished under SAC Reg 50-43 and 50-8.	ODC	Personnel of the 4017th Combat Crew Training Squadron are presently involved in writing the training requirements to be accomplished under SAC Regulation 51-19. These requirements will be constantly revised and qualified as the training program progresses and ultimately be used to prepare SAC Regulation 50-43 and 50-8 as pertains to the B-52 program. Until such time as this training can be determined, reporting forms will not be prepared.	Pending completion of 50-43 and 50-8 Requirements.
7. Standardization of Charts.	Standardize all charts in Wing and Squadron on B-52 crew training progress under SAC Reg 50-43 and 50-8.	ODC	The regulations referred to in the subject have not, as yet, been published, there fore, progress charts required by these regulations have not been constructed. It is very probable that when these regulations are published, the charts presently in use for the B-47 will be readily adaptable.	Pending publication of subject Regulations.
8. Control Tower SOP.	In coordination with Base Operations, set up Control Tower SOP's for B-52 operations.	ODC	The control tower SOP dated 1 July 1954, giving the local operating procedures is adequate for the present, however, at the completion of the Radar Approach Control Unit, the Ground Control Approach section of this SOP will be revised. A new addition to this SOP on the operation and control of the B-52 will be added as soon as this information can be obtained from results of flying the aircraft in the Phase VI Test.	1 April 1955

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
9. Personal Equipment and Requirements.	Make a study and coordinate with Flight Surgeon personal equipment requirements peculiar to B-52 such as pressure suits, helmets, parachutes, survival equipment, etc., and take action to procure in coordination with Director of Materiel.	ODC	Pressure suits and helmets for Phase VI crews will be issued and fitted at the Fairchild altitude indoctrination. Quotas for forty (40) personnel are scheduled for February. The procurement source of suits and helmets for the remainder of the B-52 program is unknown. As soon as information is available immediate action will be taken to procure these items. Parachutes and survival equipment presently available and utilized in the B-47 program are readily adaptable to the B-52 program. An experimental course is scheduled by the Wing Flight Surgeon to present physiological information obtained at Wright Patterson Air Force Base. An evaluation will be made as to the suitability of this course for crews returning from altitude indoctrination.	Unknown
10. Alternate an Emergency Air Fields for B-52 operations at Castle Air Force Base.	Make a study of possible air fields to be used for the B-52. Make charts to be incorporated in pilot's checklist showing distances of fields from Castle, best altitude to fly, time enroute, width and length of runway and fuel to be used.	ODC	A study of air fields to be used as alternates for B-52 has been made. A minimum number of bases are considered suitable for the initial phase of the B-52 program, the primary limitation being narrow taxiways rather than runway length. A chart is being prepared for inclosure in pilot's checklist. 93D Bomb Wing Operations Memorandum is being revised as pertains to this project. Fifty percent complete.	1 April 55
11. Traffic Pattern.	Coordinate with Base Operations in establishing traffic pattern procedures for Castle Air Force Base. Publish pertinent directives.	ODC	The B-47, KC-97 traffic pattern which is currently in operation at Castle Air Force Base, is considered generally acceptable for B-52 use. In consideration of a much higher noise level of B-52 in-flight, the pattern will be flown to avoid the nearby communities insofar as possible. Wing and Base directives are in the process of revision to include changes pertaining to the B-52 traffic pattern.	1 March 55
12. Crew Priority for B-52 Training.	Establish a plan for setting up crews and their priority for selection for B-52 training.	ODC	Tentative crew rosters for the B-52 program have been prepared. Input of additional personnel will be required before these crew rosters are finalized. The present Unofficial SAC Plan is to convert one squadron at a time and lose three (3) B-47 aircraft for every two B-52's received. This will be extremely difficult unless some flexibility is allowed in the remaining B-47 combat ready crews, since the entry requirements for B-52 training are considerably higher than for the B-47, and in most cases, more than one B-47 crew will be affected in order to form one B-52 crew.	1 April 55

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
13. Observer Ground School.	Establish ground school to fully qualify all observers under SAC Reg. 51-19.	ODC	The ground course to fully qualify observers will be established by 1 May 1955. The provisions of SAC Regulation 51-19 will be followed. This course will be primarily concerned with mission planning, new equipment and new concepts as they apply to the B-52. This information will be developed out of knowledge gained during the Phase VI Testing Program.	1 May 55
14. Advanced In-Flight Maintenance Operations as pertains to B-52.			COMPLETED- See Project Report # 1.	
15. Observers Reports.	Coordinate with 93D Bomb Wing Standardization Board in the establishment of forms and reports required for observers.	ODC	The current observers reports are believed adequate since observers duties are more or less standardized by directives. It is possible that additional reports will be deemed necessary as a result of knowledge obtained in Phase VI. No changes are anticipated at present. Fifty percent complete.	1 June 55
16. Bombardment and Navigation Records, 93D Bomb Wing.	Set up an efficient bombing and navigation records, keeping system in the 93D Bombardment Wing.	ODC	A system of records is being devised based on the present B-47 records required. No major modification is believed necessary.	1 March 55
17. Bombs and Ammunition.	Determine type of bombs and ammunition perculiar to requirements of B-52 operations and take action to procure in coordination with Director of Materiel.	ODC	Informal information from SAC indicates that visual bombing release requirements for B-52 crews will be changed considerably. It is the desire of SAC that all releases be make utilizing the U-2 Release. A requirement has been handed down to AMC to develop a modified hook which will make it possible to release 500 and 750 pound bombs with the U-2 Release. This means that only one release can be made per mission, but the feeling is that this is more realistic for combat ready crews. The requirement will still exist for for practice bombing, and it has been determined that the B-52 will be able to carry the same practice bombs carried by the B-47's. Action has been taken to determine the availability of the new 750 pound practice bomb. If available, this bomb will be requested in sufficient quantity to fulfill the training requirements. In the meantime, it is planned to use the B-47 practice bombs as an interim measure.	1 May 55

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
17. Con't			Latest informal information from Boeing Plant is that the first thirteen aircraft will be equipped with the Arma Corporation A3A Fire Control System using four caliber fifty M-3 Aircraft Machineguns. Of the Ammunition Available on the base, some ammunition is suitable for training purposes for these guns. Starting with the fourteenth aircraft, the Fire Control System will be the MD-5 System manufactured by General Electic and utilizing two twenty millimeter automatic Aircraft cannons. The base ammunition dump has sufficient ammunition on hand, another requisition was submitted on 3 January 1955. Since our present Fire Control System utilizes the same caliber of ammunition, no trouble in obtaining sufficient ammunition is anticipated. No training requirements have been received for gunnery. If it is planned to use any of the first thirteen aircraft, and emergency requisition could be filled in a few days for additional fifty caliber ammunition.	
18. Selection of B-52 Stand Board, 93D Bomb Wing.	Select four potential standardization board crews in the 93D Bomb Wing for utilization in Wing and Squadron positions.	ODC	Four (4) crews have been selected to serve as Wing and Squadron Standardization Board Crew.	Completed
19. Gunnery	Make a study of and establish a gunnery indoctrination course for all gunners on the B-52.	ODC	Gunnery indoctrination course for B-52 gunners has been established and is considered complete.	Completed
20. Altitude Indoctrination.	Set up and monitor an altitude indoctrination schedule for all B-52 aircrews of the 93D Bomb Wing and Phase VI crews.	ODC	The altitude chamber for Castle AFB is tentative at this time. Final approval or disapproval has not been received. Phase VI and Phase VII crews are receiving this training at Fairchild AFB starting 31 January 1955. Forty (40) spaces have been alloted from 31 Jan 55 to 21 Feb 55.	Unknown

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DIRECTO[illegible] OPERATIONS PROGRESS REPORT NO. 2 MONTH O[illegible] ANUARY 1955

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
21. Advanced Survival for 93D Bomb Wg Crews.	Set up and monitor an advanced survival schedule for B-52 crews of the 93D Bomb Wing.	ODC	The present status of the 93D Bombardment Wing crews is as follows: 328th Bombardment Squadron - 83%. 329th Bombardment Squadron - 89%. 330th Bombardment Squadron - 8%. These totals are being brought to 100% as quickly as other commitments and available quotas permit.	1 April 1955
22. Synthetic Trainers.	Coordinate with Base Ground Training Officer on installation of conversion of synthetic trainers necessary for the B-52 program.	ODC	Two (2) C-11 jet instrument trainers are installed and in good operating condition. One will be assigned for use of the 4017th Combat Crew Training Squadron. The T-3 trainer is now converted to the K-System. An altitude indoctrination chamber, with pressure suit training and fitting capabilities, has been projected. Final approval or disapproval has not been received from higher headquarters. An ECM mock-up will be included with the B-52 MTD. An A-3A Gunnery Trainer will be included with the B-52 MTD. The present T-1A Gunnery Trainer in use now with the B-47 system can be converted to the B-52 system when required. The B-52 flight simulator is projected to arrive during the first quarter of Fiscal Year 1956.	Unknown
23. Physical Conditioning Unit 93D Bomb Wing.	Check on adequacy of local Physical Conditioning Unit. Consider location, size and strength of staff to handle B-52 crews after landing from long missions.	ODC	It has been determined that the present physical conditioning unit being utilized by the 93D Bombardment Wing is inadequate to accomodate the personnel assigned under the B-47 manning table. It is definitely not adequate to handle B-52 crews. A plan has been submitted to 15th Air Force requesting funds in the amount of $10,000.00 to convert Building T-703 into a physical conditioning Unit.	Unknown
24. Special Weapons 93D Bomb Wing.	Set up a special weapons program for B-52 crew personnel.	ODC	Due to the lack of information on the B-52 bomb bay configuration, no progress has been made relative to the establishment of a Special Weapons program. Only minor changes are anticipated in the present B-47 special weapons curricula in the establishment of the B-52 training program.	1 Mar 55

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DIRECTOR OPERATIONS PROGRESS REPORT NO. 2 MONTH OF JANUARY 1955

Project	Necessary Action	Assignment of Responsibility	Current Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
25. Navigational Aids.	Coordinate with 93D Air Base Group to establish navigational aids necessary for this program.	ODC	A study was completed 10 December 54, on the navigational aids available and programmed for Castle AFB. Adequate facilities are available to handle B-52 type aircraft at present and these installations will be supplemented by the projected program. The Merced VOR(OMNI) range was commissioned on 10 Dec 54. A homer beacon has been installed on the southwest leg of the Merced Low Frequency Range and is presently operating on a test basis. UHF/DF homing device is operational but final acceptance is delayed pending installation of primary UHF communications equipment in the UHF communications building. The low frequency Bear Creek Homer was commissioned and a Facility Acceptance Certificate executed on 21 Jan 1955. Installation of an ILAS facility is delayed due to the runway extension construction of the middle marker building and lack of two major supply items. The runway extension is scheduled for completion in May 1955. Construction of the middle marker building and purchase of the required land has been approved and funded for FY 56, Public Works Program. The supply items have not been delivered to Rome AF Depot by the manufacturer.	15 Sep 55
			Follow up action on these items has been taken by Base Supply and Base Communications. No scheduled delivery date on these items is available at this time. A temporary GCA unit is installed and operating. A conventional approach control is scheduled to be functional on 1 Feb 55. Target date for a RAPCON is 1 September 1955. If a final type RAPCON is not in operation by 1 September 1955, an interim RAPCON will be provided by this date. The RAPCON will be in operation as a fixed GCA on approximately 15 February 1955.	1 Sep 55
			As the navigational aids projected at the present time are adequate for B-52 operation, this project is considered 70% completed.	

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DIRECTO F OPERATIONS PROGRESS REPORT NO. 2 MONTH OF UARY 1955

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
26. ECM and Communications Procedures, 93D Bomb Wing.	Make a study and establish Communications and ECM indoctrination courses for all B-52 air crews. Establish Standard Operating Procedures.	ODC	A basic communications and ECM training outline for the B/RB-52 was completed on 27 December 1954. Communications and ECM SOP's will be established when the equipment arrives at this station.	15 June 1955
			The possibility of converting the ECM equipped C-47 to B-52 type of ECM equipment is still under investigation. The conversion may not be possible due to power requirements.	Indefinite
27. B-52 Manuals	Obtain all manuals and checklists required by flight crew members for the B-52.	ODC	Pilot's handbooks, TO 1B-52A-1 and binders have been requisitioned in sufficient number for issue to each crew member of the 93D Bomb Wing. The Boeing Service School is sending the 93D Bomb Wing 25 copies of the pilot's checklist. However, these checklists will probably require some reworking to make them more adaptable for use. ECM checklists have not been started. The B-47 Observer's checklists are to be used in the initial stages of Phase VI and will be implemented and/or redesigned as a result of knowledge obtained during Phase VI. Information for a gunnery checklist is being assembled and the checklists will be available for the crews flying in Phase VI. Estimated 10% complete.	1 April 55
28. Standard Operating Procedures for 93D Bomb Wing.	Make a study and establish SOPs and operations memoranda for operations of B-52 aircraft.	ODC	SOPs and operations memorandums will be initiated during and after Phase VI.	1 June 55

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
29. Operations Forms for use by 93D Bomb Wing.	Establish and provide required forms for certification of: 1. Air Crew Check-Out (SAC Reg 51-19) 2. Air Crew field Check 3. Safety of Flight Check 4. Training Under SAC Reg 50-43. 5. Stand Board Check 6. Emergency & Proficiency Examinations	ODC	The Standard forms now in use by the 93D Bomb Wing for the B-47 program are being revised as much as possible at this time for use when the wing converts to the B-52. Some forms are suitable with minor changes necessary, while others will depend upon revision of SAC Regulation 51-19, as pertains to check-out requirements and minimums. Also forms for use in reporting SAC Regulation 50-43 accomplishments will depend upon revision of these regulations for B-52 operations. Emergency and proficiency examinations are being written. Overall project estimated 10% completed.	1 May 55
30. Target Materials for 93D Bomb Wg.	Make a study of special target materials for use in the B-52 program.	ODC	It is anticipated that this wing will use the existing target materials for some time. At present, all radar scope photos are based on the 5-inch scope. It will be necessary for this wing to produce its own 10-inch scope photos after B-52 aircraft become operational in the wing since none are available from other sources. Existing vertical and oblique photography will be used in the B-52 program until this wing can provide new photography. No problem is anticipated regarding navigation charts. The Jet Navigation (JN Series) Charts now in current use are considered adequate for B-52 aircraft. It is anticipated that both visual and radar scope photography will be accomplished beginning with the initial training flights of the B-52 aircraft.	Unknown
31. Phase VI Test Program.	Monitor results of the Phase VI Test Program and the effect on B-52 Operational Flying.	ODC	Crews have been assigned in two increments for the Phase VI Test Program and are on this station. Phase VI testing has not been started as yet. Crews will depart Castle AFB for Edwards AFB when needed, dependent upon arrival of B-52 aircraft.	15 Nov 55

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
32. B-52 Mobility Plan	Coordinate with Director of Materiel in preparation of 93D Bomb Wing Mobility Plan based on deploying with B-52 aircraft.	ODC	Operational Plans is monitoring the mobility plan for the 93D Bomb Wing. The B-52 Mobility Plan has not been formulated as yet, but will be ready by 1 March 1955.	Mar 55
33. Project Officers.	Appoint project officers to monitor program and render progress reports as required by this plan.	ODC	No further action required. Reference paragraph 13 of Programing Plan 2-54.	Continual

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			(1) The accelerated course is [illegible] (20) hour flight [illegible] (2) sorties per aircraft per month. (2) The Optimum course is a thirty-five (35) hour flight course based on four (4) sorties per aircraft per month. (3) The Maximum course is a fifty (50) hour flight course based on six (6) sorties per aircraft per month. b. These courses are designed to complete SAC Reg 51-17 and a portion of SAC Reg 50-43. The simultaneous training idea is incorporated in the program. It is the opinion of 4017th personnel that, with a moderate sortie rate the combat crews graduating from this flight training course will, with very little additional training, be able to carry out the duties expected of a SAC combat ready crew on return to their parent organization.	[illegible]
5. Instructor Crews	Interview and assign the B-52 Instructor personnel to crews in "A" and "B" Flights, as called for by 15th Air Force Programing Plan 22-54.	4017S	100% complete. Action has been completed on this project for Phase VI purposes. It is expected that these crews will of necessity be rearranged subsequent to Phase VI training in that crews will have to be redesignated for instructor purposes rather than for training purposes.	Completed
6. Standing Operating Procedures for 4017th Combat Crew Tng Sq	Make a study and establish SOPs and operations memoranda for the B-52 Training Program.	4017S	B-47 SOP's and Operations Memorandums are being screened to determine whether they will apply to B-52 operations. More SOP's and Operations Memorandums will be initiated during and after Phase VI. 10% complete.	1 Jan 55

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
7. Necessary forms for 4017th Combat Crew Tng Sq	Establish and provide required forms for certification of: 1. Air crew checkout 2. Safety of flight check 3. Stand Board checks	4017S	Continued progress is being made on these forms. All other forms required for Operations and Standardization Board activities are being formulated, such as B-52 questionnaires, Emergency Procedures and Proficiency Examinations, but the final forms will wait the knowledge gained during Phase VI. Forms for minimum requirement check-out of A/C and Pilot, under SAC Reg 51-19, is being written, subject to change of that regulation. Project 25% complete.	1 Jun 55
8. B-52 Manuals & Checklists for 4017th Combat Crew Tng Sq	Obtain all manuals and checklists required by flight crew members for the B-52.	4017S	Pilots' Handbooks, TO 1B-52A-1, and binders have been requisitioned in sufficient number for issue to each instructor crew member and student crew member of the 4017th Combat Crew Training Squadron. A copy of TO 1B-52A-2 has also been requisitioned for use in the Operations and Training Section. Copies of the Pilot's checklists, from the Boeing Service School, are available and will be revised, if necessary, during and after Phase VI. The B-47 Observer's checklists will be used in the initial stages of Phase VI and will be implemented and/or redesigned as a result of knowledge obtained during Phase VI. Information is being assembled for the SAC and Summary checklists. As of this date, project is 15% complete.	After Phase VI
9. Training Report Forms for 4017th Combat Crew Tng Sq	Devise and publish necessary forms in accordance with local directives, for reporting all training accomplished by the 4017th Combat Crew Training Sq.	4017S	Personnel presently assigned to the 4017th Combat Crew Training Squadron are formulating the training program requirements to apply under SAC Reg 51-19. A training syllabus is being prepared with an estimated completion date of 1 Mar 55. Proposed flying training and mission report forms have been completed. Individual training forms now utilized in the B-47 program are being adapted to the B-52 program. 30% complete.	1 May 55
10. Training Charts for the 4017th Combat Crew Tng Sq	Make a study of and establish a series of charts that will reflect the B-52 crew training progress for the 4017th Combat Crew Training Squadron.	4017S	Charts are being drafted to reflect the proposed flight and ground training program for the 4017th Combat Crew Training Sq. A crew flow chart has been set up based on projected information received from higher headquarters. An aircraft flow chart has been devised indicating the latest information on aircraft arrival dates. This will be a continuous process with future needs determined by new requirements. A complete series of charts reflecting the crew training program will be completed after the training course is formed. Estimated 70% complete.	1 Apr 55

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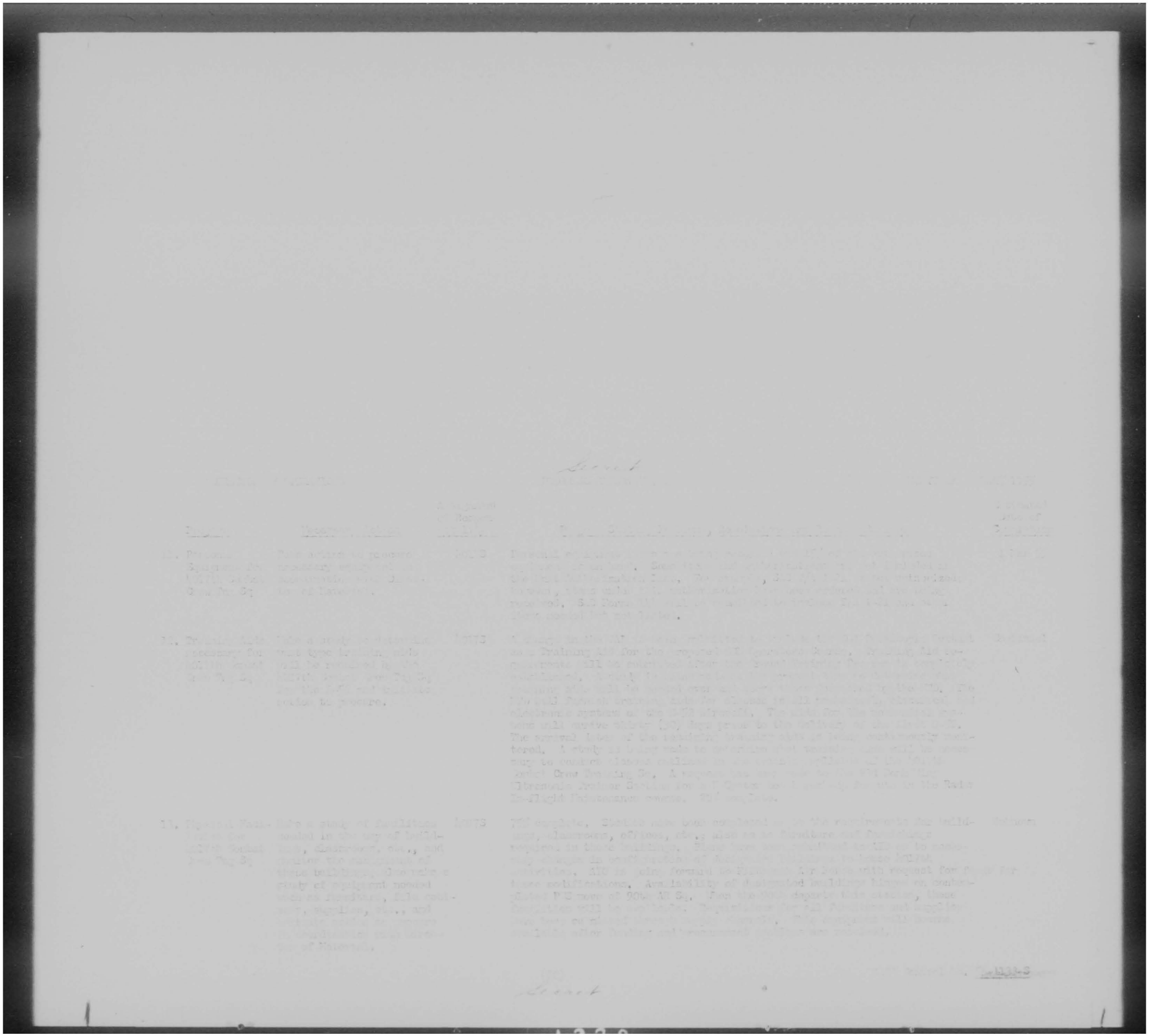

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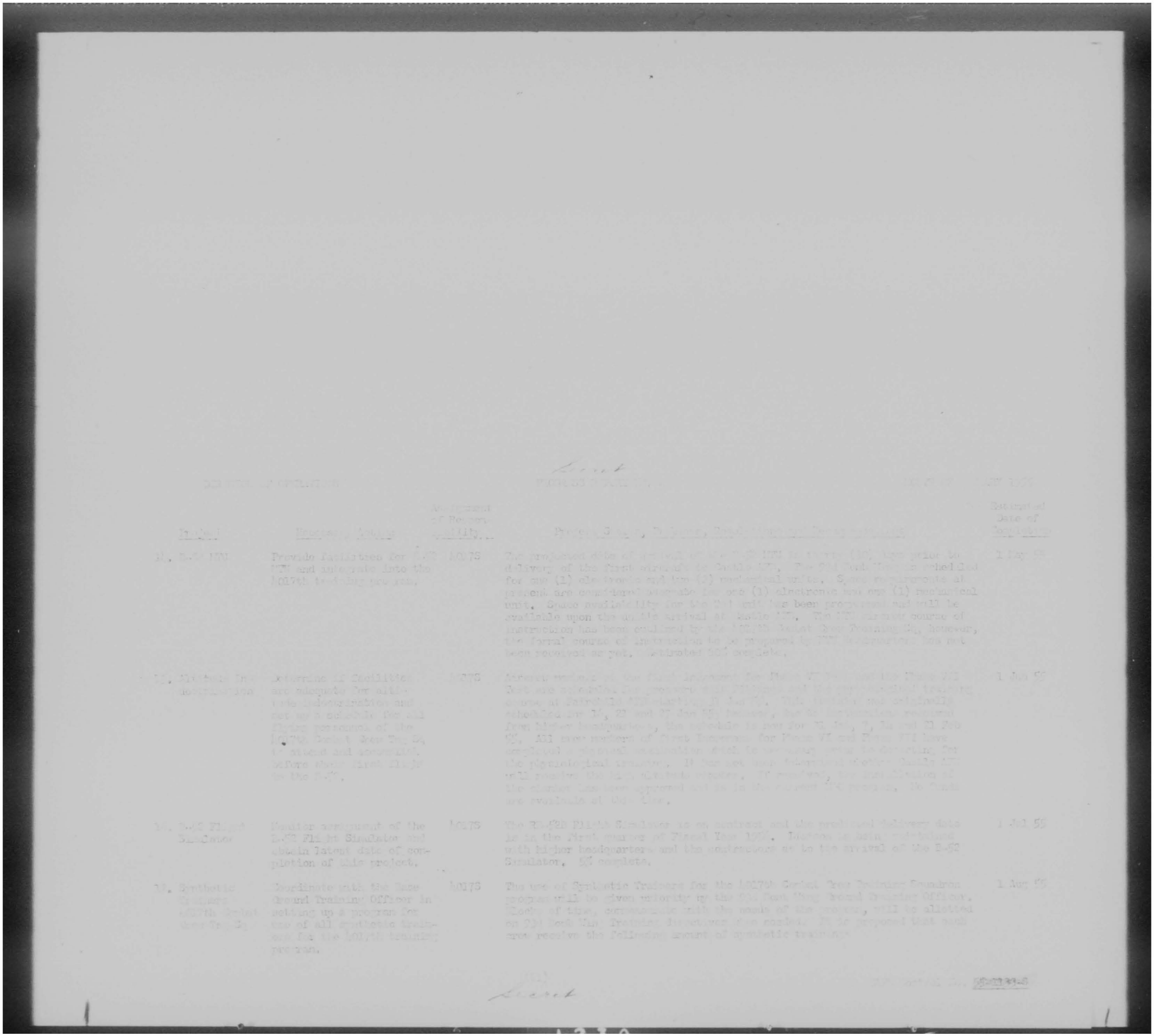

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DIRECTOR / COMPTROLLER PROGRESS REPORT NO. 1 MONTH OF nuary 1955

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
6. Progress Reports	Prepare and submit reports as required by 15AFR 27-1.	AAC	Being done monthly.	Continual

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DIRECTOR / COMPTROLLER — PROGRESS REPORT NO. 2 — MONTH : January 1955

	Project	Necessary Action	Assignment of Responsibility	Present Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
1.	Status of Funds	Monitor the status of funds in all the work-con projects to insure that no over-obligation occurs and that actual versus programmed expenditures are consistent.	CO	Additional funds to support the [illegible] CMIS and the Operational Engineering Section were requested on the third Quarter Revision to the Annual Financial Plan submitted 1 December 1954. To date no action has been received on this request. Additional funds for the support of the OMS TDY program were requested on 20 January 1955. Action on this request has not been received as of this date.	Continual
2.	Reprograming of Funds	Reprogram funds when and if necessary.	CO	This item is continually monitored and funds are reprogrammed when necessary.	Continual
3.	Fiscal Year 56 Budget Estimate	Take action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.	CO	Calls for estimate for fiscal year 56 will be submitted to all sections as soon as instructions are received from higher headquarters.	Mar 55
4.	Conversion Project Officers		AAC	COMPLETED -- See Progress Report #1.	
5.	Conversion Programs	Evaluate the progress of the various areas of the conversion against the plan and keep the Wing Commander and Staff advised by monthly progress reports, charts, graphs, and special briefings if necessary.	AAC	Progress reports are being prepared and submitted as required. Programs are continually being analyzed and evaluated. Two briefings on the current status of the conversion were given during January; General Sweeney, Commander of Fifteenth Air Force and 24 members of his staff were formally briefed on 11 January 1955. Twenty-six members of the 93D Bomb Wing and Air Base Group staff, which included all squadron Commanders, received the same general briefing on 20 January 1955. The 93D Bomb Wing and Air Base Group staff will be briefed periodically in the future on the progress of the conversion.	

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DIRECTOR OF MATERIEL | PROGRESS REPORT NO. 2 | MONTH OF JANUARY 1955

Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
44. Assigning Supply Representative to OCAMA	Obtain authority for and assign a highly qualified supply representative at the appropriate time to OCAMA to perform necessary liaison between the wing and the depot on B-52 supply matters.	MDCS*	In coordination with Hq 15th Air Force and OCAMA, OCAMA designated Mr. William T. McMillan, office symbol OCSW, telephone - Pershing 2271, Ext 8767, as the B-52 aircraft monitor.	Completed
45. Assignment of Project Officers	Action Completed. See Progress Report No. 1.			

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* Indicates Responsible Section

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DIRECTOR OF MATERIEL — PROGRESS REPORT NO. 2 — MONTH O. JANUARY 1955

Project	Necessary Action	Assignment of Responsibility	Present Status, Problems, Recommendations and Recommendations	Estimated Date of Completion
11. New Construction	Insure that all other necessary new construction and modification of existing structures are provided for in current construction programs.	DIO*	All foreseeable new construction and alterations programs have been programmed up to and including FY56 M.O. Critical items are as follows:	Continual
			% Complete	
			Crash Station — 65% — 9 Mar 55	
			Tech Trng Bldg — Start 31 March 55 — 30 Sep 55	
			Hq Bldg Wing — Start 29 March 55 — 27 Oct 55	
			Shop A&E — 13% — 1 Sep 55	
			Washrack — Start 1 May 55 — 31 Dec 55	
			Shop Engine Build-up — 19% — 31 Aug 55	
			NOTE: Critical new construction proposed for FY56 & FY57 are not included above. Items will be reported upon as schedules become available.	
12. Fire Training	Insure that fire and crash personnel receive required training on B-52 aircraft, and that all authorized firefighting equipment is on hand prior to receipt of the B-52's.	DIO*	Additional personnel and equipment authorizations have not been issued as yet. Information regarding additional equipment, personnel quotas, special training required, and B-52 fire fighting procedures has been requested of higher headquarters.	Continual
13. Flying Clothing and Personal equipment	Take action to insure that suitable flying clothing and personal equipment is provided for combat crews, staff personnel as required for the B-52 aircraft.	MDCS* DM	Items for the 4017th Combat Crew Training Sq have not been received. Requisitions to cover requirements for other units are being prepared by the special teams. Message DF353 0062 dated 27 Jan 55 received from Hq 15th Air Force to the effect that crews will be issued high altitude items at Fairchild Air Force Base and will retain items upon return to assigned units.	Continual

* Indicates Responsible Section

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Recommendations and Recommendations	Estimated Date of Completion
37. Space and Facilities for 4017th Combat Crew Training Sq	Monitoring of organizational moves in accordance with Letter Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subj: Space Assignments for Conversion Program, dated 27 Oct 54.	BM*	Activities are continuing their moves to make interim space available for 4017th Combat Crew Training Squadron. The new location in the training area is contingent upon the movement of the 320th Air Refueling Squadron. Refer Project 33, 4017S, Director of Operations.	Aug 55
38. Utilization of B-47 MTD facilities for B-52 MTU	In coordination with the Director of Operations, take action to insure that the present facilities being utilized by the B-47 MTD are prepared for the conversion to the B-52 MTU prior to arrival of that unit on this base.	BM*	B-52 MTD is to be phased into current space being utilized by the B-47 MTD as that function is phased out. The additional mechanical person is programmed into one-half of T-52 when the present shop facilities can be moved into the new hangar. Refer Project 33, 4017S, Director of Operations.	May 55
39. Housing and Administrative Space	Take action to insure that sufficient housing and administrative space is available and distributed in a logical and equitable basis consistent with the projected population at this base during 1955 and 1956.	BM*	In accordance with letter, Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subject: Space Assignments for Conversion Program, dated 27 October 1954, the known housing space requirements are programmed therein. Sufficient housing and administrative space is being made available consistent with the projected population at this base during 1955 and 1956. The operational space requirements can be met upon movement of 906th ARS.	Aug 55
40. Construction and Coordination	Coordinate with and advise contractors to insure adequate, timely construction of runway, taxi-strips, wash rack, compass rose, docks, hangars.	BIO*	Airfield construction and current aircraft operations is being well coordinated with the Installations Officer, Corps of Engineers, Contractors, and Wing and Base Operations. Schedules give maximum usage of airfield to Air Force yet permits ample freedom to contractor.	Continual

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Regulations and Recommendations	Estimated Date of Completion
36. Fuel Storage	Insure adequate fuel storage facilities.	BM* BIO	Fuel storage facilities are considered adequate at this time. To provide for future expansion, additional storage facilities are provided for in the Master Program.	Continual

	Present facilities	Programmed FY 55	Programmed FY 57	Total Avail After FY 57
JP-4 Fuel Storage (Barrels)				
Above Ground	32,700	15,000	15,000	62,700
Hydrant	17,738	3,571		21,309
Aqua Storage	(1,785) Not Added			
115/145 AVGas (Barrels)				
Hydrant & Above Ground	**26,185	____	____	26,185
Total Fuel Storage	76,623	18,571	15,000	110,194

** 11,900 barrel capacity is presently being used for JP-4 fuel and will become available for AVgas when JP-4 storage facilities are completed.

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
32. B-47 Flyaway Kits	Obtain disposition of B-47 flyaway kits.	BM* MDCL	Not applicable at this time. Base Supply will initiate necessary action at the appropriate time.	Continual
33. Prepare aircraft forms, records, 263 property, etc., for aircraft due to phase-out in Feb	Screen all aircraft records for accuracy, completeness and legibility. Insure 263 property required for B-52 operations is retained on station.	MDCR*	All equipment which is interchangeable between B-47 aircraft and B-52 aircraft and listed on special equipment list is being inventoried and upon completion a request will be forthcoming for retention of these items.	Continual
34. Ammunition Requirements	Determine type and quantity of ammunition required to obtain stockage objective.	MDCAS*	20MM Ammunition is and will be on station in sufficient quantity. Unable to determine if 50 cal. ammunition will be required for certain later B-52 aircraft. Estimate further information on required types of ammunition after -6 meeting scheduled 14 Feb 55.	Continual
35. Liquid oxygen storage	Determine requirements for liquid oxygen storage and generating plant.	BIO*	A 1,000 Sq Ft warehouse for storage of all bottled gases, (Progress Report No. 1 was in error), including liquid oxygen has been requested for inclusion in the FY56 M&O Program now undergoing review at 15th Air Force Headquarters. Providing the item is approved and funded by August 1955, it could be completed by January 1956. The POL Officer visited Edwards AFB on 27 & 28 January 1955 to observe liquid oxygen operation and storage facilities. One 500 gallon storage tank has been received at this station on automatic shipment. In addition, tanks of smaller capacity, and generators, are also scheduled for receipt. The Lindy Air Products Company of Oakland, California, advised the Base Supply Officer that their organization will service this activity with liquid oxygen under contract AF (36) 600-6042. Representatives from Lindy Air Products visited this station on 31 January 1955 to inspect the 500 gallon storage tank and to assist in determining proper siting.	Continual

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
29. Requirements [illegible] Storage	Review requirements for storage to provide adequate facilities for storing B-47 supplies and equipment.	[illegible]	Additional storage space required for [illegible] continues to [illegible]. Base quantity requirements for [illegible] Storage is [illegible] Sq Ft. [illegible] Sq Ft. [illegible] includes construction of a 15,000 Sq Ft addition to [illegible] of Building T-21 ([illegible] Sq Ft) and Building T-[illegible] ([illegible] Sq Ft) [illegible] Building T-[illegible] will not be available until October 195[illegible] when new [illegible] building will be completed. Paragraph 34 of [illegible] Letter ([illegible]) dated [illegible] 1954, Subject: 1956 Public Works Program for [illegible] Facilities, stressed the urgency of an early completion of the 15,500 Sq Ft addition to [illegible]. The 1st Indorsement thereto from Fifteenth Air Force concurred. However, until the item is approved by Congress, it cannot be reprogrammed. A continuing survey of base facilities will be made to provide interim storage of supplies pending completion of above projects.	Continual
30. Disposition of surplus B-47 spares and equipment	Obtain disposition of surplus B-47 spares and equipment either concurrently with transfer of aircraft or as the requirement is reduced.	[illegible]	Not applicable at this time. Base Supply will initiate appropriate action concurrently with the phase-out of B-47 type aircraft.	Continual
31. Redistribution of surplus equipment	Redistribution of surpluses between units when the operational requirement permits to fill shortages.	[illegible]	Redistribution of surpluses between units has been held in abeyance pending completion of the requisition program. Inventories reveal surpluses to be very minor in quantity at present with only a few line items involved. Special emphasis is being placed on redistribution of surpluses to the 320th Bomb Squadron as this unit will be the first to convert.	Continual

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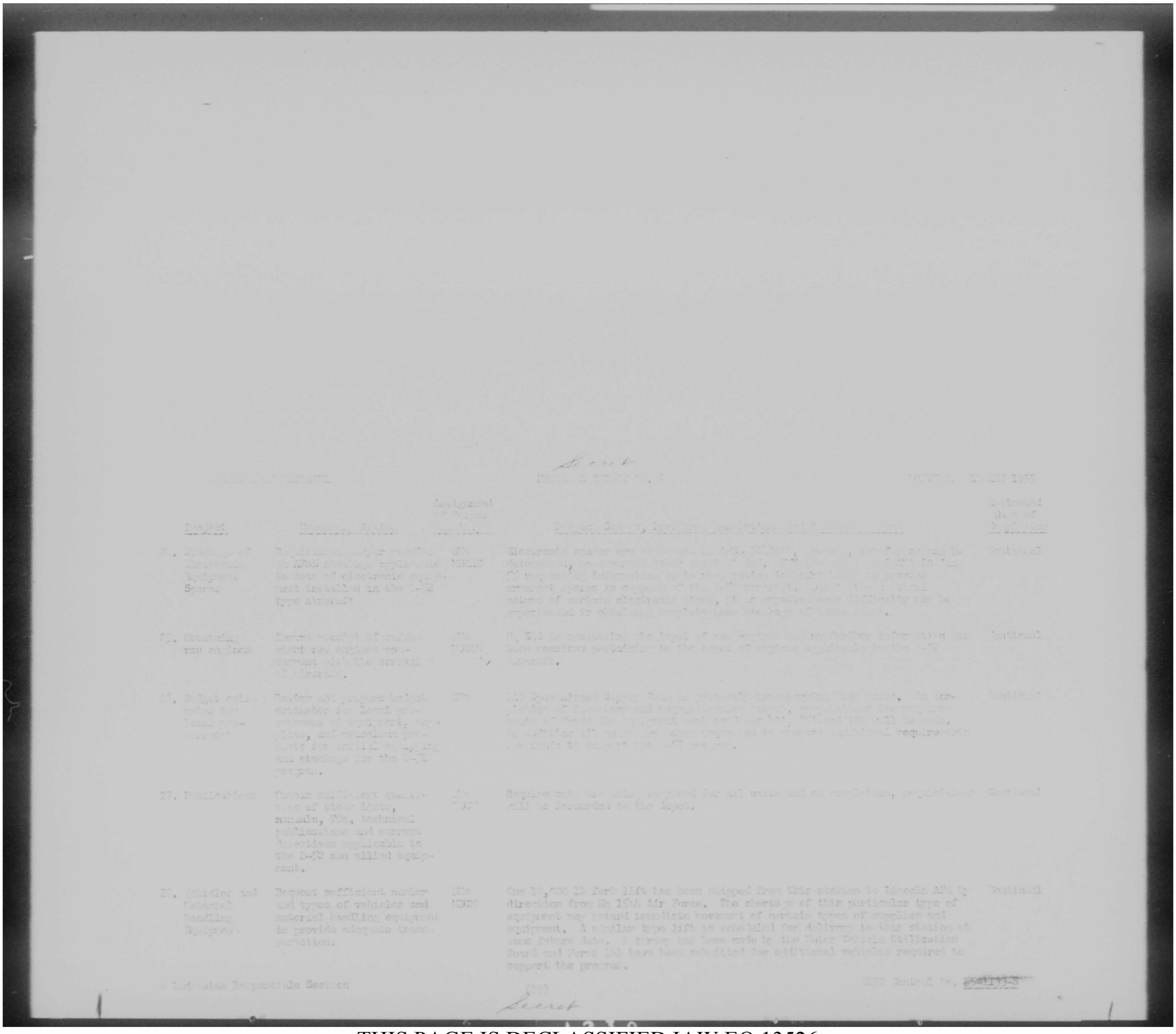

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Recognitions and Recommendations	Estimated Date of Completion
19. Modification of shop facilities	Take action to modify shop facilities as required.	MIO [illegible]	Project for office partitioning and electrical work [illegible] to be accomplished by Corps of Engineers. Design in progress. Work to start in mid-March.	20 Aug 55
20. Assignment of B-52 aircraft to individual squadrons	In coordination with the Director of Operations, assign B-52 aircraft to individual squadrons in accordance with 15th Air Force conversion plan.	MOCT's	It is tentatively planned to convert the 329th, 33[illegible], 32[illegible] Bomb Squadrons in the order listed.	Unknown
21. Support of the B-52 OTS	Provide facilities and liaison in support of B-52 [illegible].	MOCTS	Office space has been provided this organization. A request has been submitted and approved by the San Francisco District [illegible] for partitioning and wiring. (Estimated date Completion: 20 Aug 55) Communications requests have been initiated and completion assured prior to return of officer in charge. (ETA: 1 Apr 55)	Continual
22. Review assets under all authorization documents	Review present assets, [illegible] of excesses and requisition or receive on AFSO equipment and supplies authorized by Equipment Component Lists, Table of Authorization, Unit Authorization List, and special authorization. Process required changes to the authorization lists.	MOCS*	The inventory was completed and unit accounting documents were posted 21 Jan 55. The preparation of requisitions for all UAL (Unit Authorization Lists) requirements began 25 Jan 55. The Teams from [illegible] and [illegible] 15th Air Force, SAC Special Equipment Evaluation and Assist Team, Unit Supply personnel, Base Supply personnel, and Wing Supply personnel are working together to complete these requisitions.	12 Feb 55
23. Stockage of Aircraft Spares	Requisition and/or receive [illegible] necessary stockage of aircraft spares to support the B-52 type aircraft.	MS*	AFSO [illegible] received and contains approximately [illegible] line items consisting of aircraft and electronic spares. The actual receipt of property started 10 Jan 55 and as of 27 Jan 55, 1,[illegible] line items have been received.	Continual

* Indicates Responsible Section

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
14. Use of built-up engines now in Flyaway Kits (J-47)	Request authority to use built-up engines now in Flyaway Kits (J-47) to prevent unnecessary tear-down and shipping or delay in the establishment of the B-52 jet engine build-up facility.	[illegible]	Not applicable at this time, [illegible] will effect necessary coordination with Field Maintenance and [illegible] 15th Air Force to obtain authority to use built-up engines now in J-47 Flyaway Kits.	Continual
[illegible]	Request authority to [illegible] engines built-up [illegible] flyaway [illegible] change [illegible] to prevent requirements for disassembly, [illegible], preservation and [illegible].	[illegible]	Not applicable for action at this time.	Continual
[illegible]. Installation of J-57 test stand	Take action to insure installation of J-57 test stand prior to receipt of J-57 engines.	[illegible]	Phase I completed 15 Jan 5[illegible] [illegible] design changes indicate that facility is inadequate to house 20,000 lb thrust J-57 engine. Headquarters 15th Air Force will advise on course of action to be taken.	Continual
[illegible]. Hydrant refueling modification and installation	Monitor the proposed hydrant refueling modification and installation program to insure readiness of the system.	[illegible]	Present system now operational. Proposed [illegible] project will modify system to provide an outlet for each stub.	Jan 5[illegible]
[illegible]. Painting runways, taxi-strips and stubs	Insure runways, taxi-strips and stubs are painted as required for efficient and safe operation of B-52s.	[illegible]	Pavements will be striped as required when increments of airfield paving contracts are completed. First increment to be completed on or about 20 Feb 5[illegible]; final increment on or about 31 Dec 5[illegible].	31 Dec 5[illegible]

Prepared by [illegible] Section

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Project	Necessary Action	Assignment of Responsibility	Project Status, Problems, Resolutions and Recommendations	Estimated Date of Completion
	sufficiently qualified for this program.		There is a shortage of 2 Unit Supply Officers. There is an additional projected shortage of 2 supply officers during the month of February. One officer will be separated and the other officer will revert to the munitions field. In addition, 2 supply officers will be separated in June 1955. Of the remaining supply officers, 5 are entry level. There is no indicated input of supply officers to fill the present vacancies or replace the projected losses, however, requisitions have been submitted on known losses. A letter to Headquarters 15th Air Force is being prepared outlining the above deficiencies.	
7. Changes required to authorize personnel commensurate with requirements	Coordinate with Manpower, changes required to authorize personnel commensurate with requirements.	MDCMS MDMS MDCAT [illegible]	A total of 36 changes to 93d Supply Squadron T.O., complete with justification have been forwarded to Headquarters 15th Air Force for review. A survey of all squadrons has been initiated to review all applicable B-52 T.O's. Upon discovery of any obvious deficiencies and recommendations, complete with justification will be forwarded to 15th Air Force Manpower Board for consideration.	Continual
8. Authorization for contractor technicians	Insure that required contractor technicians are authorized and assigned at the appropriate time.	MDCMS MDCM	A letter dated 11 Jan 55, Headquarters 15th Air Force, [illegible], Subject: B-52 Contractor Technical Representation, has been received outlining approximately 41 Technical Representatives to be assigned for Phase I. To date no indication has been received as to the names of individuals who will eventually fill these slots or if presently assigned personnel will be retrained and retained.	Unknown
9. Distribution of Equipment and Facilities	Take necessary action to insure an equal distribution of equipment and facilities among all converting squadrons.	MDCMS MDMS [illegible]	A physical inventory is being accomplished by all organizations 93d Bomb Wing. The completion date of 21 Jan 55 was established. Redistribution of equipment will not be effected until after the SAC Special Supply Team has firmed the base assets against B-52 requirements. The team arrived at Castle AFB on 25 Jan 55. After all authorization documents have been firmed by the SAC Special Aircraft Equipment and Evaluation and [illegible] Team, redistribution will be effected as operational requirements permit.	Unknown

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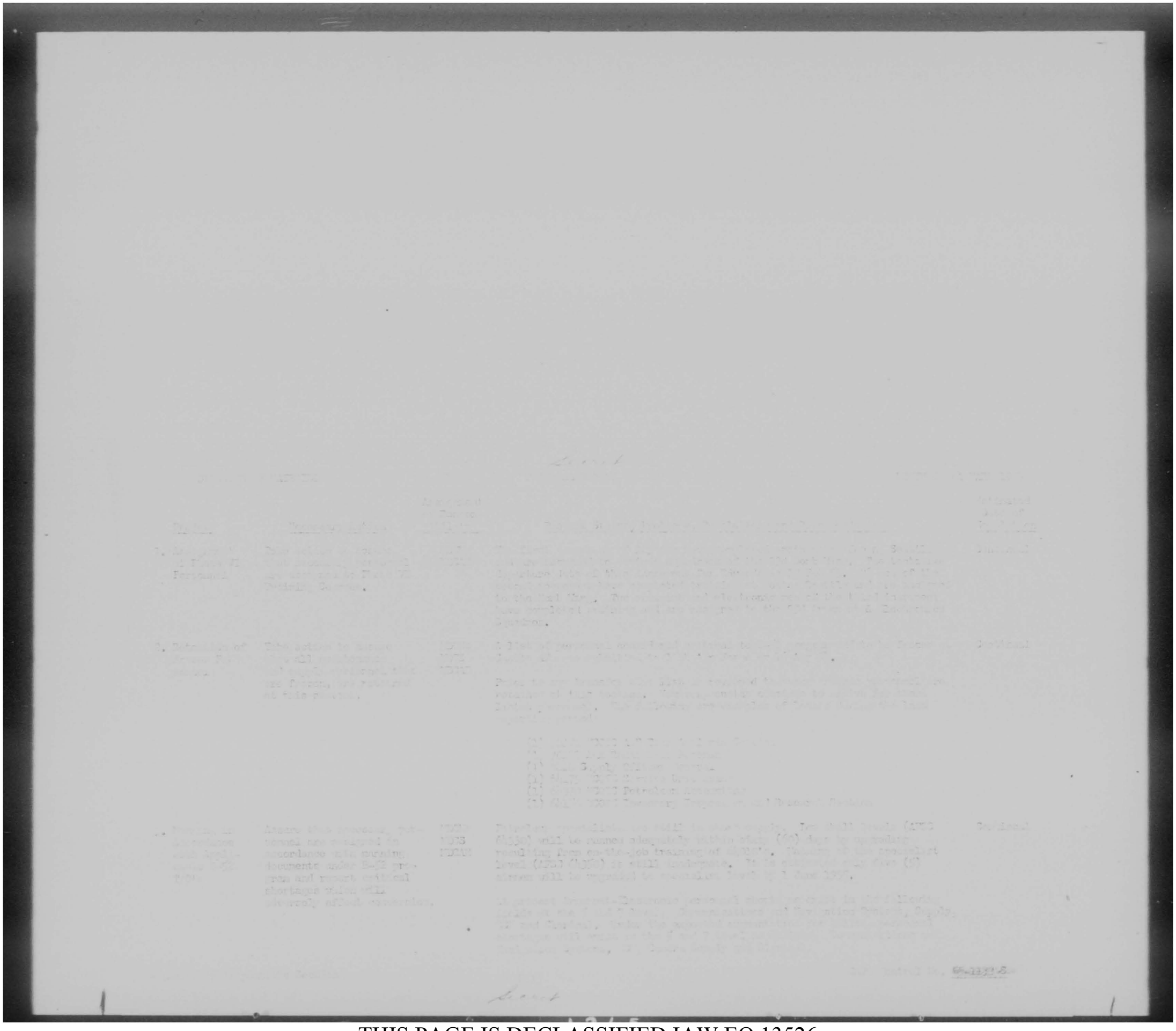

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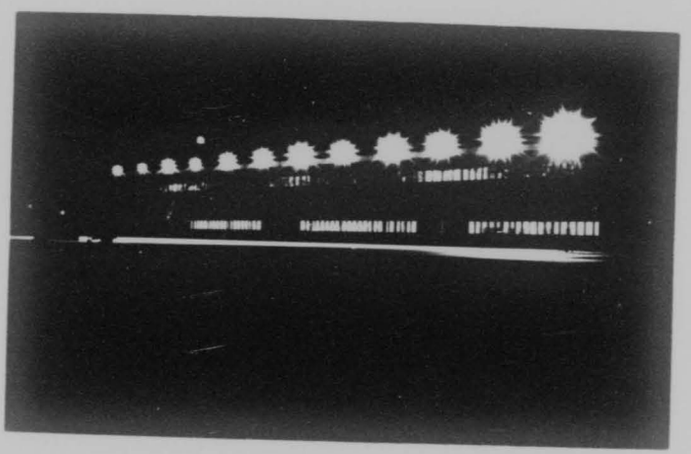
HISTORY
93D BOMBARDMENT WING
·HEAVY·



·CASTLE AIR FORCE BASE·
·CALIFORNIA·

1 FEB. THRU 28 FEB. 1955

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CLAS: SECRET
AUTH: Comdr, 93d BW
DATE: 28 Mar 55
NAME: _____

HISTORY

of

93D BOMBARDMENT WING, HEAVY

Castle Air Force Base, California

February 1955

Prepared
by
Technical Sergeant Bernard C. Renfro

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Brigadier General, USAF
Commander

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
United States Air Force

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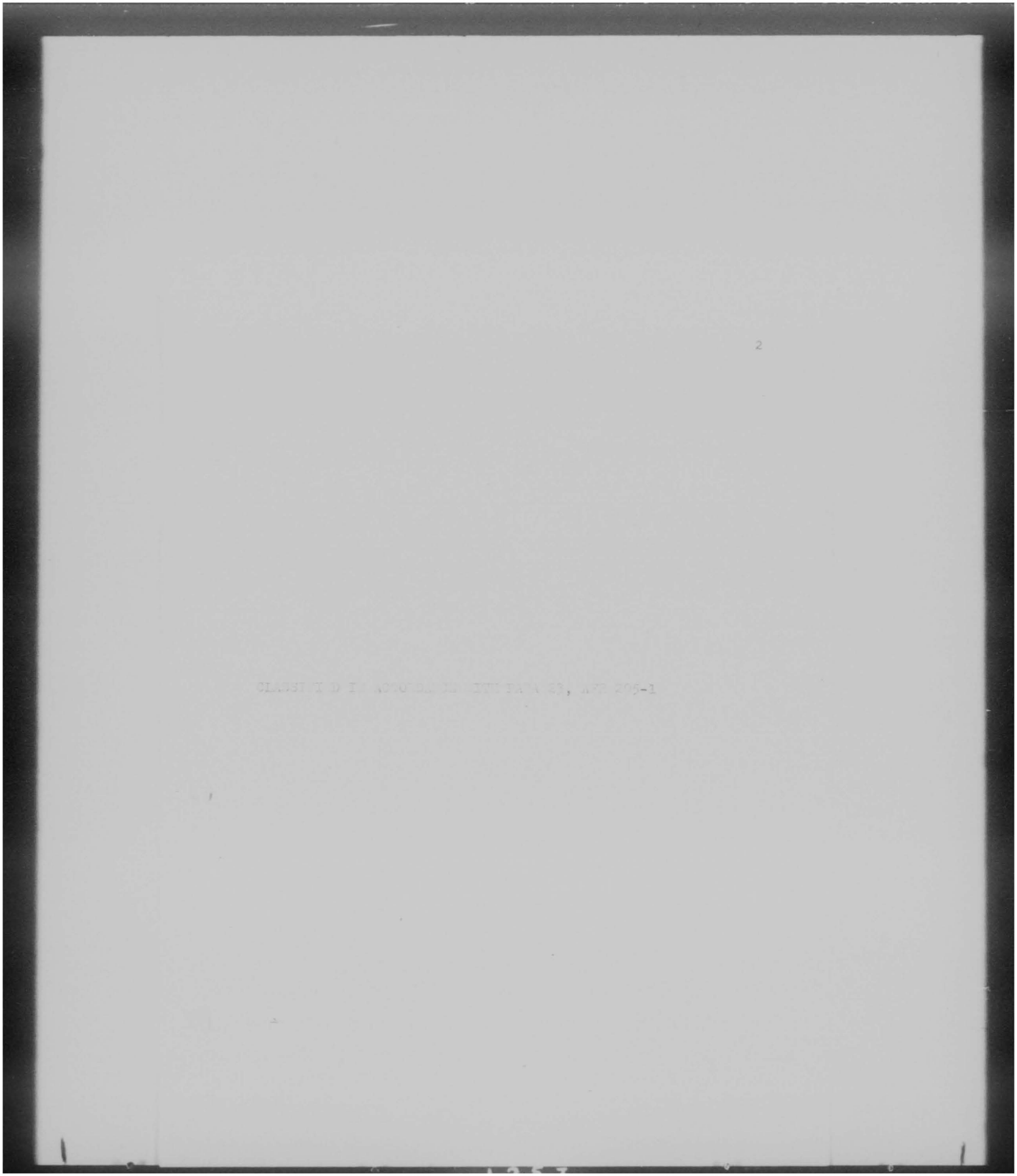

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COVER: Photograph of the new hangar completed at Castle Air Force Base during December 1954. The hangar was designed for B-52 aircraft; however, at the present time two KC-97 and two B-47 maintenance docks utilize the hangar pending the arrival of B-52 aircraft.

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CHRONOLOGY

1 Feb 55 Headquarters 93d Bombardment Wing and 328, 329th and 330th Bombardment Squadrons, redesignated from Medium to Heavy.

11 Feb 55 Base Automotive Hobby Shop opened for operation.

17 Feb 55 4017th Combat Crew Training Squadron was reassigned to Headquarters Fifteenth Air Force and attached to the 93d Bombardment Wing (H) for all purposes.

23 Feb 55 93d Air Refueling Squadron aircraft depart to join task force at Thule Air Force Base, Greenland.

25 Feb 55 The fourth Base Management Class graduated.

28 Feb 55 As of 28 February 1955, 46 airmen reenlisted to fill their own vacancies.

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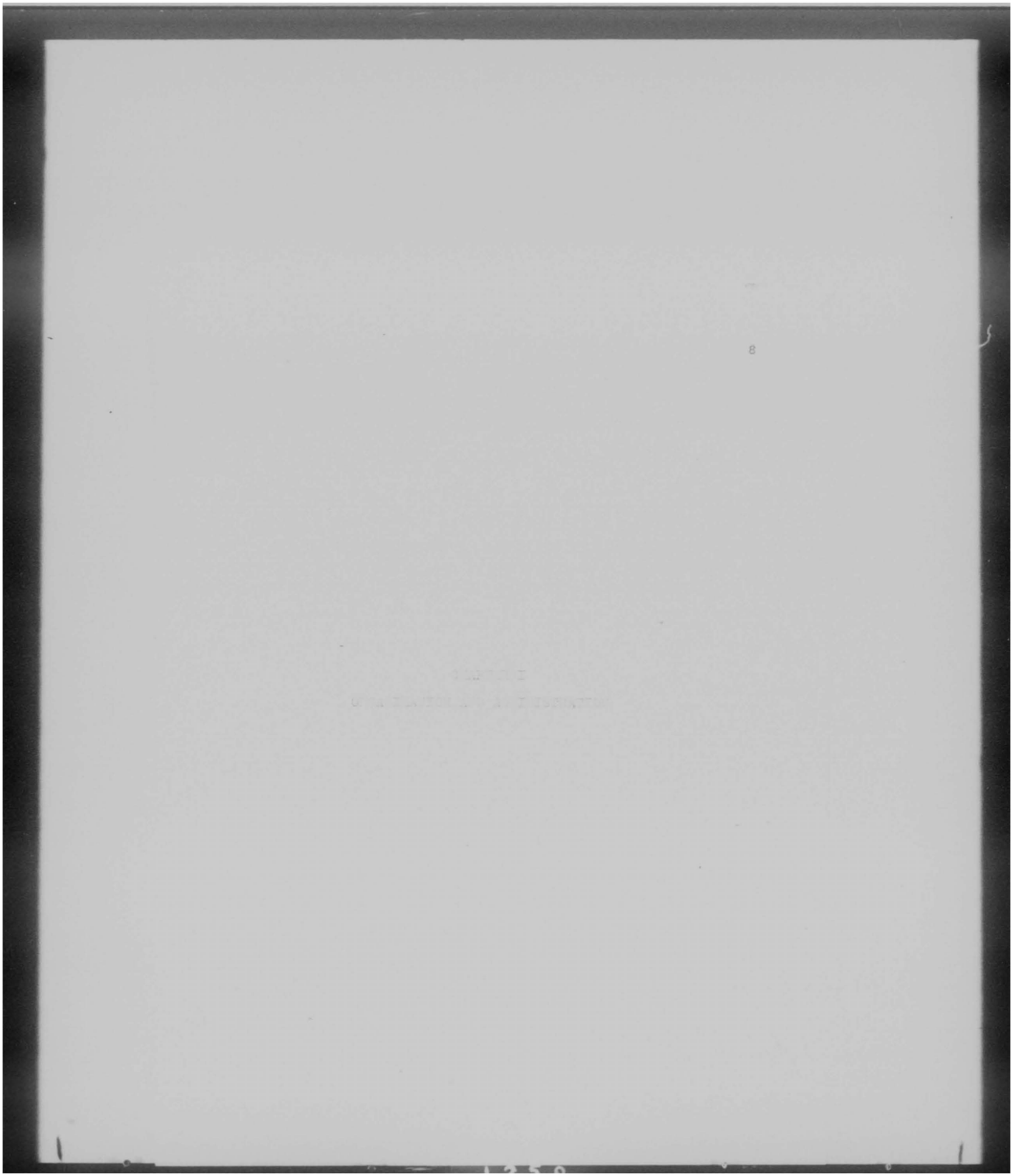

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ORGANIZATION AND ADMINISTRATION

ORGANIZATION CHANGES:

Headquarters Strategic Air Command (SAC) General Order 82, 16 December 1954, received by the Base Manpower office, was the authority to change the designation of the Headquarters 93d Bombardment Wing (medium) and the 328th, 329th and 330th Bombardment Squadrons from (Medium) to (Heavy). General Order 82 also was the authority for reorganization of all Bombardment Wing and Air Base Group Squadrons. The change of designation and reorganization were effective 1 February 1955.[1]

On 21 February 1955 the Base Primary Management began their fourth class with eight civilian supervisors and three non-commissioned officers attending. The class graduated on 25 February 1955 and were awarded Certificates of completion by Major William D. Lewis, Wing Comptroller. This was the first management class to graduate civilian personnel.

Information received from Headquarters SAC and Headquarters Fifteenth Air Force stated that one Captain with Air Force Specialty Code (AFSC) 1525A, one Captain with AFSC 4324, one Captain with AFSC 3024 and one Captain with AFSC 4344, of the 4017th Combat Crew Training Squadron would be upgraded to the rank of Major. This upgrading to become effective in the April 1955 issue of the Unit Manning Document.[2]

The 4017th Combat Crew Training Squadron, activated at this Base 8 January 1955 and assigned to the 93d Bombardment Wing, was reassigned

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1. SAC General Order 82, see Exhibit "A".

2. Base Manpower office cites Hq 15th AF ltr with Hq SAC 1st Ind, DPLMD, 18 Jan 55, as auth for upgrading.

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on 17 February 1955 to Headquarters Fifteenth Air Force and attached to the 93d Bombardment Wing for all purposes. The Base Manpower office received SAC General Order 15, which was the authority for the reassignment.[3]

Authority from Headquarters Fifteenth Air Force was received by Base Manpower office for an overage of one Unit Supply Officer (Warrant Officer) in Headquarters Squadron 93d Air Base Group.[4] Authority was also received for an Aide-De-Camp (First Lieutenant) for the Wing Commander. Authority was to be allocated on the next Personnel Authorization Voucher.[5] In addition to the authorization increases, one graded civilian was authorized for the Operational Engineering Section.[6]

WING COMPTROLLER:

Conversion Program. The B-52 conversion program progressed steadily during February under the guidance of the Wing Comptroller. The input of personnel for the 4017th Combat Crew Training Squadron was slight during the month. However, 14 officers and two airmen were projected in at an early date.

The status of the B-52 Operational Engineering Section remained about the same as in January. Major Thomas P. Savage, head of the

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3. SAC General Order 15, see Exhibit "B".

4. Base Manpower cites 15th AF msg DPLM 10958, 9 Feb 55, as auth for authorization increase.

5. Base Manpower cites 2nd Ind to Hq 15th AF ltr DPLM, 17 Jan 55, Subj: auth for Aide-De-Camp to the Wing Commander.

6. Base Manpower cites SAC msg DPLMD 9123, 4 Feb 55 as authority for authorization increase.

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Operational Engineering Section, and selected personnel were on Temporary Duty (TDY) during February at the Boeing Aircraft Company, Seattle, Washington, with some of the personnel scheduled for reassignment to Edwards Air Force Base for further training.

The Wing Comptroller, responsible for monitoring the delivery of B-52 aircraft and the phase out of B-47 aircraft, projected the first three B-52 aircraft to be delivered during the month of June 1955.

The B-52 conversion program began experiencing a shortage of funds connected with the projects underway. The revisions on the second and third quarters to the Fiscal Year 1955 Financial Plan included the known fund requirements necessary to finance the B-52 conversion program, that had not been budgeted for in the original plan due to lack of program data. As of 28 February 1955, additional funds for Project 458 had not been received.[7]

BASE COMPTROLLER:

Management Analysis. The management analysis of forecast scores on the SAC Air Base Group management control system predicted the attainment of 62 percent of the maximum points (965) compared to 80 percent of maximum points (885) received in January 1955.

The officer and airmen requirements in manning specialties were two of the problem areas where low scores were earned. The projected losses with no gains indicated that no immediate improvement could be forseen in the officer manning requirements. The shortage of airmen in five career fields was responsible for 69 percent of the total shortage.

7. For complete B-52 conversion status, see Annex I to this history (SECRET)

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Other low score areas were received in the Non-Commissioned Officers' Open Mess, installation costs incident to maintenance and local purchase store pipeline from commercial vendors.

The 93d Periodic Maintenance Squadron received the highest Unit Management Control System Score for February 1955. The Squadron received 94 percent of the maximum number of points. This squadron has shown a steady increase in the number of points earned since December 1954.[8]

Finance. The implementation of the new method for paying personnel who were on TDY found the system to work satisfactorily; however, it was necessary to prepare the pay lists as much as 15 days in advance of the scheduled pay day to assure the timely arrival of the pay list at some of the remote locations where the personnel were stationed.[9] The only problem that arose from this method of payment was the late payment of flight pay. It was of the opinion of the Finance Officer that a supplemental pay roll covering flight pay could be prepared upon receipt of the flight certificates.

INFORMATION SERVICES:

The Information Services Office began the month accomplishing routine duties. During the month 22 home town releases were made by this office. The weekly "Castle Caravan" radio program presented four programs at their scheduled time over station KYOS Merced, California. Approximately 12 news releases or announcements were made on this program. With Staff

8. For Unit Management Control System Scores, see Exhibit "C".

9. For details of new method of paying TDY personnel, see 93d Bomb Wing History (M), January 1955, (SECRET) BAH files.

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Sergeant Robert E. Taylor of the Information Services Office assuming the duties of announcer for the program, the spot announcements concerning coming events at Castle AFB and other Air Force new items gave the program a boost which has been considered an improvement over past methods of presentation.

Special events during the month included a luncheon held at the Officer's Club on 3 February 1955 for 35 members of the Merced Toastmasters Club. After the luncheon a base-wide tour was conducted, giving the members a view of the flight-line and base aircraft. Other events were tours conducted by this office in conjunction with Boy Scout Week. Several trrops of scouts were given a base tour and those present on 12 February 1955 viewed the Wing Passing in Review.

The Information Services office was in the process of publishing a "Greeter Booklet" during the month. The booklet contained pictures, items of interest about surrounding communities to Castle Air Force Base and services available at this base.

A historical conference was conducted by this office on 25 February 1955 with historical personnel of assigned staff section and squadrons attending. Outlines and procedures in preparing the histories at Unit and Staff level were discussed.[10]

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10. Information Services monthly activity report, BISO files.

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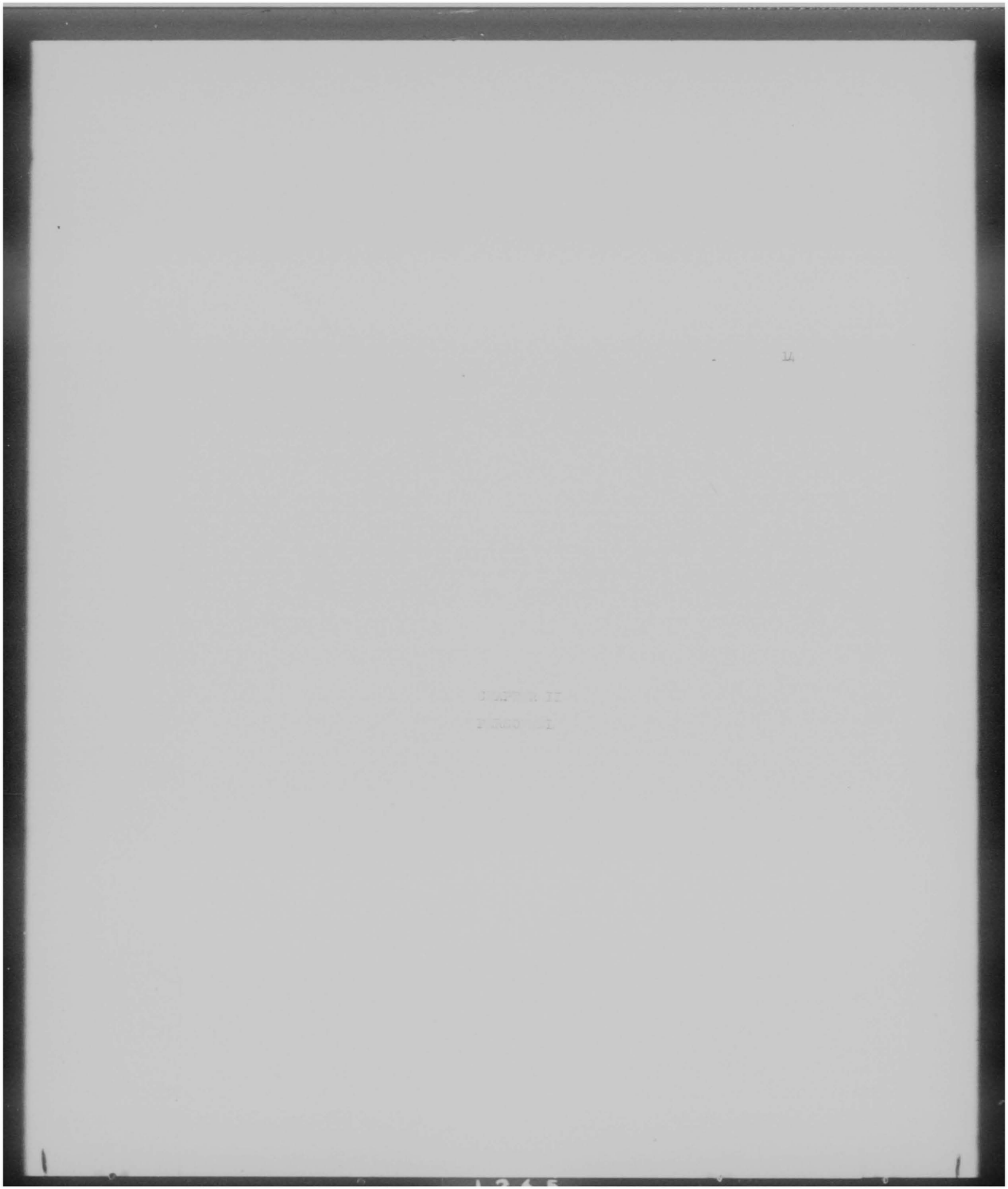

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PERSONNEL

MILITARY PERSONNEL:

Officers. During the month of February a total of 66 classification actions were accomplished on officers assigned to this station. The majority of these actions were downgrading and deletion of Air Force Specialty Codes (AFSC) in which officers had lost proficiency. These classification actions were in line with Headquarters SAC letter DPMCC, Subject: Award of AFSC, 20 January 1955, and Headquarters Fifteenth Air Force letter, DPPDC, Subject: Withdrawal of AFSC, 14 February 1955.

As a result of the current shortage of qualified officer records personnel, the officers' records of all organizations except 4017th Combat Crew Training Squadron and 4160th USAF Hospital were consolidated and placed in building T-471. There were seven clerks assigned to maintain the records.[1]

A total of 16 applications for promotion in the Air Force Reserve and recommendations for promotion of officers (to temporary grade of First Lieutenant) were forwarded to higher headquarters. Orders were received promoting three line officers to the grade of First Lieutenant and three Medical and Dental Service Officers to the grade of Captain.

During the month of February a total of 50 USAF Officer Effectiveness Reports were screened, reviewed and forwarded to higher headquarters. Of these Effectiveness Reports, 52% were "Very Fine" and 48% percent were "Dependable". There were no "Outstanding", "Acceptable" or

1. Officer Personnel historical report, BISO files.

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"Unsatisfactory" reports processed.

Two training reports and five reaccomplished DA Forms 66 were processed and forwarded to higher headquarters. Annual reports on Majors were being processed and forwarded to Headquarters Fifteenth Air Force.

Effective 1 February 1955, the 93d Bombardment Wing (H) was reorganized under the new B-52 Table of Organization (T/O's). Conversion of AFSC's of rated officers however, was not to be accomplished until B-52 aircraft were received at this station. Effective manning for this month was computed utilizing B-52 T/O's. Officers' effective manning for the month of February 1955 was 90.5% for the 93d Bombardment Wing and 76.8% for the 93d Air Base Group. Overall station manning for the month was 83.7%.[2]

Airmen's Branch. During the month of February 1955, 36 airmen were reassigned to overseas areas. Seventeen airmen were reassigned to zone of interior bases and 44 airmen departed Temporary Duty (TDY) for schools.

During the month orders were received assigning 219 airmen to this station. Of these 219, 31 were for the support of the B-52 phase VI test program.[3]

Other quotas were received for the reassignment of administrative personnel during the month. These continued withdrawals were creating a critical shortage of qualified clerks. The input of clerical personnel was not sufficient to fill the positions vacated by the withdrawals.

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2. SAC General Order 82, see Exhibit "A".

3. Airman's Branch historical report, BISO Files.

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The few incoming clerical personnel were found to have a short service retainability when reporting for duty and are lost by separation soon after.

The new B-52 T/O's increased the authorization of airmen approximately 20% for the entire Wing. An augmentation for the 93d Air Police Squadron of 171 airmen also was received during February. This additional authorization greatly aggravated an already critical area; however, information received from higher headquarters indicated that sufficient personnel were being programmed to eliminate the shortage altogether.

Combat Crew Resources. Crew changes in the 93d Bombardment Wing on B-47 crews were held to a minimum during the month. The few changes that did occur were occasioned by the transfer of three combat ready crews to Lincoln Air Force Base on 15 February 1955. There was one change on a lead crew due to an Aircraft Commander (A/C) assuming the position of Operations Officer in the 328th Bomb Squadron. One Navigator Bombardier (N/B) was transfered to the 4017th Combat Crew Training Squadron and one A/C and pilot switched positions so as to strengthen two crews. During the month two non-combat ready crews were upgraded to combat ready status.

Six combat ready crews were upgraded to lead crew status, giving the Wing a total of 29 lead crews out of a possible 44 combat ready crews in the Wing.

Crew changes in the 93d Air Refueling Squadron were also down. Some changes were necessitated by the removal of an A/C to fill the

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Operations Officer slot, and the discharge of a flight engineer. One combat ready pilot was upgraded to A/C and one non-combat ready pilot was assigned and upgraded to a combat ready pilot status. A spare pilot was assigned to replace the pilot upgraded to combat ready status. A spare flight engineer was upgraded to combat ready status to replace a discharged flight engineer. The A/C on Crew T-18 was reassigned to Loring Air Force Base. The status of the 93d Air Refueling Squadron at the month's end was 19 combat ready crews and three non-combat ready crews. There were no crews formed nor any crews upgraded or downgraded during the month. There were no crew changes in the 90th Air Refueling Squadron during the month of February 1955.[4]

Civilian Personnel. There 139 graded and 234 wage board Federal Employees on the rolls as of 1 February 1955. The February turnover was: Nine gains and 10 losses. Assigned strength as of 28 February 1955 was: 138 graded and 234 wage board.

The Civilian Personnel Officer served as guest instructor in the training specialist course 31 January 1954 thru 18 February 1955, at the USAF Civilian Personnel School, Denver, Colorado.

The authorized strength was increased by four graded positions during the month. Three of these positions were established in the 4017th Combat Crew Training Squadron and one in Base Materiel for the Operational Engineering function.[5]

Recruiting. Forty-six airmen reenlisted to fill their own vacancy during the month of February. Two airmen reenlisted within the 90 day period. Nine airmen who reenlisted to fill their own vacancy took

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4. Combat Crew historical report, BISO files.

5. Civilian personnel historical report, BISO Files.

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advantage of the Reenlistment-Reassignment program.

The Recruiting section was unable to maintain an active reenlistment program during the month due to the shortage of personnel. The present Base Recruiting program was under study for revision to include certain recommendations contained in the new USAF packaged program for reenlistment.

Reserve Affairs. First Lieutenant Kenneth R. Lockie, M-Day Assignee was assigned to this base from Headquarters Continental Air Command. Major James W. White, M-Day Assignee, was transfered to the 807th Air Base Group, March Air Force Base, on 18 February 1955. Captain Rudolph W. Switzer, M-Day Assignee began a 15 day active duty tour on 21 February 1955.

OJT Administration. During the month of February, 161 airmen were placed on OJT (On-the-Job-Training), 110 airmen were removed from OJT and 104 airmen were upgraded or awarded an additional AFSC as a result of OJT.

A meeting of all Squadron OJT Officers was conducted on 11 February 1955 to emhasize the importance of the OJT program, review recent directives and stress accuracy of reporting.

Information received from Headquarters Fifteenth Air Force indicated that automatic distribution would be made for 18 additional OJT package courses. Distribution was scheduled for fiscal year 1955.

The goal of the Base OJT Section for fiscal year 1955 is to insure proper training, reporting and upgrading of approximately 2,323 airmen.

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During the first eight months of fiscal year 1955, 1,087 airmen were upgraded. This figure represents 47% of the goal.

On 28 February 1955 a total of 957 airmen were on OJT. Of this number 875 were to be eligible for upgrading by 30 June 1955. It was computed that if the present trend continued, the section would attain 87% of its goal. This was considered exellent as compared to the achivement of SAC and Fifteenth Air Force for fiscal year 1954, which was an attainment of 60%.

GROUND SAFETY:

During the month of February, the Ground Safety Officer presented a statistical accident experience briefing to Wing Staff personnel at the Wing Commander's Staff meeting. The briefing consisted primarily of the private motor vehicle accident experience of Castle Air Force Base during the past year. Such statistics as when, where and how the accidents happened were presented to the Staff. The Ground Safety Office was instructed by the Wing Commander to maintain an up-to-date chart, by squadron, of private motor vehicle accident statistics.

The following accomplishments were made in connection with "OPERATION LIFESAVER" private motor vehicle accident campaign:

a. The proposed Base Regulation 32-4, which implemented additional safety activities into the "OPERATION LIFESAVER" program, was revised and submitted for coordination. In concurrence with a letter from the Chief of Safety, Headquarters Fifteenth Air Force, the responsibility for the implementation of "OPERATION TRACON" was to be primarily assigned to the Provost Marshal's Office.

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b. The 93d Operations Squadron and Headquarters Squadron Section, 93d Bombardment Wing were requested to make a safety display to be erected at the Castle Air Force Base Main Gate.

A Supervisors Safety Training Course was established for personnel at supervisory level. The first course was initiated 15 February 1955, entitled, "Accident Prevention Through Informed Supervision". Sixteen First Sergeants and 14 Squadron Commanders attended the two classes.

The Ground Safety Office prepared and disseminated two Safety Memorandums. The first memorandum was sent to all squadrons operating aircraft. The memorandum quoted a message from Headquarters Fifteenth Air Force concerning a ground aircraft accident resulting in major damage to a B-47 aircraft. The second memorandum concerned an accident which resulted in costly damage to an aircraft engine. Recommendations were made to prevent similar accidents of this nature happening at this base.

Castle Air Force Base experienced 12 lost-time injuries and one fatality during the month of February. Of these 12 accidents, 10 were caused by private motor vehicles. There were two Government vehicle accidents and one property damage accident.[6]

PERSONNEL SERVICES:

Library. The total book circulation for the main library and hospital ward was 1,283. There were 129 new books added to the inventory during February. The attendance at the library for the month of February was 1,524.

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6. Ground Safety Office historical report, BISO files.

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The back room of the library was converted into a music room and a record player and records were purchased during the month. Other new equipment received included six easy chairs and two revolving chairs.

Personal Affairs. The Personal Affairs Section processed 340 clearances, 230 allotments and 21 insurance cases during February. The section also processed 58 applications for loans from the Air Force Aid Society with 46 of the loans approved in the amount of $3490.00. One grant from the Air Force Aid Society was made in the amount of $75.00.

Education. The Education Office conducted 384 interviews with airmen concerning United States Armed Forces Institute course enrollments, High School General Education Development, College General Education development and 23 end of course tests. Seventeen airmen qualification examinations and 53 proficiency tests were administered.

New High School classes in English, history, typing, plane geometry and begining algebra began 7 February 1955 with 115 students enrolled in a new series of classes. The classes were being conducted on Monday and Wednesday evenings.

A new semester of Modesto Junior College classes began with opening night attendance as follows: English 1A-15 students, political science 21 students, philosophy I 25 students and analytic geometry 18 students.[7]

7. Education office historical report, BISO Files.

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Service Club. The Valentine Sweetheart Ball was held on 11 February 1955. Five judges, chosen from airmen on the base, picked a Junior Hostess from Fresno, California, who made her announced entrance through a huge lace-edged heart. The Hostess was presented with an overnight travel case and red roses.

On 27 February 1955 the Merced Gateway theater group presented two one-act plays at the service club. The attendance was less than expected, but the 55 men who did see the show seemed to enjoy it throughly.[8]

Automotive Hobby Shop. The Automotive Hobby Shop opened at 1200 hours on 11 February 1955. Altough not fully equipped, the shop was ready to begin operations. Metal tables were installed for use as repair benches. A request for a $2500.00 grant from the Non-Appropriated Welfare Fund was made to purchase tools and equipment. As of 28 February 1955, approximately 15 airmen daily had utilized the shop facilities.

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8. See Photo of the Junior Hostess, Valley Bomber clippings, Exhibit "D"

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OPERATIONS AND TRAINING

OPERATIONAL PLANS:

The activities of the Plans Section during the month of February involved planning a series of Higher Headquarters ordered operations.

The initial planning for Operation "Sign Board" began at the start of the month. Major Robert W. Renneisen and the Wing Planning team spent 14 February 1955 at Headquarters Fifteenth Air Force accomplishing the initial plans for the operation. On 18 February 1955 the Plans Section received 7th Air Division Operations Order 14-55 , which comprised instructions for traffic control of aircraft while in the United Kingdom on Operation "Sign Board". On 21 February 1955, the planning team briefed Major General Robert H Terrill at Fifteenth Air Force on Operation "Sign Board". The final deployment of aircraft and personnel for this operation began on 28 February 1955.[1]

Other Operations in which the 93d and 90th Air Refueling Squadrons participated were, Operation "Poker Hand"[2] and Operation "Hip Shot".[3] Operation "Poker Hand" was a cold weather operation conducted at Thule Air Force Base, involving the 93d Air Refueling Squadron. Operation "Hip Shot" was flown by the 90th Air Refueling Squadron from Harmon Air Force Base, Newfoundland.

WING STAFF OBSERVER:

The Wing Staff Observer Section spent a great deal of time on the preparation for mission "Sign Board" during February. The detailed flight

1. Operation "Sign Board" was 15th AF Operations Order 14-55, CDC files.
2. Operation "Poker Hand" was 93d Bomb Wing Ops Plan 8-55, CDC files.
3. Operation "Hip Shot" was 15th AF Ops Order 5-55, CDC files.

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planning, the target study and Observers Flimsy were handled by this section. In connection with this mission a great deal of time was spent on route preparation, study of methods of navigation, twilight factors and flight-team celestial navigation. The 90th and 93d Air Refueling Squadrons were throughly briefed on Grid Navigation procedures and techniques by Major Richard Levy of this section.

Initial planning and route steps were prepared and forwarded to Fifteenth Air Force for the Fifteenth Air Force Evaluation Mission "Parade Ground", scheduled for April 1955.

The problem of visual bombing accuracy decreased during the month as evidenced by an impressive cut in the gross error rate turned in by the 93d Bombardment Wing during February.[4]

GROUND TRAINING:

The Ground Training Section scheduled the block training for the month with 311 personnel accomplishing the training. Six personnel departed for Stead Air Force Base to attend the advanced Survival Training Jet Course. Sixteen personnel reported to Davis Monthan for a one day course in Physiological Training. All flying personnel in the three Bombardment Squadrons and the two Air Refueling Squadrons and 350 other Wing personnel, attended an Artic Indoctrination which was given by personnel of this base.[5]

WING STANDARDIZATION BOARD:

The 93d Bombardment Wing Standardization Crew returned to Castle

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4. Chapter III, Staff Observer Sec, Dec 54 and Jan 55 history for 93d Bomb Wing (M), stated, accuracy on visual bombing decreased due to adverse weather conditions.

5. For all flying and ground tng requirements, see Training program for February 1955, Exhibit "g"

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Air Force Base on 7 February 1955 after successfully completing the SAC Evaluation course at Davis Monthan Air Force Base. A briefing was given to three squadron standardization board crews who were to attend the evaluation course. The three crews departed for Davis-Monthan Air Force Base on 21 February 1955.

Major Marcus L. Hill, President of the Wing Standardization Board, flew with five crews during the month of February. Major William B. Goris, Observer, of the Wing Standardization Board, flew with four combat crews during the month of February.

A new proficiency examination for Pilots and Observers was prepared and was scheduled to be given to combat crews in March 1955.

New copies of B-47E-1, Normal Operating Procedures Check List, 29 October 1954 were received and distributed to crews in the three Bombardment Squadrons.

SPECIAL WEAPONS:

Routine special weapons training continued for the month in accordance with SAC Regulations 82-2 and 136-6.

All combat crew training projected by this Wing under Supplement XIV to SAC Regulation 50-8 was accomplished, with the following exceptions: special weapons refresher training was not accomplished by crew members on crew 12. The Observer on crew 62 and the Aircraft Commander on crew 74 also missed refresher training.

In the Supply Squadron the Special Weapons Handling Team received routine training in bomb handling. The four-man supply loading teams

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did not receive any training on loadings during the month because of other commitments levied on this section. The status of personnel in training in the Supply Squadron lagged behind the required optimum status. The shortage of trained personnel was in the four-man loading teams and post loading teams. The training status of officer and airmen personnel in the Armament and Electronics Maintenance Squadron was above the optimum status in practicaly all phases of training. A total of 2,209 man-hours of training was accomplished by the Special Weapons Training Section.[6]

The 93d Bombardment Wing (H) lost eight Bomb Commanders during the month. There were 124 Pilots and 50 Observers who were Bomb Commanders and 125 Bomb Commanders assigned to Combat Crews as of 28 February 1955.

WING INTELLIGENCE:

The Wing Intelligence Section spent a large portion of the month presenting study periods to B-47 crews, outlining Emergency War Plan missions. Most of those who were absent for the initial study and the examination completed the study and examination later in the month. The overall results were gratifying to the staff sections which had contributed their services in planning and conducting crew study. The problem of maintaining adequate control over the target materials during mission study was difficult, however control was maintained.

Fifteenth Air Force Operations Order 14-55, "Sign Board", pertaining to a Unit Simulated Combat Mission (USMC), was received during the month. Intelligence and reporting annexes were prepared for the Wing Operations Order. Intelligence briefing and briefing aids were prepared.

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6. Special Weapons Historical Report, BISO files.

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Two presentations were made, one at Fifteenth Air Force and one to the participating crews. An Intelligence post-strike staging team departed for Fairford, England, to handle crew interrogation and reporting for "Sign Board".

The Target Intelligence Branch during February continued to improve domestic target folders. Much time was devoted to procuring, selecting and distributing adequate materials for Fifteenth Air Force Operations 14-55, "Sign Board". In addition all new personnel assigned to the Target Branch were familiarized with the procedures used in handling foreign target materials.

FLYING SAFETY:

During the month of February 1955, the 93d Bombardment Wing was charged with one major aircraft accident. On 1 February 1955, KC-97F, serial number 51-338, assigned to the 90th Air Refueling Squadron, received major damage upon leaving the runway during the landing roll at Loring Air Force Base, Maine.

In keeping with SAC aircraft accident prevention campaign for 1955, the Wing accident prevention program for this stressed the use of and familiarization with instrument aids to navigation. This was accomplished by means of posters and lectures at flying safety meetings.

The Wing Flying Safety meeting held on 26 February 1955 featured as one of the principal speakers, Captain Thomas M. Johnston, Airways and Air Communications Service Squadron Commander, who spoke on instrument aids to navigation.[7]

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7. Flying Safety historical report, BISO Files.

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FLYING TRAINING:

February 1955 showed satisfactory progress in completion of 50-8 training minimums and a marked improvement in quality for all phases of training.

Quantitatively, air refueling training remained low due to non-availability of tanker aircraft, occasioned by refueling squadrons absent on TDY. Studies of this problem were compiled and forwarded with resultant relief from Fifteenth Air Force in allocation of tankers from other commands. Sorties received were not equal to requests and completion of sorties with other Wings was only approximately two-thirds successful. At least 25 per cent of the total effort of the Flying Training Section was directed toward monitoring and utilization of available tankers.[8]

Qualitatively, fire-out rate on air-to-air gunnery was greatly improved, but still below acceptable standards. Conferences on corrective procedures were held with line operations and maintenance personnel and continuing improvement is expected.

With improved weather, both quantity and quality improvement of visual Radar Bomb Scoring and bomb scores was realized.

Mission planning for the 93d Bombardment Wing USCM "Sign Board" consumed an unusual amount of time due to late receipt of instructions from higher headquarters, numerous changes, and attendant re-planning required. 93d Bombardment Wing Operations Orders and briefing flimsies were barely completed in time for crew use.

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8. Wing Flying Training History, BISO files.

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93D OPERATIONS SQUADRON:

Training. During February, the Link Trainers were available 622 hours. Wing Operations scheduled 426 hours and the squadrons utilized 372:30 hours for a utilization percentage of 87 percent. Nearly all training this month was devoted to "Strange Field" letdown practice. Mechanical difficulties resulted in one C-11 Jet Trainer being unserviceable nearly all month, and the B-47 Simulator Section combined efforts with the Link Trainer Section to complete this letdown practice. A total of 795 letdowns were flown in the two sections during the month.

Jet Trainer number 3117 was declared unserviceable on 3 February 1955, when the B-1 Attitude Gyro became completely inoperative. Supply action failed to provide a replacement, so the instrument was shipped to Link Aviation Devices, Incorporated, for factory repair as authorized by SAC Regulation 66-14. On 25 February 1955, an indicator of this type was located at March Air Force Base, and on 28 February it was procured for this section. Installation placed the trainer in a serviceable condition.[9]

Time lost for maintenance was due to defective Phase Detectors. Two dectors, requisitioned on 31 January 1955, were received on 16 February 1955. Part of the requisition to repair the defective dectors was received. The approach Recorder and the Glide Path Deviation Recorder were in limited operation during the month due to broken drive tapes. Tapes for both were requisitioned on 3 February 1955.

9. 93d Operations Sqdn historical report, BISC files.

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The A-5 Tail Fire Control System mock-up was approximately 95 percent complet at the end of February. Some difficulty was experienced in final installation but is was overcome by the end of the month. The estimated completion date was 5 March 1955.

A total of seven Arctic briefings were presented to crews during the month and an advance briefing was given to a crew departing for Stead Air Force Base to attend a survival training course. Personnel of the Base Survival Training Section used the E-1 survival kit as an exhibit in the display of the Wing Briefing Room with the theme, "Emergency uses of the Parachute".

Photo Laboratory. The Base Photo Laboratory was advised that the emergency UAL change forwarded to Headquarters Fifteenth Air Force, on 18 January 1955 for the Recordak Copying Camera, was missing. Resubmission of the UAL change was accomplished on 24 February 1955. The Recordak Copying Camera is urgently required due to the Bomb Wing's commitment of 200 color exposures per month of 30 X 40" B-52 Conversion Program charts. Due to the delay in receiving Class 10-C, expendable standard photographic items, this section contacted Base Supply and was informed that in the event delay was still being experienced three weeks hence, to contact Base Supply again and a complete investigation would result. This section prepared requests for increases in authorization of personnel and working area since it was anticipated that the B-52 conversion program would increase the work-load by 100 percent.

Communications. Efforts were made by the Pacific Telephone Company to relocate or make more suitable arrangements with the telegraph and telephone equipment terminating at Base Operations. The equipment is

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terminated in the alert room and causes a difficulty to the alert crew. A meeting was held with representatives from the telephone company to determine the requirements and facilities available for providing service to the fuel pumping stations. It was decided that facilities were available to give service whenever it was required.

93D AIR REFUELING SQUADRON:

Historical coverage of the 93d Air Refueling Squadron was not included in the January 1955 edition of the 93d Bombardment Wing History, due to the departure of the squadron for TDY.

During the month of January 1955, the 93d Air Refueling Squadron participated in two Bomb Wing missions. The first mission was in support of Operation "Spotlight", flown on 6, 7 and 8 January 1955.[10] The second mission was in support of Operation "Big Picture", flown on 20 January 1955. In support of the two missions the Squadron utilized 10 KC-97 tanker aircraft for Operation "Spotlight" and five tankers for Operation "Big Picture".[11]

Preparations were made early in January 1955 for a TDY assignment to Thule Air Force Base, Greenland. On 19 January 1955, the first aircraft departed this base as the advanced party for Operation "Poker Hand".[12] Enroute to Thule AFB, the aircraft stopped at Lincoln Air Force Base, to pick up additional personnel. Personnel who were picked up included Colonel Edwin C. Evans, "Poker Hand" Task Force Commander. The flight from Lincoln to Thule AFB was interrupted by an engine failure which forced the aircraft to land at Lockbourne Air Force Base, Ohio

10. 93d Bomb Wing Operations Order 11-55, ODC files.
11. 93d Bomb Wing Operations Order 202-55, ODC files.
12. 93d Bomb Wing Operations Order 8-55, ODC files.

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for engine repair. While awaiting repairs at Lockbourne AFB, the crew was joined by another squadron aircraft from Castle AFB. After the repairs were completed the two aircraft departed Lockbourne AFB and flew non-stop to Thule AFB, arriving on 24 January 1955. On 26 January 1955, eight more aircraft departed Castle AFB to join the advanced party at Thule AFB. The crews flew via Fairchild AFB, Washington, where they were delayed for two days because of adverse weather conditions. The tenth and last aircraft in support of Operation "Poker Hand" departed this base for Thule AFB via Great Falls AFB, Montana, where the aircraft refueld and then flew non-stop to Thule AFB.

No maintenance difficulties were encountered during the month inasmuch as 155 officers and airmen were on loan from the Wing and Air Base Group Squadrons to support the task force.

At the begining of February 1955 there were nine remaining aircraft and crews at Castle AFB. The crews made preparations to join the 10 aircraft at Thule AFB and one aircraft departed on 23 February 1955. The aircraft flew via Fort Churchill, Manitoba, Canada. Another KC-97 departed Castle AFB, on 27 February 1955 for Thule AFB via Wright-Patterson AFB, Ohio. The remaining seven aircraft were scheduled to depart for Thule AFB on 28 February 1955 and fly non-stop to Thule AFB. One aircraft aborted 20 minutes after take-off and was forced to return to the base.[13]

13. 93d Air Refueling Squadron historical report, BISO Files.

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90TH AIR REFUELING:

Operational activities for the 90th Air Refueling Squadron were slow for the first part of February 1955 but began picking up during the last half of the month. The squadron logged 534:15 hours of flying time in 76 sorties. There was a total of 958,180 pounds of fuel transferred during the month. The majority of time logged and fuel transferred was accomplished while the squadron participated in 93d Bombardment Wing Operations "Open Mind", "Cattle Car" and "Sign Board".[14]

Several incidents hampered operations during these missions. They were: KC-97 #1338, had a propeller failure when the propeller on number three engine failed to go into a reverse pitch, causing the aircraft to crash while landing at Loring Air Force Base, Limestone, Maine. One KC-97 aborted due to loss of engines during take-off. The engine failures were attributed to a boost condition caused by waste gates closing. Other incidents were the loss of air speed indicators on two KC-97 aircraft while coming in for a landing. Both aircraft landed safely, and were checked to determine the reason for the malfunctions. The inspections revealed no probable cause. However, incident reports were made concerning the two air speed indicators.[15]

4017TH COMBAT CREW TRAINING SQUADRON:

The 4017th Combat Crew Training Squadron assigned to the 93d Bombardment Wing was reassigned to Headquarters Fifteenth Air Force

14. 90th Air Refueling Sqdn historical report, BISO Files.

15. Personal interview with 1st Lt Donald F. Pfau, Operations Section 90th Air Refueling Squadron.

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during the month. The reassignment was made due to the mobility Status of the Bomb Wing. The squadron was attached to the 93d Bombardment Wing for administration and training.

The mission of the 4017th Combat Crew Training Squadron, was published as a 93d Bombardment Wing Regulation on 9 February 1955.[16]

Operations and Training. The Flight Training Section completed the first draft copy of the Training Manual on 10 February 1955 and turned it over to the newly formed Ground Training Section for review and publication. The manual consisted of an estimated 300 pages outlining the Ground School courses, Synthetic Trainer courses and the Flight Training courses. On 14 February 1955, Major William R. Downie was named the Flight Training Observer, replacing Major Eugene F. Lott.

Ground Training. The Ground Training Section was partially manned on 10 February 1955. During the remainder of the month this section's primary job was the editing, typing and printing of the "B-52 Program for SAC Aircrews Manual". This manual contained a course and hour breakdown of the flying and Ground Training that was to be given to all B-52 student crews. The editing and typing of the manual was completed on 28 February 1955.

16. See 93d Bomb Wing Reg 20-12, Exhibit "F"

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Personnel gains and losses for February 1955 were light with five airmen and four officer gains and one officer loss.[17] The squadron authorization of personnel was 59 percent manned at the end of the month.

17. See Roster of personnel, including loss and gains for the month of February 1955, Exhibit "G"

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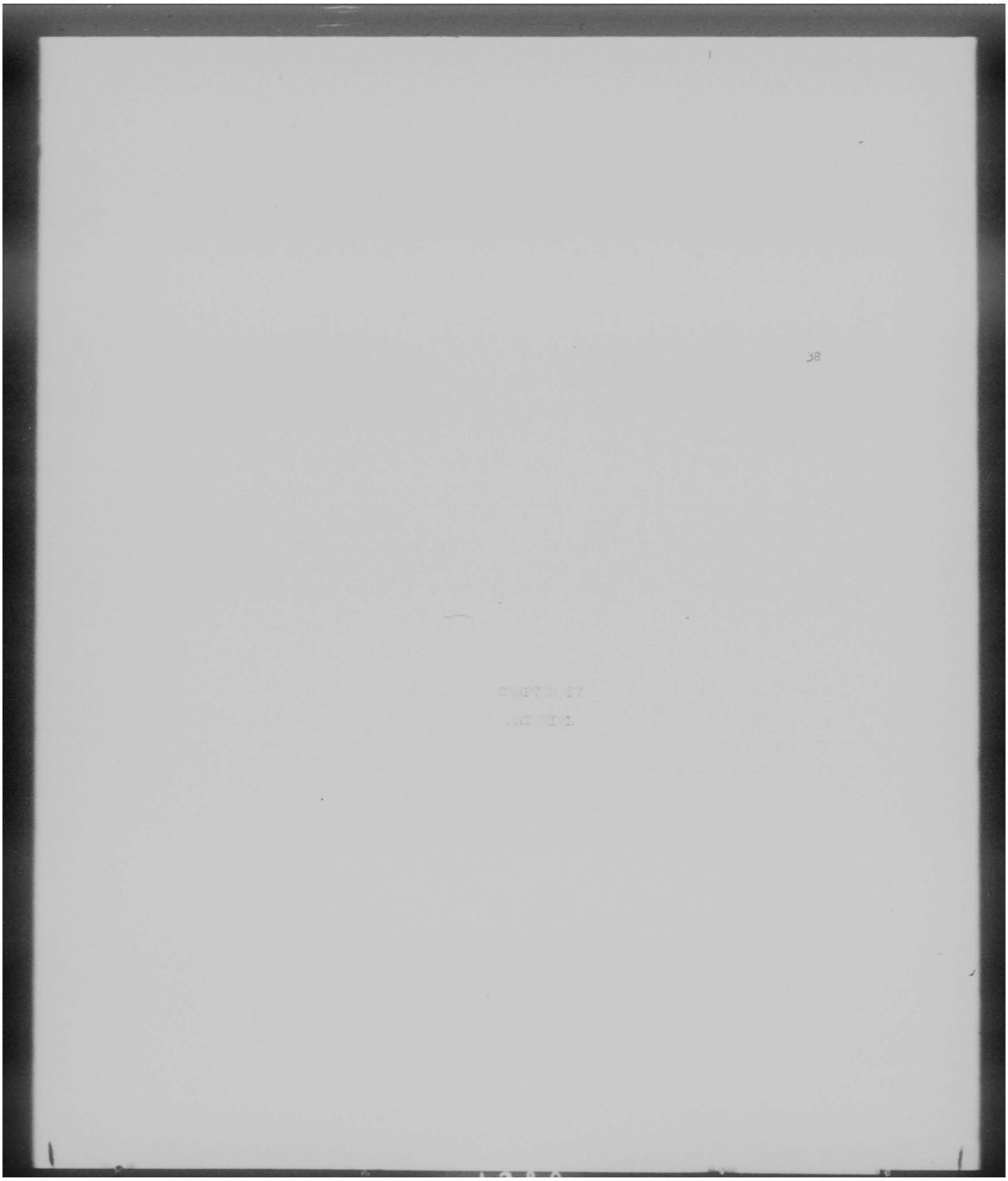

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WING LOGISTICS:

The Wing Logistics Section was given the task of preparing the logistical and administrative annexes to Operation "Sign Board". Operation "Sign Board" was a Unit Simulated Combat Mission (USCM) and a Fifteenth Air Force directed mission. The Operation Order was in three parts, involving the 93d Air Refueling Squadron, 90th Air Refueling Squadron and the 93d Bombardment Squadrons. The 93d Bombardment Wing Squadrons departed with 29 B-47 aircraft for Fairford, United Kingdom (U.K.). In support of these aircraft, 291 personnel and 48,000 pounds of cargo were deployed. The 93d Air Refueling Squadron with 11 tankers at Thule AFB for Operation "Poker Hand" were augmented by an additional eight tankers in support of Operation "Sign Board".[1] The 90th Air Refueling Squadron deployed 18 KC-97 aircraft, 351 personnel and 21,317 pounds of cargo to Larson AFB, Washington in support of Operation "Sign Board".[2]

The 93d Bombardment Wing, Base Alert and Evacuation Plan (10-55) was reaccomplished and published during February 1955. Final distribution was made to higher headquarters, Wing Staff Sections and Bombardment Wing Squadrons.

The Wing Logistics Officer departed this base on 26 February 1955, by orders from higher headquarters to assist in surveying the facilities at Upper Heyford, U.K.[3]

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1. See 93d Air Refueling Sqdn, Chapter III this history.
2. Personal interview with T/Sgt Gerald Howe, Wing Logistics office 9 February 1955.
3. Wing Logistics historical report, BISO files.

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WING SUPPLY:

The Wing Supply office continued in the activities of "Project Changeover", working in conjunction with the Special Equipment Evaluation Aircraft and Audit Team. The Wing Supply participated in preparation of requisitions which were hand carried to depots by personnel from Base Supply and the Special Equipment Evaluation Aircraft and Audit Team. This office was directed by higher headquarters to submit progress reports regarding "Project Changeover" status.

A large quantity of Unit Allowance List (UAL) change requests were processed during the month in an effort to bring present UAL's up to date.

The Wing Supply Officer personnel situation was becoming critical. There was a forecast to loose three supply officers in the next 90 days due to separation from the service. Two additional officers were placed on Permanent Change of Station nomination, however their retainability looked good. Wing Personnel was aware of this situation.[4]

TOC AND AIRCRAFT RECORDS UNIT:

During the month of February, a total of nine B-47 and seven KC-97 aircraft were scheduled for technical order compliance. The technical orders were complied with while the aircraft were undergoing maintenance at the Periodic Docks. Other technical orders were complied with while aircraft were waiting post flight inspections on the flight line. The number of technical orders complied with was considerably less for

4. Wing Supply historical report, BISO files.

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February than other months due to the number of aircraft that were TDY movements.

JOB CONTROL UNIT:

The Job Control unit processed 150 specialists despatches and 537 work orders during the month of February. A night shift was employed during the month utilizing the services of one Field Maintenance and one Armament Electronics Maintenance dispatcher.

QUALITY CONTROL UNIT:

The Quality Control Unit inspected eight B-47 aircraft and seven KC-97 aircraft in the Periodic Docks. The unit also inspected 12 B-47 aircraft and four KC-97 aircraft on the flight line.

SUPPLY UNIT:

The Aircraft Out of Commission for Parts (AOCP) rate during February was zero average for both B-47 and KC-97 aircraft. The low rate was attained through maximum possible anticipation of requirements, effective utilization of Field Maintenance repair and manufacture capabilities and careful screening of all incoming shipments.[5]

STANDARDIZATION TEAM:

The Standardization Team accomplished routine duties during the month. The section published seven Maintenance Instruction Letters and one Maintenance Information Bulletin.[6]

93D FIELD MAINTENANCE SQUADRON:

Fabrication Branch. During the month of February, the Fabrication

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5. Maintenance Control historical report, BISO files.

6. See Maintenance Instruction Letters and Information Bulletin, Exhibit "H"

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Branch processed 874 work orders through the shops. Of this total, 671 were flight line repairs, 88 repairable work orders from supply and 115 were work orders on Air Force Form 48.

Sheetmetal Shop. The Sheetmetal Shop manufactured 30 fourth position crew seats for the B-47 aircraft, which proved highly satisfactory for added crew comfort. A new flaring and beading machine with a two-inch tubing capacity was installed in this shop. The addition of this machine was expected to add much to the capabilities of the shop for local fabrication of tubing assemblies. Sixteen airmen were sent TDY with complete took kits in support of the B-52 program.

Paint and Fabric Shop. The Paint and Fabric Shop completed the application of the Scotch-Cal SAC insignias and blue bands on 23 B-47 and 11 KC-97 aircraft. A message was received from Headquarters Fifteenth Air Force directing discontinuance of Scotch-Cal decal application and using paint in lieu thereof. Reflective type tape for marking the KC-97 In Flight Refueling (IFR) booms was received, however marking of all aircraft was held in abeyance pending service test of two installations.

Machine Shop. The Machine Shop refaced a total of 200 J-47 engine interconnectors which had become warped due to high temperature. Technical order 1B-47-518 modification of nose dome locking pins was completed on 41 J-47 engine nose domes. The Machine Shop also assisted the Sheetmetal Shop on the manufacture of the fourth position crew member seats for B-47 aircraft.

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Parachute Shop. The Drag Chute Shop experienced a heavy work load during the month due to the flying commitments of the Wing. In order to accomplish the necessary work load to meet schedules, over-time was required of all assigned personnel. The Rubber Shop was moved to the third floor shop above the Power Plant office in the maintenance hangar. This location proved to be more than satisfactory for the rubber products repair work. A 263 inventory of drag chutes and approach chutes revealed a shortage of eight drag and 12 approach chutes. This shortage was investigated; however no conclusive answer had been found as of 28 February 1955.

Power Plant Branch. The span of control remained poor, due to the recent move of part of the Power Plant Branch to building 1350. The engine break-down and Base Flight Engine build-up section remained in building T-54 and the Propeller Shop remained in building T-51. The tool room was separated from the aircraft parts supply. This separation resulted in better security for the expensive special tools used by the branch. The materiel control section reorganized the supply section during February and qualified supply personnel were placed on duty in that section.

Due to large TDY commitments, personnel strength in the maintenance shops was below the desired minimum. The B-52 training program was being seriously hampered by the lack of proper prerequisites for attendance at courses of instruction. Basically, the trouble could be attributed to the switch of new engine AFSC's. A number of personnel with airplane mecnanic AFSC's were assigned to the Power Plant Branch.

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These airmen could not be sent to training courses requiring engine AFSC's.

Several new tools were locally manufactured to facilitate replacement of transition liners in J-47 engines without removing the engine from the aircraft. This resulted in a saving of many man-hours formerly expended in changing engines and also allowed the aircraft to be returned to service in a much shorter period of time.

Wheel and Tire Build-Up Shop. The Wheel and Tire Build-Up Shop accomplished 147 tire changes on B-47 and KC-97 aircraft during Februsry. This section experienced some difficulty due to the shortage of manpower, inasmuch as five of the 10 personnel assigned were on TDY. During mission take-offs and landings, personnel were required to standby along the runway with emergency equipment in case of tire loss. An additional two personnel were required for tire change procedure, necessitating an emergency procedure crew, standing by in the Tire Shop. Aircraft involved in cold weather, TDY missions, had to be equipped with proper ice-gripped, steel cleated, surfaced tires. Removing the special ice equipment casings and replacing them with normal casings involved much overtime for the Tire Shop.

A sling lifting assembly was locally manufactured and fashioned for the purpose of raising heavy type B-47 and KC-97 main gear tire assemblies from a horizontal position to the vertical position. The sling lifting assembly was designed by Pneudraulic Section Foreman, Mr. Gaylord M. Prine, Civilian.[7]

7. Story and Pic of Sling Lifting Assembly, see Exhibit "I"

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Another locally manufactured item was a Jig-Power Control Unit. The unit was designed to keep power control units at the original settings length during the replacement of seals on the power control unit.[8]

BASE MATERIEL:

Base Supply. An acute shortage of funds made it necessary to initiate controls throughout Base Supply for the purchase of items considered of an extreme emergency nature, such as AOCP and Aircraft Not Fully Equipped (ANFE) parts for fire trucks and other vehicles, tissue paper, soap, compounds and other misceleaneous items. This control would allow for the purchase of materials that would be urgently required for normal operation, including bench stock items. It was desired to bring to the attention of personnel the fact that the results of stopping procurement and stock replenishment would not necessarily be felt for approximately 30 days. In view of this austerity program it would take approximately 90 days to place items in a Local Purchase category and establish a set standard method of procurement.

In support of the B-52 program, Base Supply personnel departed for depots throughout the United States, hand-carrying requisitions to facilitate the expedient delivery of required items. As of 28 February 1955, Base Supply had received 4,418 line items from Air Force Supply Depots. A special method for handling all incoming items was established, whereby the items were receipted for and the records cleared in one

8. For Story and pictures for the Jig-Power Control unit, see, Exhibit "J"

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process. As of 28 February 1955, two drop tanks for the B-52 aircraft had been received. Special handling and storage methods were used in processing the tanks.[9]

Motor Vehicle. Base Vehicles Deadlined for Parts (VDP) and Vehicles Deadlined for Maintenance (VDM) caused some shortage of vehicles for use throughout the month. A shortage of personnel in the maintenance section was a contributing factor to vehicles being VDM for a longer than average time. On 21 February 1955 a night shift in the maintenance shops was begun and continued through the month with satisfactory results.

Several pieces of fire equipment were VDP during the month; however, local fabrication of parts reduced the number of pieces to one VDP at the end of the month. There was no gain or loss of vehicles during the month of February.

Food Service. Operations in the Food Service Squadron continued through the month in a satisfactory manner. The Base Menu Board met on 8 February 1955 and the Master Menu and Recapitulation Sheet was revised for the month of May 1955. Several minor changes were made in the daily menus.

During the week of 18 February 1955, Auditors from the Auditor General's Office visited the Food Service activities and completed an audit on all books and accounts for the month of January 1955.

Purchasing and Contracting. An extension was granted on the remodeling of the Very Important Persons (VIP) quarters due to a delay

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9. Base activity report, BISO files.

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in the contractors supply channels. A set-back was experienced in the delivery of furniture for the VIP quarters. Information was first received that delivery would require 30 to 40 days from the contractor; however, this was later increased to 90 to 120 days. Accordingly, the contract was cancelled and a new contractor was contacted who promised 30-day delivery.

During the two weeks from 7 to 19 February 1955, bids were opened, awarded and distributed for a one year contract on Dry Cleaning and a one year contract for latrine and meter calibration.

Additional funds were received for the cooler project on 7 February 1955. Work in setting up to contract was begun immediately as the contract was to be forwarded to Headquarters SAC for final approval. Approval of the contract was received on 25 February 1955 and arrangements were made to set up a pre-award conference with the contractor for 28 March 1955.

Due to the extreme shortage of funds to purchase supplies, there was little activity in actual ordering and purchasing supplies during February. A large back log of requests were becoming serious and a work stoppage in some areas could be forseen.[10]

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10. Base Materiel weekly activities reports, BISO, files

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Ground Training Program outline for February 1955

Materiel weekly activities reports

93d Bombardment Wing Operations Orders

Staff Agency and Squadron Histories

Personal interviews

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GLOSSARY

A/C	Aircraft Commander
AFSC	Air Force Specialty Code
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
IFR	In-Flight Refueling
M-Day	Mobilization Day
N/B	Navigator Bombadier
OJT	On-The-Job-Training
SAC	Strategic Air Command
TDY	Temporary Duty
T/O	Table of Organization
UAL	Unit Allowance List
UK	United Kingdom
USCM	Unit Simulated Combat Mission
VDM	Vehicle Deadlined for Maintenance
VDP	Vehicle Deadlined for Parts
VIP	Very Important Person

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SUPPORTING DOCUMENTS

EXHIBIT

"A"	SAC General Order 82, 16 Dec 54
"B"	SAC General Order 15, 17 Feb 55
"C"	Unit Management Control System Scores for Feb 55
"D"	Valley Bomber Pictures, February editions
"E"	93d Bomb Wing Training Program for Feb 55
"F"	93d Bomb Wing Regulation 20-12
"G"	Roster of personnel of 4017th Combat Crew Training Squadron
"H"	Maintenance Instruction Letters and Bulletin
"I"	Story and Picture of Tire Sling Lift Assembly
"J"	Story and Picture of Jig Power Control Unit
"K"	All Technical Representatives reports

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

(ORDERS)
32)

16 December 1954

REDESIGNATION AND REORGANIZATION OF THE 93D BOMBARDMENT WING, MEDIUM

1. Effective 1 February 1955

a. The following units are redesignated and reorganized as indicated:

Present Designation	New Designation	T/O	Authorized Strength Officers	Authorized Strength Airmen
Headquarters 93D Bombardment Wing, Medium	Headquarters 93D Bombardment Wing, Heavy	1-1052P-S 1 July 1954 1 x Part II 2 x Part IIA	48	125
Bombardment Squadron, Medium 329, 329, 330	Bombardment Squadron, Heavy 329, 329, 330	1-1101P-S 1 October 1954 1 x Part II	53 (each)	176

b. The following units are reorganized as indicated:

Unit	T/O	Officers	Authorized Strength Warrant Officers	Airmen
93D Armament and Electronics Maintenance Squadron	1-7152P-S 1 October 1954 1 x Part II 2 x Part IIA	12	1	309
93D Field Maintenance Squadron	1-7154P-S 1 July 1954 1 x Part II 2 x Part IIA	7		780
93D Periodic Maintenance Squadron	1-7156P-S 1 July 1954 1 x Part II 2 x Part IIA	7		335
Headquarters 93D ABGRU	1-8034P 1 January 1954 1 x Part II	27		74
93D Air Police Squadron	1-8035 1 April 1952 1 x Part IIA, IIC 2 x Parts IIE, IIH 4 x Parts IID, IIF Remarks 2, 4, and 5 apply	10		302

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Unit	T/O	Authorized Strength Officers	Warrant Officers	Airmen
93D Food Service Squadron	1–8020 1 October 1952 1 x Part IIS	2	2	178
93D Installations Squadron	1–8163P 1 January 1954 1 x Part II	3	1	167
93D Motor Vehicle Squadron	1–8162P 1 January 1954 1 x Part II	4		159
93D Operations Squadron	1–8161P 1 January 1954 1 x Part II	11		129
93D Supply Squadron	1–8164P 1 January 1954 1 x Part II 1–8160P 1 January 1954 1 x Part IIA	13		227
93D Tactical Hospital	1–9022S 15 April 1954 1 x Parts IIAC, AE, AF 4 x Part IIAD 1–8020 1 October 1952 1 x Part IIF 2 x Part IIB	36		137

c. The 93D Air Refueling Squadron, Medium, is redesignated the 93D Air Refueling Squadron, Heavy.

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with AFM 171–6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 425J, subject: "Redesignation and Reorganization of the 93D Bombardment Wing, Medium," 4 November 1954, as amended by AFOMO 468J, "Redesignation and Reorganization of the 93D Bombardment Wing, Medium," 7 December 1954.

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BY ORDER OF THE COMMANDER

SEAL
HEADQUARTERS
STRATEGIC AIR COMMAND

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLENN P. NELL
Colonel, USAF
Adjutant

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2 – ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU), WASHDC
2 – COMAMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
25 – COMDR, 93D BOMWG, Heavy
5 – COMDR, 93D ABGRU (ATTN: Base Manpower Officer)
2 – MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38, Presidio of SFRAN
2 – COMDR, Topeka AF Depot, Topeka, KANS
5 – COMDR, 831ST SPEC Depot, Shelby, Ohio
2 – AF Liaison REP, Kansas City PEC CEN, 601 Hardesty Avenue, KSC

CERTIFIED TRUE COPY:

Addison T. Reid

ADDISON T. REID
Major, USAF

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 15)

17 February 1955

SECTION

REORGANIZATION OF THE 42D TACTICAL HOSPITAL AND THE 42D AIR POLICE SQUADRON I
ORGANIZATION OF THE 4017TH COMBAT CREW TRAINING SQUADRON--
Amendment II
COMMENDATION RIBBON--Awards III

I. REORGANIZATION OF THE 42D TACTICAL HOSPITAL AND THE 42D AIR POLICE SQUADRON. 1. Effective 11 May 1955, the following units are reorganized as indicated:

Unit	T/O	Authorized Strength Officers	Airmen
42D Tactical Hospital	1-9022-S, 15 April 1954, 1 x Parts IIAC, AE, AF, 4 x Part IIAD 1-8020, 1 October 1952, 1 x Part IIF, 2 x Part IIB	36	137
42D Air Police Squadron	1-8035-S, 15 January 1954, 1 x Part IIA 1-8035, 1 April 1952, 1 x Parts IIC, E, G, H, 5 x Part IID, Remarks 2, 4, 5 apply	10	320

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be made in the organizational status table of the morning report in accordance with AFM 171-6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 551j, subject: "Reorganization of the 42D Tactical Hospital and the 42D Air Police Squadron," 3 February 1955.

II. ORGANIZATION OF THE 4017TH COMBAT CREW TRAINING SQUADRON. Paragraph 1, Section I, General Order 78, Headquarters Strategic Air Command, 1954, as amended, is further amended to read as follows:

1. Effective 8 January 1955, the 4017TH Combat Crew Training Squadron is organized at Castle Air Force Base, California, assigned to the Fifteenth Air Force, and attached to the 93D Bombardment Wing, Heavy, for all purposes, as indicated.

Unit	SAC T/D	Authorized Strength Officers	Airmen
4017TH Combat Crew Training Squadron	January 1955	36	54

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III. COMMENDATION RIBBON. 1. By direction of the Secretary of the Air Force, under the provisions of paragraph 22, AFR 30-14, as amended, the Commendation Ribbon is awarded to TECHNICAL SERGEANT WILLIAM E. GIBBS, JR., AF11174124, for meritorious achievement on 19 July 1954.

2. By direction of the Secretary of the Air Force, under the provisions of paragraph 22, AFR 30-14, as amended, the Commendation Ribbon is awarded to the following named officers for meritorious service during the periods indicated:

CAPTAIN SAMUEL J. THOMAS, AO1905878
21 December 1953 to 15 November 1954

FIRST LIEUTENANT NICHOLAS F. ZUNIC, JR., AO1853953
1 April 1952 to 1 January 1954

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLENN P. NELL
Colonel, USAF
Adjutant

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2 - ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU), WASHDC
2 - COMAMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
25 - COMDR, 91ST STRATRECONRON, FTR, Great Falls AFB, MONT
5 - COMDR, 407TH STRATFITWG, Great Falls AFB, MONT
5 - COMDR, FEAF
5 - COMDR, Fifth AF
25 - COMDR, 42D TACHOSP
25 - COMDR, 42D Air Police SQ
2 - COMDR, 45TH Air DIV
5 - COMDR, 42D ABGRU, ATTN: Base Manpower Officer
10 - COMDR, 4017TH CCR TRARON
5 - COMDR, 93D BOMWG, Heavy
5 - COMDR, 93D ABGRU, ATTN: Base Manpower Officer
2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38, Presidio of SFRAN
2 - COMDR, Topeka AF STA, Topeka, KANS
5 - COMDR, Wilkins AF STA, Shelby, Ohio
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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

CO 8 March 1955

SUBJECT: Unit Management Control System - February 1955

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Management Control System Scores for February 1955.

2. Inclosure 2 is an organizational summary of the recorded delinquencies for February 1955.

BY ORDER OF THE COMMANDER:

A. T. REID
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores - Feb 55
2. Summary of Delinquencies

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UNIT MANAGEMENT CONTROL SYSTEM SCORES - FEBRUARY 1955

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d A&E Maint	93d Fld Maint	93d Per Maint	Med	2d SSS	90th Air Rflg	4017th CCTS	Hq 93d AB Gp	93d Oprs	93d Air Police	93d Instl	93d Fd Service	93d Supply	93d Mtr Veh
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	100	100	100	60	100	100	100	100	100	100	10	100	100	100	100	100	80	100
2. AWOL	100	100	60	60	100	60	100	100	100	100	100	100	100	80	100	100	100	100	100	100
3. Serious Incidents	100	100	100	100	100	100	60	100	100	100	100	100	100	100	100	100	10	60	100	100	100
4. Drunk and/or Disorderly	100	100	60	100	100	100	100	100	100	100	100	10	100	100	100	100	90	10	80	10
5. Uniform Violations	20	100	70	100	100	100	40	100	100	100	100	60	100	90	100	100	100	100	100	100
6. Minor Accidents (Other)	50	80	30	100	100	100	80	40	60	100	100	100	100	90	50	60	90	20	90	80
7. Major Accidents (Other)	100	100	100	60	100	100	100	100	100	100	100	100	100	100	100	100	100	50	100	100
8. Moving Traffic Violations	20	100	80	80	80	80	50	70	60	80	70	60	100	80	50	100	60	70	100	80
9. Driving While Intoxicated	100	100	100	100	100	60	100	90	100	50	80	100	100	100	100	100	100	100	80	100
10. Major Vehicle Accidents	100	50	100	60	10	60	100	100	100	100	20	100	100	100	100	100	100	100	80	40
11. Minor Vehicle Accidents	50	100	100	100	10	100	100	100	100	100	100	100	100	100	50	100	100	100	100	100
12. NCO Mess Membership	30	90	100	100	60	90	70	60	90	100	40	10	40	40	100	40	20	90	60	50
13. Delinquent MPOs	60	80	70	80	90	80	80	70	70	90	100	90	70	70	50	90	80	100	60	80
14. M/R Errors	60	90	90	80	100	100	90	90	80	80	90	60	20	80	100	70	80	100	90	70
15. Reports of Survey	50	100	50	50	100	100	30	80	100	100	100	30	100	100	100	100	100	100	100	100
TOTAL (% of Maximum)	1000	92	83	83	84	84	87	91	94	93	87	80	86	92	91	85	89	81	88	79
Total Points Received		919	826	827	843	837	866	908	939	928	870	802	862	921	910	848	889	811	881	791
Total (% of Max) December		86	66	78	73	85	93	87	72	82	92	65	NR	88	86	64	84	79	83	77
Total (% of Max) January		94	93	86	83	92	95	91	89	77	97	87	99	95	85	87	76	89	90	82

Total Item Weight for December and January - 850
Total Item Weight for February - 1000

Incl 1

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UNIT MANAGEMENT CONTROL SYSTEM - FEBRUARY 1955

(Summary of Delinquencies)

ORGANIZATIONS	Average FFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Acdts (Other)	Major Acdts (Other)	Moving Tfc Violations	Driving While Intoxicated	Major Veh Accidents	Minor Veh Accidents	NCO Membership (Non-Members)	Delinquent MPOs	M/R Errors	Reports of Survey
Hq 93d Bomb Wing	178	0	0	0	0	0	1	0	0	0	1	0	6	3	2	0
328th	198	0	1	0	2	1	3	0	1	0	0	0	0	8	2	1
329th	198	0	1	0	0	0	0	1	1	0	1	0	2	3	3	1
330th	200	0	0	0	0	0	0	0	1	0	2	2	11	2	1	0
93d Air Refueling	181	1	1	0	0	0	0	0	1	0	1	0	8	9	1	0
93d A&E Maintenance	376	0	0	2	0	3	2	0	6	0	0	0	25	3	4	2
93d Field Maintenance	504	0	0	0	1	0	7	0	6	1	0	0	38	12	6	1
93d Periodic Maintenance	187	0	0	0	0	0	2	0	3	0	0	0	1	5	3	0
Medical	157	0	0	0	0	0	0	0	1	1	0	0	2	5	2	0
2d SSS	330	0	0	0	0	0	0	0	3	1	3	0	34	2	3	0
90th Air Refueling	163	0	0	0	4	1	0	0	2	0	0	0	50	8	5	5
4017th CCTS	40	1	0	0	0	0	0	0	0	0	0	0	7	1	2	0
Hq 93d Air Base Gp	306	0	1	0	0	1	1	0	2	0	0	0	35	10	4	0
93d Operations	159	0	0	0	0	0	2	0	3	0	0	1	0	6	1	0
93d Air Police	210	0	0	3	0	0	2	0	0	0	0	0	18	2	4	0
93d Installations	210	0	0	1	1	0	1	0	3	0	0	0	16	1	3	0
93d Food Service	175	0	0	0	4	0	3	1	2	0	0	0	5	0	1	0
93d Supply	285	1	0	0	2	0	1	0	0	1	1	0	24	6	2	0
93d Motor Vehicle	150	0	0	0	3	0	1	0	1	0	1	0	12	2	3	0
TOTAL		3	4	6	17	6	26	2	36	5	10	3	297	88	52	10

Incl 2

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BASE CHAMPIONS! Members of the A & E squadron basketball team accept the base championship trophy after defeating the 52nd AAA in the finals last Friday night in the base gym. A/1c Lewis accepts the trophy from Lt. Col. F. R. Creasman, acting deputy base commander. Members of the team, from left to right are: Earl, Brown, Greaney, Marcianiak, Gilboy, Jessup, Majors, Stevens and Zawony. (Photo by Jacobs, base photo lab).

ROSES FOR THE QUEEN are presented to Miss Patty Lane as Queen of the Valentine Ball by Service Club Director Miss Judy Green at last week's big formal dance held in the Base Service Club. Winsome Miss Lane was selected by an impartial group of three airmen and two soldiers during the early part of the evening. (Photo by Jacobs, base photo lab).

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Crews Win Honors in "Spotlight" Mission

93D BOMB WING COMMANDER, Brig. Gen. William E. Eubank, Jr., awards SAC-crested lighters to members of crew L-35 for outstanding performance. They are, from left, Maj. J. L. Holquin, observer; Maj. A. R. Tennyson, pilot; and Maj. R. C. Reagle, aircraft commander. (Photo by Coleman, Base Photo Lab).

RECEIVING THEIR REWARD for outstanding performance in a recent bomber stream missions are B-47 crew L-29, commanded by Maj. W. R. Caylor, left. Capt. E. M. Hollacher, observer (2d from left), and Capt. D. L. Burkett, pilot, complete the crew. (Photo by Coleman. Base Photo Lab).

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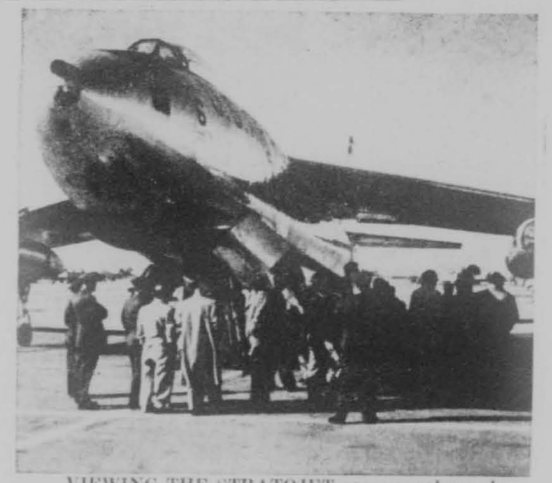
CASTLE'S CONTRIBUTION to the March of Dimes, a check for $3,880.17, was handed to Mr. Herbert J. Hodgdon, Merced County polio fund drive chairman, by Lt. Col. Richard J. White last week as the base contribution to the 1955 drive. (Photo by Jacobs, base photo lab).



VIEWING THE STRATOJET are several members of the Merced Farmers Insurance Group chapter of Toastmasters International. The group visited Castle last week for a luncheon and base tour, at the invitation of the newly formed Castle Officers' Toastmasters Club. The Merced group has been instrumental in the formation of the Castle club.

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IMPROVEMENT OF TRAFFIC. Major Donald H. Kline, base provost marshal, discusses the improvement of the traffic conditions near the base with Mr. McCandless, Merced County Road Commissioner (center); Martin J. Lewis, Transportation Engineer for California Public Utilities Commission (2nd from right); J. W. Conroy, Director of Engineers for the Santa Fe Railroad (4th from right); and other Santa Fe officials. Specific items discussed at the recent meeting were the construction of a four lane highway between Bellvue and CAFB and the proposed resetting of the time mechanisms on the railroad crossing signals outside the base. (Photo by Assad, base photo lab).

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Locally Invented Computer Device May Be Selected for SAC-Wide Use

A local invention which has proven a great service to B-47 crews and which could bring air Force wide acclaim to its inventor, was brought to light here this week. Capt. John P. Smith, a pilot of the 330th Bomb Sq., has developed a B-47 take-off computer which is in wide use here.

A spin of the computer—a circular affair comprising several scales—provides ready and accurate information for the B-47 pilot. Formerly, this information could be obtained only by interpolation on numerous charts. The number of necessary interpolations made the commission of errors likely. It also made the computation of data a more time-consuming affair than the use of this handy invention.

Captain Smith's little wheel computes critical field length, take-off distance and speed, critical engine failure speed, line speed and emergency best flare speed. It also gives the correction for head wind on take-off, trim settings for both "wet" and "dry" take-offs and the stopping distance on wet or dry runway—with 'chute and brakes or with brakes only.

CAPT. J. P. SMITH

Numerous crew members have expressed satisfaction with the computer. The wing director of operations, Col. Sam J. Byerly, has forwarded it to higher headquarters for approval. If approved by SAC, Captain Smith's invention could become standard command-wide equipment.

It was in August of last year that Smith began to wonder if a simpler, more efficient means of obtaining take-off information could be devised. He conceived the idea of a circular computer and set about devising one. It was completed early in December of 1954.

The take-off computer operates on a principle similar to that of the E-6B computer on a circular slide rule. It employs as its outer scale a logarithmic scale.

By setting the field elevation as do the aforementioned two, opposite runway temperature, the pilot can read the required information on the outer scale, opposite take-off gross weight.

Queried as to the accuracy of the wheel, Captain Smith modestely admitted that it invariably reads "within 50 feet" of the final reading taken from the take-off charts.

Formerly in the 93d Air Refueling Squadron, Captain Smith has been at Castle since June, 1951. During this time, he spent a year in OAB school, then was reassigned as a B-47 pilot in the 330th Bomb Squadron.

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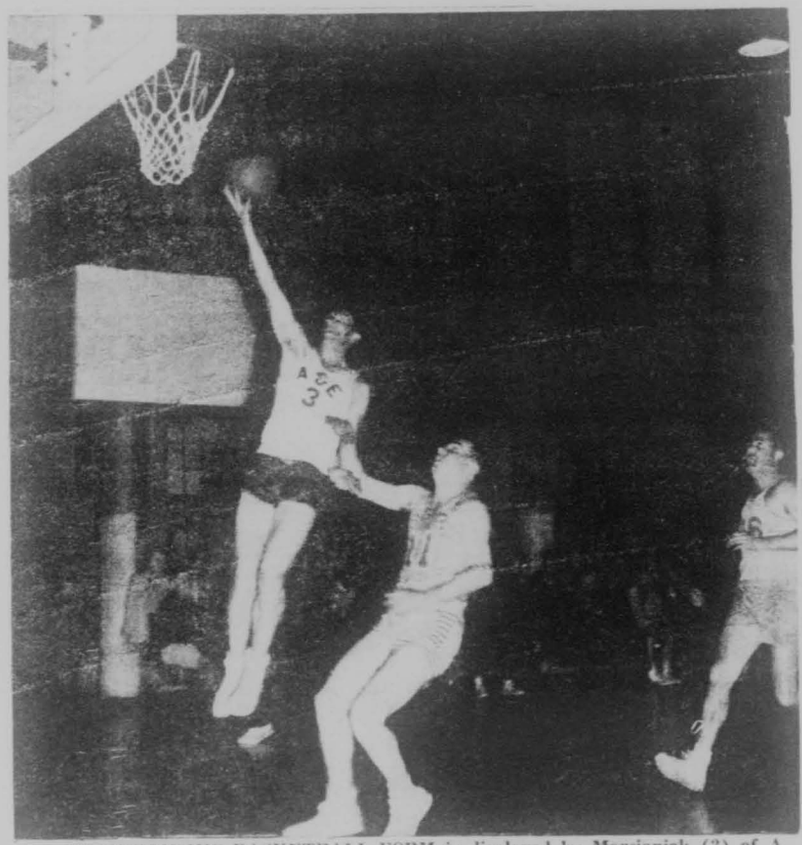

CHAMPIONSHIP BASKETBALL FORM is displayed by Marcianiak (3) of A & E when he went up in the air for two points in the final game of the season against the 52nd AAA. Making a futile attempt to block the shot is Knowles (11) while Kern (16) looks on. The A & E team won the game by a score of 68 to 53 last Frida ynight in the base gym. (Photo courtesy W. H. Wingard.)

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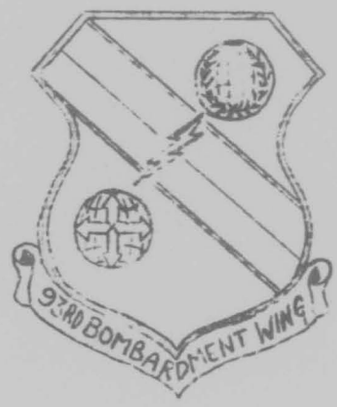
Training Program

1 February
1955

[redacted]



93rd Bombardment Wing (H)

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HEADQUARTERS 93D BOMBARDMENT WING (M)
Castle Air Force Base, California

OOCT

SUBJECT: Flying and Ground Training for February 1955

TO: See Distribution

PART I. FLYING TRAINING PROGRAM

1. Bombardment Squadrons:

a. The objectives for February 1955 are as follows:

(1) Completion of instrument and standardization board checks due in February.

(2) Proportionate share of AF Reg 50-2 training.

(3) Accomplishment of at least one-third the quarterly SAC Reg 50-8 requirements, with emphasis on visual bombing.

(4) Twenty-five (25) hours of the quarterly requirement of 75 hours flying time for each non-combat ready crew.

(5) Twenty (20) hours of the quarterly requirement of 60 hours flying time for each lead crew.

(6) Upgrading of crew M-17 to combat ready status.

(7) Completion of probation items for lead crews required by SAC Reg 50-20.

(8) Proficiency training for staff personnel.

b. Known higher headquarters commitments for February are as follows:

21 Feb 55 - 3 squadron standardization crews for evaluation at Davis-Monthan AFB.

c. The allocated flying time for February is 455 hours per squadron. The allocated time cannot be underflown, but may be overflown by 5%. If additional flying time is required above the allowed

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5%, it will be requested from the Wing Operations Section not later than 18 February 1955.

d. The following RBS target rotation procedure is quoted from the latest SAC Analysis of Combat Crew Training, and is effective February 1955. "Weekly target rotation schedules have been established for all operational RBS sites from February through December 1955. Targets within each complex will be made available in a prescribed order for periods of one week. Crews arriving over each complex will be allowed by RBS site personnel to attack only available targets and only in the order prescribed in the published schedule. For example, targets in "X" complex may appear on the schedule in the following order:

6-13 Mar	13-20 Mar	20-27 Mar
ABC	DEF	BCD

Under the new rotation procedure, any crew coming on to "X" complex during the week of 6 March 1955 will be allowed to accomplish record attacks against only Targets A, B and C, and only in that order. Regardless of the number of times the crew returned to that complex during that week, the same targets and the same order will prevail." The target rotation schedule is being published as an attachment to SAC Regulation 50-4.

e. Checked out boom operators are still critical in both air refueling squadrons. It will, therefore, be necessary to schedule bomb squadrons periodically to supply dry hook-ups for boom operator training.

2. 93d Air Refueling Squadron:

a. The objectives for February 1955 are as follows:

(1) Satisfactory accomplishment of missions ordered by higher headquarters.

(2) Completion of instrument and standardization checks due in February.

(3) Proportionate share of AF Reg 60-2 requirements.

(4) Accomplishment of at least one-third the quarterly SAC Reg 50-8 requirements.

(5) Thirty (30) hours of the quarterly requirement of ninety (90) hours for each non-combat ready crew.

(6) Proficiency training for staff personnel.

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b. The following missions have been ordered by higher headquarters during February:

"Come Time"
"Blue Teal"
"Fly Trap"
"Poker Hand"

c. The allocated flying time for February is as follows:

KC-97F - 285 hours
KC-97G - 350 hours

The allocated time cannot be underflown, but may be overflown by 5%. If additional flying time is required above the allowed 5%, it will be requested from the Wing Operations Section not later than 18 February 1955.

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PART II. GROUND TRAINING PROGRAM

1. Off Base Commitments.

a. OQ Gunnery Training: Squadrons will schedule pilots to the Sahaurita Gunnery Range in accordance with the following schedule. Personnel will contact the CQ, 803d Operations Squadron, upon arrival at Davis-Monthan AFB, to arrange transportation to the range. Base Flight aircraft will transport personnel to Davis-Monthan AFB, departing from Base Operations at 0900 hours Thursday of each week.

February	Each Bombardment Squadron
4	1
11	1
18	1
25	1

b. Advanced Survival: Advanced survival commitments for the air refueling squadrons have been cancelled for February. Bombardment squadrons will schedule the number of personnel indicated. Personnel will report to Stead AFB, Nevada between 0800-1200 hours on 24 February 1955, for approximately 15 days TDY. The request for orders will be routed through the Wing Ground Training Office to arrive there no later than 14 February 1955. Orders assigning personnel must be at Stead AFB seven (7) days prior to class starting date. Personnel reporting to Stead must have ten (10) copies of orders with them.

February	328S	330S
24	3	3

c. Physiological Training: Squadrons are scheduled below for personnel to attend a one-day course at Davis-Monthan AFB. SAC Regulation 50-34 requires all personnel on flying status to receive this training. Base Flight aircraft will depart Base Operations at 1000 hours on day preceding the date of training.

Feb	328S	329S	330S	90ARS	93ARS	AES	Base Flt
2	2	2	2	2	2	3	5
16	2	2	2	2	2	3	5

Report to the OIC, 5th Altitude Indoctrination Flight. Authority for requesting orders is: 15AF TWX SU 21677, 9 December 1954.

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d. KC-97 Flight Simulator: Squadrons will schedule a current pilot, co-pilot and engineer for this training. Crew integrity must be maintained. Students will carry current copies of SAC Manual 50-16 and T.O. 01-20-6 AN-1. Report to OIC, KC-97 Flight Simulator, Building T-265, March AFB, California, no later than 0730 hours on Monday of scheduled week. Course length is five (5) days. Authority for orders is 15AF TWX DOTG 23598, 22 Dec 54.

February	Squadron
28	90ARS
March	
7	93ARS
14	90ARS
21	93ARS
28	90ARS

2. Wing Level Schools:

a. Basic Survival School: One basic survival course is scheduled. This will be a Basic Survival Course. Personnel will report to the Basic Survival School, Building T-171, at 0730 hours on scheduled dates.

February	328S	329S	330S
7	3	3	3

b. Instrument School: A five-day course will be given at 0800 hours, 7 February 1955, in Building T-238. Pilots whose instrument certificates expire within a 90-day period may attend.

c. SAC Organizational Supply Refresher Course: A five-day course will be conducted in Building T-703. Company grade officers and airmen who have a primary or utilization AFSC in the supply career field must complete this course one time. Classes start at 0900 to 1130 hours each day. Starting dates are 7-14-28 February 1955.

d. Power Unit Fire Guard School: Personnel required to appear on orders as qualified fire guards may coordinate with the Base Fire Department, Extension 612, for the necessary training and certificate.

e. Character Guidance: Character guidance talks will be scheduled at the Base Theater on dates indicated. All personnel are required to attend once each month. Officers and NCOs may be excused from this requirement if they are given a Moral Leadership

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talk scheduled by their squadron commander.

Officers	0900	5 and 12 January 1955
NCOs	0900	19 and 26 January 1955
Airmen	1000	4, 12, 19 and 26 January 1955

f. Special Weapons. This training is conducted in accordance with 93d Bombardment Wing Letter ODC 50-8, Supplement XIV, 4 December 1954. The 8-hour refresher training has been consolidated into two (2) days for each squadron. Schedules are listed on Inclosures #1 and #2.

g. B-47 Flight Simulator. Alloted periods are shown in Inclosure #3. The Emergency Procedures Refresher Course will be conducted as directed by previous instructions from ODC.

h. T-1A Trainer. Alloted periods are given in Inclosure #4. Each pilot will receive at least two (2) hours monthly.

i. T-2A Trainer. Alloted periods are given in Inclosure #5. Each observer will receive at least three (3) hours monthly. Note change from three-hour periods to two-hour periods.

j. Instrument Trainers. Alloted periods are given in Inclosure #6. All pilots are to get two (2) hours monthly minimum.

k. T-4 Loran Trainer. Air refueling squadrons and the 2nd SSS are alloted periods in Inclosure #7. Two observers may be scheduled for each period.

l. T-3 Trainer. This trainer is scheduled for two observers from each bombardment squadron, who are being checked out on the K-System. See Inclosure #11.

m. Physical Conditioning. Alloted periods for conditioning are given in Inclosures #8 and #9. Sufficient time is alloted squadrons to meet their minimum requirements. Open periods may be scheduled by direct coordination with the Physical Conditioning Unit.

n. K-System Inflight Maintenance. A K-System Inflight Maintenance Course will be conducted on Mon-Wed-Fri of each week in Building T-25. Each observer is to get two (2) hours each month. Periods are alloted in Inclosure #10.

o. Strategic Evaluation Training. This training for crews scheduled for evaluation in February has been given to squadrons in separate correspondence.

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ODCT, Subj: Flying & Grd Trg for Feb 1955

p. EWP Target Study: This training will be scheduled currently during the month.

q. Training for Newly Assigned Observers: A schedule has been published by the Wing Observer Section, 21 January 1955, for training new observers. The T-3 radar trainer portion of the schedule is set forth in Inclosure #11.

3. Squadron Level Training:

a. Flying Safety: Flying safety instructions will be given during February by Squadron Flying Safety Officers. The requirement is two (2) hours monthly for flying personnel and one (1) hour monthly for maintenance personnel.

b. Commander's Call: 93d Bomb Wing Letter, subject: Commander's Call, 27 October 1954, requires "Commander's Call" once each month. This fulfills the requirements of SAC Regulation 191-1.

c. Central Training Program: Squadrons will send personnel to the central training program, as scheduled in attachment to CAFB Regulation 50-1 dated 23 December 1954. Complete reporting and administrative instructions are contained in this directive.

BY ORDER OF THE COMMANDER:

SAM J. BYERLEY
Colonel, USAF
Director of Operations

12 Inclosures
1. Sp Wpns
2. Sp Wpns
3. B-47 Flt Sim Scd
4. T-1A Tnr Scd
5. T-2A Tnr Scd
6. Instr Tnr Scd
7. T-4 Tnr Scd
8. Phys Cond Scd
9. Cmbt Meas Scd
10. K-Sys IFM Scd
11. T-3 Tnr Scd
12. Tower Off. Scd

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ODCT, Subj: Flying & Grd Trng for Feb 1955

DISTRIBUTION:

Comdr 93BW	2
328S	5
329S	5
330S	5
ODC	15
MDC	5
90ARS	5
93ARS	5
2dSSS	5
93PMS	3
93FMS	3
93AES	3
HSQ Wg	3
BOQ	2
BOQO	2
BOQA	13
4017th Trng Sq	5
Wing	4
Historian	

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NOTE: 1. Crew Members: Each crew member is required to have headset, gloves and mike for aircraft mission.

2. Squadron Ground Scheduling Officer: Call Special Weapons (628 or 592) no later than 1100 hours the day before scheduled mission and give them crew and aircraft numbers.

FEBRUARY

1 328th 2 crews 1 acft	2 329th 2 crews 1 acft	3 330th 2 crews 1 acft	4 328th 2 crews 1 acft	7 329th 2 crews 1 acft	8 330th 2 crews 1 acft
9 328th 2 crews 1 acft	10 329th 2 crews 1 acft	11 330th 2 crews 1 acft	14 328th 2 crews 1 acft	15 329th 2 crews 1 acft	16 330th 2 crews 1 acft
17 328th 2 crews 1 acft	18 330th 2 crews 1 acft	21 328th 2 crews 1 acft	22 329th 2 crews 1 acft	23 330th 2 crews 1 acft	24 328th 2 crews 1 acft
25 329th 2 crews 1 acft	28 330th 2 crews 1 acft				

Incl #1

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SPECIAL WEAPONS

FEBRUARY

1 330th 8 hr refresher Sp Wpns Area 8 Crews	2 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	3 329th 8 hr refresher Sp Wpns Area 8 Crews	4 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	7 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300
8 328th 8 hr refresher 8 Crews	9 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	10 330th 8 hr refresher Sp Wpns Area 8 Crews	11 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	14 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300
15 329th 8 hr refresher Sp Wpns Area 8 Crews	16 328th 8 hr refresher Sp Wpns Area 8 Crews	17 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	18 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	21 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300
22 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	23 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	24 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	25 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300	28 2 hr mission Sp Wpns Area 328S 1 Crew 0730 329S 1 Crew 1000 330S 1 Crew 1300

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B-47 FLIGHT SIMULATOR

FEB	0715-1120	1035-1440	1400-1800
1	329	330	328
2	330	328	329
3	329	330	328
4	328	329	330
7	330	328	329
8	329	330	328
9	330	328	329
10	328	329	330
11	329	330	328
14	330	328	329
15	328	329	330
16	329	330	328
17	330	328	329
18	328	329	330
21	329	330	328
22	330	328	329
23	328	329	330
24	330	328	329
25	328	329	330
28	329	330	328

EMERGENCY PROCEDURES COURSE

Each squadron will schedule one (1) crew on Monday of each week for ground school, and a simulator flight the following day. The balance of the required three (3) flights will be completed during regularly scheduled periods.

Captain Catlin will advise squadron operations officers of place of training weekly.

Feb	0730-1430
7	328-329-330
14	328-329-330
21	328-329-330
28	328-329-330

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T-1A TRAINER

Each bombardment squadron is alloted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Extension 394.

February	0800 & 0900	1000 & 1300	1400 & 1500
1		330	328
2	328	329	
3		328	329
4	329	330	
7	328	329	330
8	330	328	329
9	328	329	330
10			
11	330	328	329
14	328	329	330
15	328	330	328
16	330	328	329
17	328	329	330
18	329	330	
21	330	328	329
22		329	330
23	329	330	328
24	328	329	330
25	329	330	328
28	330	328	329

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T-2A TRAINER SCHEDULE

OPEN PERIODS ARE AVAILABLE

February	0730-0930	0930-1130	1230-1430	1430-1630
1	329	328	330	
2	328	329	330	328
3		330	328	
4	330	328	329	330
7	329	330	329	330
8	328	329	330	329
9	330	328	329	
10	328	329	330	328
11	329	330	328	
14	330	328	329	
15	328	329	330	329
16	330	328	329	
17	328	329	330	
18	329	330	328	
21	330	328	329	
22	329	330	328	
23	329	330	328	
24	330	328	329	
25	328	329	330	
28		330	328	

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INSTRUMENT TRAINER SCHEDULE (C-11)

Squadrons in the AM will utilize both trainers. The squadron in the PM will utilize one trainer for the entire afternoon. All pilots will get a minimum of two (2) hours per month. Periods are 0730-0930, 0930-1130, 1230-1430, 1430-1630.

February	AM	PM	February	AM	PM
1	328	329	15	330	329/328
2	329	330/328	16	329	329/330
3	330	329	17	328	330/329
4	328	329	18	330	329/328
7	329	330/328	21	329	328
8	330	328/330	22	328	330/329
9	328	330/329	23	330	328/329
10	330	329	24	329	328/330
11	329	328/330	25	328	329
14	328	330/329	28	330	

(C-8 and P-3)

*Each squadron will utilize three trainers during assigned periods. Each pilot is to get a minimum of two (2) hours per month. Open periods are available.

February	AM	PM	February	AM	PM
1	SSS		7	SSS	93
2	93	Base	8	93	Base
3		SSS	9	Base	
4	Base	93	10	93	SSS
11	Base		21	Base	90
14	93	SSS	22		Base
15			23		Base
16	SSS	93	24		90
17		Base	25	90	
18	93	SSS	28		90

*The 93ARS will utilize four (4) hours per scheduled period.

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T-4 LORAN TRAINER

February	0800-1100	1300-1600
1		93
2	SSS	
3		
4		
7		
8	93	SSS
9		93
10	SSS	
11	93	
14		93
15		
16	93	SSS
17		93
18	SSS	
21		90
22	90	
23		90
24		SSS
25	90	
28	SSS	90

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute period. Punctuality is important. Personnel will report with gym shorts and tennis shoes. A massage must be taken after each workout in order to receive credit for that training period. The periods beginning at 0750, 0930 and 1250 require eight (8) personnel; the periods beginning at 0830, 1010 and 1330 require twelve (12) personnel. Staff personnel are to attend the 1430-1530 period.

February	0750	0830	0930	1010	1250	1330
1			93		329	SSS
2	328			SSS		
3		SSS	93			
4	329					
7			330	SSS	328	
8	330		93			
9			330			
10	93					SSS
11	328	93			330	
14	329	SSS		90		93
15	330		328			
16	93	90	329			
17	329			SSS	328	
18			330		329	
21		90				
22	328		90			
23		90			330	
24	329	SSS	328			90
25	330	90				90
28		90	329		328	

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a 15-hour course in combative measures. The 90th ARS and 2dSSS are to supply nine (9) crewmen for each period assigned; the 93d ARS will send four (4) crewmen for each period assigned. The 328th, 329th and 330th Bombardment Squadrons are to supply a minimum of three (3) crewmen each for a total of nine (9) for each period indicated as BS.

February	0800	0900	1000	1400	1500
1		93		SSS	
2		93			
3	SSS				93
4					SSS
7		93		SSS	
8	93	SSS	93	BS	
9		BS	SSS		93
10	BS		BS	93	SSS
11		93		SSS	BS
14	93			BS	
15	SSS	BS			
16	BS		BS		
17					BS
18		SSS		BS	
21	BS	90	BS		
22	90		90	SSS	BS
23				BS	90
24		BS		90	
25	BS	90	BS		SSS
28	90		90	SSS	BS

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K-SYSTEM INFLIGHT MAINTENANCE SCHOOL

This school is conducted in Building T-25, A&E Squadron area.
Four (4) observers from each bombardment squadron will be scheduled.
The course is conducted on Mon-Wed-Fri, 0800-1000 hours, each week.

February	0800-1000
2	329
4	330
7	328
9	329
11	330
14	328
16	329
18	330
21	328
23	329
25	330
28	328

Incl #10

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T-3 TRAINER SCHEDULE

This trainer is available for target study any unscheduled period. The periods scheduled below are for use by the new observers in each bomb squadron who are checking out on the K-System.

February	1300-1600
1	328
2	329
3	330
4	328
7	329
8	330
9	328
10	329
11	330 (0800-1100)
14	328
15	329
16	330
17	328
18	329
21	330
22	328
23	329
24	330
25	328
28	329

Incl #11

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TOWER OFFICER SCHEDULE FOR FEBRUARY 1932

1. Tower officer assignment is for a 24-hour period and begins at 0000 daily.

2. The assigned tower officer will report to the Wing Flying Training Officer for briefing at 0730 on the day that he is scheduled for tower duty. The tower officer scheduled for Sunday will be briefed at 0730 on Saturday.

3. Bombardment squadrons are scheduled for tower officer assignment in accordance with the following schedule:

31 Jan - 328	15 Feb - 328
1 Feb - 329	16 Feb - 329
2 Feb - 330	17 Feb - 330
3 Feb - 328	18 Feb - 328
4 Feb - 329	19 Feb - 329
5 Feb - 330	20 Feb - 330
6 Feb - 328	21 Feb - 328
7 Feb - 329	22 Feb - 329
8 Feb - 330	23 Feb - 330
9 Feb - 328	24 Feb - 328
10 Feb - 329	25 Feb - 329
11 Feb - 330	26 Feb - 330
12 Feb - 328	27 Feb - 328
13 Feb - 329	28 Feb - 329
14 Feb - 330	

Incl #12

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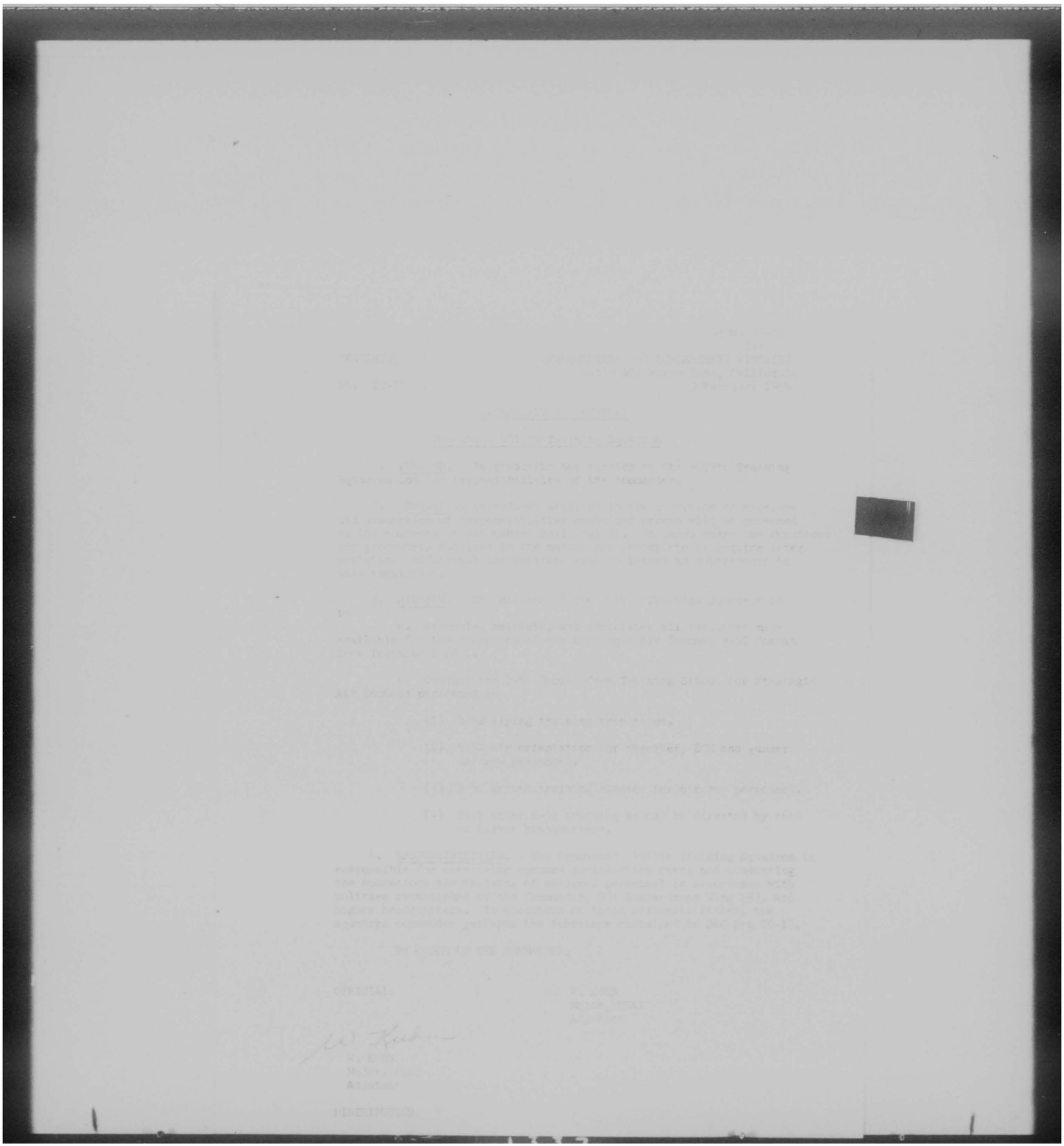

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ROSTER OF PERSONNEL ASSIGNED AS OF 1 FEBRUARY 1955

AIRMEN

M/Sgt Hunter, J. H.
M/Sgt O'Sullivan, W. L.
M/Sgt Smith, W. S. Jr.
T/Sgt Barker, W. D.
T/Sgt Camfield, R. A.
T/Sgt Riggs, R. B. Sr.
T/Sgt Rounds, J. G.
T/Sgt Thompson, J. F.
T/Sgt White, W. S.
T/Sgt Weddle, G. K.
S/Sgt Atchison, F. R.
S/Sgt Buerger, B. D.
S/Sgt Kreitz, R.
S/Sgt Lee, D. L.
S/Sgt Lee, M. J.
S/Sgt Locke, L. D.
S/Sgt Orton, L. W.
S/Sgt Price, J. L.
S/Sgt Pruyne, W. C. Jr.
S/Sgt Sims, W. L.
A/1C Laney, D. F.
A/1C Schwartz, H. S.
A/1C Snowberger, P. E.
A/1C Taylor, J. L.
A/2C Miller, W. J.
A/2C Sieben, J.

OFFICERS

Lt Col Rodriguez, A. G.
Lt Col Smith, W. R.
Major Bautista, F.
Major Downie, W. R.
Major Gwinn, L. W. Jr.
Major Howard, P. N.
Major Litchfield, R. L.
Major Lott, E. F.
Major Moore, W. E.
Major Vanatta, D. C.
Capt Campbell, L. M.
Capt Haymes, L. G.
Capt Lehnherr, R. E.
Capt Skinner, H. G.
Capt Watkins, M. M.

ROSTER OF PERSONNEL GAINED DURING FEBRUARY 1955

T/Sgt Foster, F. C.
T/Sgt Posten, R. L.
T/Sgt Stringer, D. L.
A/1C Buben, G.
A/3C Hess, K. W.

Major Brent, A. T.
Major Brownlee, G. L. Jr.
Major Warner, R. L.
Capt Beecham, C. N.

ROSTER OF PERSONNEL ATTACHED DURING FEBRUARY 1955

Major Filios, J. E.
Capt Van Gundy, D Jr.
1st Lt Thomas, F. H.

PERSONNEL LOST DURING FEBRUARY 1955

Major Vanatta, D. C.

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4017TH COMBAT CREW TRAINING SQUADRON
Castle Air Force Base, California

GRADE AUTHORIZATION

AUTHORIZED		ASSIGNED	OVERAGE	SHORTAGE	% MANNED
Lt Col	13*	2		11*	15%
Major	16	10		6	62.5%
Capt	7	8	1		100%
TOTAL:	36	20			55%
M/Sgt	23	3		20	13%
T/Sgt	2	11	9		100%
S/Sgt	13**	10		3	77%
A/1C	14	5		9	36%
A/2C	3**	2		1	66%
A/3C	0	1	1		
TOTAL:	54	32			59%
Civilian (Illus Tech) (Apr Steno Spec) (Steno Spec)	3	0	0	3	0%

* 12 Lt Col authorized overstrength pending confirmation from Hq USAF (6 - Lt Col - AFSC 1245; 6 - Lt Col - AFSC 1525A)

** 1 S/Sgt overage (Pers Equipment) Assigned to Operations Squadron
** 1 A/2C overage (Pers Equipment) Assigned to Operations Squadron

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 31)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
9 Feb 55

HANDLING OF DECELERATION AND APPROACH PARACHUTES - B-47

(This MIL supersedes MIL No. 31, 19 June 1954)

1. PURPOSE: To establish a method for handling deceleration and approach parachutes.

2. SCOPE: The provisions of this directive are applicable to personnel of the 93d Bomb Wing engaged in the handling of deceleration and approach parachutes.

3. RESPONSIBILITY: It is the responsibility of the Maintenance Control Officer, Flight Line Maintenance Officer, Field Maintenance Officer and Base Flight Maintenance Officer to insure compliance with this directive.

4. GENERAL: To prevent deceleration and approach parachutes from becoming wet during the rainy season and during washing of aircraft, it has become necessary to establish this directive to insure a serviceable parachutes for each mission.

5. PROCEDURE:

a. The Alert Crew of Base Flight will pick up all drag and approach parachutes immediately after being dropped from the aircraft and deliver subject parachutes to the drag and approach parachute packing room of Field Maintenance, located in the west lean-to of building T-54.

b. The parachute personnel will repair, pack and store an adequate number of drag and approach parachutes to support the required mission of the tactical organizations. This will be accomplished by placing enough extra parachutes on pre-issue to meet daily requirements for spare parachutes.

c. The Specialist Dispatcher in Job Control will notify the Field Maintenance Dispatcher by 1200 hours daily the serial numbers of the aircraft scheduled to fly the following day.

d. Upon completion of repacking parachutes will be delivered to proper Engineering Section. Spare parachutes will be stored by the Field Maintenance Parachute Shop.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

DISTRIBUTION: "C"

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 48)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
24 February 1955

SCHEDULING AND FLIGHT TESTING OF AIRCRAFT
(This MIL supersedes MIL Number 43, dated 20 July 1954)

1. PURPOSE: To establish a procedure to be followed when preparing an aircraft for test and during the test flight.

2. RESPONSIBILITY: It will be the responsibility of the organizations performing maintenance on any aircraft to ascertain whether a test flight is required. Reference T.O. 1-1-300 and procedures outlined below.

3. PROCEDURES:

a. The activity responsible for preparing an aircraft for test fl will notify the Control Unit, Maintenance Control, at least four hours in advance of the estimated time it will be ready for test flight and again i: any change in the original estimate occurs. Responsible activities are defined as the tactical bombardment squadrons, air refueling squadron, strategic support and 93d Operations Squadron. Tactical bombardment and air refueling squadron aircraft undergoing periodic maintenance will be reported by Periodic Maintenance Squadron.

b. The Control Unit will notify the Quality Control Unit, Maintenance Control, the estimated times the aircraft requiring a test flight will be ready, its serial number, its location, and the reason for the test flight. The Control Unit will again notify the Quality Control Unit when any change to the original estimate occurs.

c. The Quality Control Unit will immediately notify the appropriate squadron operations that a test flight is required and request a crew be alerted to accomplish the test flight at the time and date indicated by the Control Unit. Any changes to the original estimate received from the Control Unit will be immediately relayed to the appropriate squadron operations. The Quality Control Unit will also request the appropriate squadron operations to instruct the Aircraft Commander and the Flight Engineer to report to the Quality Control Unit for pre-test and after-test flight briefings.

4. REQUIREMENTS:

a. Test flights of aircraft will be accomplished in accordance with the provisions of Technical Order 1-1-300, Technical Order 00-20A-1A, Section V, Paragraph 34, 2c, d, SAC Manual 66-12, Section VI, Paragraph 29, e., and applicable -6 Technical Order. Aircraft will be test flown whenever thorough ground checks fail to locate defects reported by flight crews; and at any time in the opinion of the Director of Materiel, Chief of Maintenance, the Squadron Commander or Maintenance Officer, a test flight is necessary.

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(1) Paragraph 2.b. (2) of T.O. 1-1-300, dated 15 September 1953, will not be complied with on B-47 type aircraft assigned to this wing when only one (1) engine change has been accomplished. Reference: 15AFR 66-4.

(2) When only one (1) engine has been changed on B-47 type aircraft assigned to this wing, paragraph 4 of T.O. 1-1-300, dated 15 Sep 53, will be complied with subsequent to the first flight following engine change. Reference: 15AFR 66-4.

(3) Whenever two (2) or more engines are changed on B-47 type aircraft assigned to this wing, all applicable portions of T.O. 1-1-300, dated 15 Sep 53 will be complied with.

(4) T.O. 1-1-300, dated 15 Sep 53, will be complied with on all other type aircraft assigned to this wing whenever one (1) or more engine changes are accomplished.

(5) T.O. 1-1-300, dated 15 Sep 53, will be complied with on KC-97 type aircraft assigned to this wing whenever two or more prop or integral oil controls are replaced.

b. Minimum duration of flight test will be governed by the provisions of T.O. 1-1-300 and maximum duration will be based on the time required to ascertain the air worthiness and combat readiness of the aircraft and will be established by the Chief of Maintenance.

c. Weather: Flight test will not be performed during the hours of darkness or under IFR weather conditions, except by direction of the Wing Commander.

d. Personnel Requirements:

(1) Each squadron commander will assign flight test crews on wing special orders in accordance with 15th AF Msg DM4P 34502, dated 14 Apr 54. Four (4) crews per bomb squadron and 2d SSS and five (5) crews for each Air Refueling Squadron. This assignment will be additional duty as test flight crews with the Flight Test Section of Quality Control.

(2) Crews will be composed of the most highly qualified personnel available.

(3) A copy of each wing order designating Test Flight Crews to additional duty with the Quality Control Unit will be forwarded by the squadron concerned to the OIC of the Quality Control Unit.

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(4) Crews designated by wing special orders are the only personnel authorized to flight test aircraft. If necessary to expedite test flights, crews from one organization may be used to perform test flights on aircraft assigned to another unit.

c. The responsible maintenance officer will sign the exceptional release on the Form 1, Part II for all aircraft scheduled for test flight in accordance with Section V, Paragraph 13-b (Page 25) TO 00-20A-1A.

(1) In the event the maintenance officer is not available, the commander of the squadron responsible will sign the exceptional release in accordance with Section V, paragraph 13b (Page 25) TO 00-20A-1A.

(2) In the event that both the maintenance officer and the commander are not available, the flight test pilot is authorized to sign the exceptional release in accordance with Section V, Paragraph 13b (Page 25) TO 00-20A-1A.

5. Procedures during test flight of B-47 type aircraft:

a. Test flight for periodic inspection will be accomplished at optimum altitude. The complete flight test report will be accomplished.

b. Test flight for engine changes will be accomplished at optimum altitude, and complete check through all power settings made on the engines changed. Only that portion of the flight test report that pertains to the check list, preflight, and the engines being tested will be accomplished.

c. Test flights for control surface changes will be flown at the altitudes specified on page 281 of TO 1B-47B-1 for the purpose of trim coordination.

d. Fuel load when trim coordination flight is required will be 50,000 pounds fuel load, for all other test flights it will be in accordance with Operations Memo 543, dated 15 Nov 54.

e. A test flight report will be required for all test flights.

6. Procedures during test flight of KC-97 type aircraft:

a. Test flights for a periodic inspection will be accomplished at 20,000 feet. A complete Flight Test Report will be accomplished. Minimum duration of flight, 1 hour.

b. Test flights for engine change will be accomplished at 15,000 feet and a complete check through all power settings made on

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the engine changed. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

c. Test flights for all other reasons, (i.e. prop changes, control changes, etc.) will be as required to check the specific item for which they are being tested. A Test Flight Report is required. No minimum time of flight.

7. Procedures during test flight of C-124A type aircraft:

a. Test flight for a periodic inspection will be accomplished at 10,000 feet.

b. Test flight for engine change will be accomplished at 10,000 feet and complete check through all power settings made on the engine changes. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

c. Test flights for all other reasons (prop changes, control surface change, etc.) will be as required to check the specific item for which they are being tested. A Test Flight Report is required. No minimum time of flight.

8. Procedures during test flight of Base Aircraft:

a. Test flight for a periodic inspection will be accomplished at the altitude briefed by Quality Control Unit.

b. Test flight for engine change will be accomplished at the altitude briefed by Quality Control Unit and complete check through all power settings made on the engine changed. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

NOTE: In all cases where an aircraft is being test flown for an engine change or changes and a periodic inspection at the same time, the requirements for the periodic inspection test flight will prevail.

9. Procedure for releasing aircraft for flight:

a. The aircraft will be released for flying by the test pilot in accordance with TO 00-20A-1, which states: "Upon completion of test flight if discrepancies do not require an additional test flight after corrective action of discrepancies is completed". The following entry will be made in the DD Form 781-2, Block 27: Test Flight completed, Aircraft released for flight 14:00 hours, 29 May 1955. Enter the time of day and date. Block 25; Pilot will enter his last name initial over red dash. Block 28, Pilot will enter his signature and rank.

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b. In the case of a test flight the pilot need not enter the defects on the AF Form 781-2 since they will be recorded on the test flight report sheets. However, he will enter a statement on the first open line of Block 26 to read as follows: "Flight #1, see test flight work sheet". In addition he will comply with paragraph 9a.

BY ORDER OF THE COMMANDER:

Peter J. Howska

DISTRIBUTION: "C"

PETER J. HOWSKA
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 52)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
8 Feb 55

MAINTENANCE MANHOUR ACCOUNTING

1. Maintenance Control is responsible for forwarding a list to Base Statistical Services indicating the number of units worked the previous month for each direct code by aircraft type and squadron of aircraft assignment.

2. For the reason mentioned above, attached as inclosure 1 is a listing of prefix codes and titles for which the number of units processed are to be reported and by whom reported as indicated by X's.

3. The report, in the form of an IOM, will be forwarded to Reports and Analysis Branch on or before the second working day following the month for which the report is submitted. A report will be submitted for the month of February 1955, and each month thereafter.

BY ORDER OF THE COMMANDER:

1 Incl
Prefix Codes

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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PREFIX	JOB TITLE	328	329	330	93ARS	90ARS	SSS	FM	AE	
01	PREFLIGHT	X	X	X	X	X	X			
02	POSTFLIGHT	X	X	X	X	X	X			
04	PREDOCK									X
05	INDOCK									X
06	POSTDOCK									X
18	ENGINE CHANGE-RECIP						X			X
19	ENGINE CHANGE-JET									X
26	MINOR REPAIR-RECIP							X		
27	MINOR REPAIR-JET							X		
28	PROPELLER CHANGE							X		
29	TURBO CHANGE							X		
30	CYLINDER CHANGE							X		
31	MASTER CONTROL CHANGE							X		
32	CARBURETOR CHANGE							X		
33	AILERON CHANGE							X		
34	ELEVATOR CHANGE							X		
35	RUDDER CHANGE							X		
36	TIP/PYLON TANK CHG	X	X	X	X	X				
37	PYLON REM-INSTL								X	
38	PLT								X	
39	RING OUT								X	

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 59)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
10 Feb 55

POWER REQUIREMENTS FOR MAINTENANCE AND GROUND OPERATION OF A&E SYSTEMS

1. PURPOSE: To provide a method for ground operation of A&E systems utilizing a minimum of aircraft power.

2. SCOPE: The provisions of this MIL are applicable to all Armt-Elct Flight Line Mechanics, Tactical Squadron Flight Line Personnel and all flight crew members of the 93d Bomb Wing.

3. RESPONSIBILITY: The 93d Armt-Elc Flight Line Officer, Tactical Squadron Maintenance Officers and all crew members are responsible for compliance with the contents of this MIL as petains to his particular activity.

4. GENERAL: Savings in manhours and greater training benefits will be realized by limiting the use of aircraft inverters during ground operation.

5. PROCEDURES:

a. The crew chief will be responsible for providing ground power equipment as required for ground operational checks of Armt-Elct systems.

b. The following ground power equipment is required to furnish power to Armt-Elct systems as indicated by types:

Radio - Requires any one of the following: C-21, C-26, Gremco with distribution cart.

ECM - Requires any one of the following: C-21, C-26, Gremco with distribution cart.

GUNNERY SYSTEM - Requires any one of the following: C-26, Gremco with distribution cart.

AUX RADAR - Requires any one of the following: C-21, C-26, Gremco with distribution cart.

N-1 COMPASS - Requires anyone of the following: C-21, C-22, C-26, Gremco with distribution cart.

PHOTO - Requires anyone of the following: C-26, Gremco with distribution cart.

WEAPONS RELEASE - Requires any one of the following: C-26, Gremco with distribution cart.

K SYSTEMS - Requires any one of the following: C-26 with 'K' cart, Gremco with distribution cart. (Gremco should be used whenever possible in lieu of C-26 with 'K' cart).

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c. Utilization of aircraft inverters will be limited as outlined below for ground operation:

RADIO - Main inverter is required for maintenance of the radio compass and omni-range. Main and secondary inverters are required for maintenance on ARC-21 (HG Radio) and main inverters only for the 18S-4 (HF Radio). The ARC-27 (UHF Radio) and AIC-10 interphone do not require the use of aircraft inverters.

AUX RADAR - The APX-6 (IFF) and APN-76 require use of inverters on B-47E aircraft. All Aux Radar requires use of aircraft inverters on KC-97 aircraft.

PHOTO SYSTEMS - Aircraft inverters are not required.

WEAPONS RELEASE - Aircraft inverters are not required.

K SYSTEMS - Aircraft inverters are not required.

GUNNERY SYSTEMS - The A-5 inverter is required.

N-1 COMPASS - AUTOPILOT - Requires use of main and instrument inverters.

d. Aircraft inverters will not be utilized at any time for ground operation of the K Systems.

e. The provisions of MIL No. 83, 8 Jul 54, Subj: Cooling of Inverters During Ground Operation on B-47 Aircraft, will be strictly adhered to by all personnel during necessary use of aircraft inverters.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

DISTRIBUTION: C

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 52)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of the Chief of Maintenance
Castle Air Force Base, California
24 February 1955

INSPECTION OF VEHICULAR RADIOS

1. PURPOSE: To establish responsibilities and procedure for the inspection of radio equipment installed in vehicles.

2. REFERENCE: T.O. 31R2-2FR06-12, 31R2-2FRC27-1, 31R2-2VRC-4, 31R2-2VRC19-1, 12R2-3SCR522-2.

3. RESPONSIBILITY:

a. It will be the responsibility of the using organization to dispatch radio equipped vehicles to Electonics Field Maintenance (Bldg. T-25) within the dates specified. Vehicles will be dispatched so that no more than one vehicle will be out of service for inspection at one time.

b. In addition it will be the responsibility of the operators of radio equipped vehicles to check operation and condition of radio equipment and battery used with radio equipment.

c. It will be the responsibility of Electronics Field Maintenance to perform inspection of radio equipment installed in vehicles as outlined in applicable technical orders.

4. PROCEDURES:

a. Vehicles will be dispatched for inspection on the dates indicated in inclosure No. 1. The dates indicated are inclusive and the vehicles must be dispatched so that all trucks are inspected in the inclusive date period.

b. Prior to dispatching vehicles to the Electronics Field Maintenance shop for inspection, the person responsible for the dispatching will call extension 263 and request actual time that vehicle is to be delivered to the shop.

5. FIXED STATION INSTALLATIONS:

a. It will be the responsibility of operators to check operation of fixed stations daily.

b. It will be the responsibility of Electronics Field Maintenance to inspect fixed stations within the dates specified in paragraph 3 for using organizations. Inspection will be as outlined in applicable technical order. Form AF 208 will be used.

BY ORDER OF THE COMMANDER:

1 Incl
Vehicle Inspection Sked

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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WEEK [illegible] SPECTION IS REQUIRED

ORGANIZATION	14-18 Feb	21-25 Feb	28 Feb 4 Mar	7-11 Mar	14-18 Mar	21-25 Mar	28 Mar 1 Apr	4-8 Apr	11-15 Apr	18-22 Apr	[illegible]	[illegible]	15-20 May	23-27 May	30 May 3 Jun	6-10 Jun	13-17 Jun	20-24 Jun	27 Jun 1 Jul	4-8 Jul	11-15 Jul	18-22 Jul	25-29 Jul	1-5 Aug	8-12 Aug	15-19 Aug	22-26 Aug	29 Aug 2 Sep	5-12 Sep	12-16 Sep	19-23 Sep	26-30 Sep	3-7 Oct	10-14 Oct	17-21 Oct	24-28 Oct	31 Oct 4 Nov	7-11 Nov	14-18 Nov	21-25 Nov	28 Nov 2 Dec	5-9 Dec	12-16 Dec	19-23 Dec
93D AP SQ	X			X			X			X			X			X				X				X				X			X				X			X				X	
93D INST SQ		X			X			X			X			X			X			X				X				X			X				X			X				X	
HQ SQ - BW			X			X			X			X			X			X			X				X				X			X				X			X				X	
328TH BOMB SQ			X			X			X			X			X			X			X				X				X			X				X			X				X	
329TH BOMB SQ			X			X			X			X			X			X			X				X				X			X				X			X				X	
330TH BOMB SQ			X			X			X			X			X			X			X				X				X			X				X			X				X	
90TH ARS			X			X			X			X			X			X			X				X				X			X				X			X				X	
93D ARS			X			[illegible]			[illegible]			[illegible]			X			X			X				X				X			X				X			X				X	
2D SSS			X			[illegible]			[illegible]			[illegible]			X			X			X				X				X			X				X			X				X	
93D A&E			X			X			X			[illegible]			[illegible]			X			X				X				X			X				X			X				X	
93D OPS SQ			X			[illegible]			[illegible]			[illegible]			[illegible]			X			X				X				X			X				X			X				X	
93D MEI GP			X			X			X			[illegible]			[illegible]			X			X				X				X			X				X			X				X	
FIXED STATIONS			X				X			X				X				X				X				X				X				X				X				X	

Incl 1

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 78)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
19 February 1955

TOWING OF MAINTENANCE STANDS

1. PURPOSE: To prevent property damage and personnel injury due to towing of maintenance stands.

2. SCOPE: The provisions of this MIL are applicable to all Field Maintenance, Armament-Electronics and Tactical Squadron Flight Line Personne

3 RESPONSIBILITY: The Field Maintenance, Armament-Electronics and Tactical Squadron Flight Line Engineering Officers are responsible for compliance with this MIL.

4. GENERAL: The procedures outlined below will greatly reduce material damage and personnel injury caused by towing maintenance stands.

5. PROCEDURES:

a. Maintenance stands will not be towed in the immediate vicinity of aircraft.

b. Stands will be manually moved at least 10 feet from aircraft prior to attaching towing vehicle.

c. No personnel will ride on any stand while being towed.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 84C)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
9 Feb 55

SAFETY OF FLIGHT DISCREPANCIES
(This MIL amends MIL No. 84B, 7 Oct 54)

* * * * *

5.

a. The Flight Line Maintenance Officer will insure that a Safety of Flight Discrepancy Analysis 93ABG Form 168 is completed for each aircraft that is scheduled for the following day. This report will be submitted regardless of whether or not a safety of flight malfunction has occurred. The analysis form will be completed and hand-carried to the Maintenance Control Officer not later than 1200 hours the day previous to the scheduled flight. The Form 1, Part II will be hand-carried to the Quality Control Section, Maintenance Control Unit, not later than 1200 hours the second day after a flight. Special attention will be given to recurring discrepancies. The Flight Line Maintenance Officer will insure that proper corrective action is entered on the Form 781 part 2 and discrepancy sheet.

* * * * *

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93D BOMB WING
CASTLE AFB

NUMBER 2-55 — 17 FEBRUARY 1955

RESPONSIBILITIES OF PERSONNEL HANDLING GROUND POWER EQUIPMENT

1. A B-47 aircraft of this command recently received damage to the external power receptacle well, when a C-26 auxiliary power unit was towed from the aircraft while still connected to the aircraft by the auxiliary power cable. Accidents of this type can be attributed only to gross carelessness, and cannot be tolerated any longer.

2. Effectively immediately all personnel concerned with the towing and/or handling of auxiliary ground power equipment will specifically insure that all power cables, leads and/or static ground wires be completely cleared from the aircraft, prior to the removal of the unit from the vicinity of the aircraft. The above cited check shall be accomplished prior to attaching auxiliary ground power equipment to the towing vehicle. The towing personnel shall then accomplish a final clearance check with the aircraft crew chief or maintenance supervisor, prior to commencing the towing operation.

FOLLOWING 15AF MESSAGE QUOTED FOR YOUR INFORMATION

/UNCLASSIFIED/DN4MP. 9563. REPTS INDICATE THAT STARTER GENR FAILURES ON J-47 ENGS ARE INCREASING. THESE FAILURES ARE PRIMARILY CONCERNED WITH FWD AND AFT BEARING DISINTEGRATION AND INEVITABLY RESULT IN COMPRESSOR DAMAGE. IT IS BELIEVED THAT SVC LIFE OF STARTER GENR IS BEING SHORTENED DUE TO FAILURE TO OBSERVE ENG STARTER LIMITATIONS. THIS RESULTS IN EXCESSIVE HEAT AND LOSS OF LUB. DESIRE ALL MAINT AND FLT CREW PERS BE REINFORMED OF STARTER LIMITATIONS. 31/2346Z JAN JWPRH

FOLLOWING 15AF MESSAGE QUOTED FOR YOUR INFORMATION

/UNCLASSIFIED/OSFS 11184. ATTN: FLYING SAFETY OFFICERS. THE STEAD INCREASE IN THE NR OF B-47 NOSE CONES LOST IN FLIGHT INDICATES THE NEED FOR A MORE THOROUGH PREFLIGHT OF THE LATCHING MECHANISMS. INFO CONCERNING PROPER PRO FOR LATCHING INBOARD AND OUTBOARD NOSE DOMES MAY BE FOUND IN PARA 4-555 AND 4-556 OF TO 1B-47B-2. INBOARD NOSE DOME POSIT LATCHING CAN BE ASSURED ONLY BY OPENING THE LATCH HANDLE AND VISUALLY OBSERVING THAT THE LATCH IS FULLY ENGAGED IN THE EYEBOLT. THE LATCH MAY BE OBSERVED BY LOOKING THRU THE LATCH HANDLE OPENING IN THE NOSE DOME. WHEN CLOSING THE LATCHES A PRESSURE OF 3 TO 5 POUNDS SHOULD BE REQUIRED. MERELY EXERTING PRESSURE OR SHAKING WILL NOT ENABLE A PARTIALLY LATCHED DOME TO BE DETECTED. THIS SUBJ WILL BE DISCUSSED AT THE NEXT FLYING SAFETY MEETING CONDUCTED FOR MAINT AND FLT CREW PERS. 09/2316Z FEB JWPRH

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FOLLOWING 15AF MESSAGE QUOTED IN PART FOR YOUR INFORMATION

/UNCLASSIFIED/DMLNA. 9477. REFERENCE SEC IV, PARA 4-383, SUB PARA C, PAGE 545, TO 1C-97(K)E(C)-2, REVISED 16 SEP 54., SPRAGUE HYD TEST STAND (HYD MULE) WILL BE UTILIZED FOR ALL DEFUELING OPRS WHEN AVAL. THE PRO OF RUNNING ENGS TO FURN HYD PRESSURE WILL BE UTILIZED ONLY WHEN REFERENCE TEST STANDS ARE NOT AVAL. THEN THEY WILL BE OPRD AS FOLS: OPR ONLY TWO ENGS ON ONE SIDE OF ACFT, WITH FUEL TRUCK PARKED ON THE OPPOSITE SIDE, OTHER GND SAFETY DIRECTIVES WILL ALSO BE FOL. WOODSPOZ JAN JWPRH

PUNCTURED FUEL CELLS

1. An unusually large number of 1C-815-13, 1C-815-14 and 1C-715-15 fuel cells have been removed from the airplanes assigned to this activity because of small holes found in the cells. There has been previous cell work on several of the airplanes found to have these punctured cells.

2. It is believed that a possible aid to this situation would be to supply the fuel cell personnel with work garments. The garments used by some other activities resemble athletic "warm-up suits". These garments are very suitable because no hard or sharp edges exist. Cotton garments are desirable because static electricity is not generated by cotton cloth.

3. This problem has been brought to the attention of the Maintenance Standardization Team and is being given due consideration.

ROTATED ENGINE SUPPORT STRUT TOOL MOUNT PINS

1. Two cases of sheared mount pins which bear the weight of the engine while in the rotated position have occurred at this activity. Several other pins showed indications of impending failure in that they were deformed and bent. The damaged pins were replaced by locally modified MS 48-31A eye bolts.

2. The mounting pins are capable of withstanding 14,700 lbs of shear, whereas, the actual maximum static load induced over the strut pin by a rotated engine is only 3,522 lbs. It should be noted that if the engine spreader jack is tightened while the strut is in place the shear load on the strut mounting pin will be extremely high. Since the motion imparted by a single turn of the jack screw is very small, failure of the strut pin may not occur at this instant. However, repeated applications of the jack will cause the pin and strut to yield, finally, resulting in complete failure of the pin.

AILERON EMERGENCY HYDRAULIC RESERVOIR QUANTITY GAUGE

1. It has been noted on a large percentage of the airplanes assigned to this activity that the aileron emergency hydraulic reservoir is not being filled to the designed capacity. The reason the reservoirs are not being filled is hydraulic fluid will run out of the filler neck before the reservoir is filled to the proper level. Approximately one quart of fluid could be added before the fluid level reached the center of the sight gauge which is the designed fluid level.

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2. The reason the fluid will be lower than the reservoir is that an air lock is formed in the top of the tank. The vent line which was installed to carry off the air trapped in the top of the tank has [illegible].

3. Two means of correct filling of the reservoir may be taken. One is to depress the air release button on top of the reservoir while more fluid is added. The other method consists of re-routing the vent tube to the uppermost portion of the filler neck. Either of these methods will prove to be satisfactory in correctly servicing the subject reservoir.

CABIN HEATER FUEL LINE, AUXILIARY FUEL SYSTEM, [illegible]

1. A recent incident occurred where fuel line, P/N [illegible], had chafed against the aft flange of the cabin fuel regulator panel, P/N [illegible]. The chafing had progressed to a point where the wall of the tubing was worn through, allowing the fuel under pressure to spray into the [illegible].

2. It is recommended that a one time inspection of this line be accomplished for evidence of chafing and the lines replaced as required. An additional clamp can be attached to the aft flange of the cabin heater regulator panel to hold the line away from the panel and prevent further chafing.

INCOMING MESSAGE

1. A message received from [illegible] indicates that anti-seize compounds [illegible] and [illegible] are operationally unsafe. The investigation revealed that these compounds were contributing factors in several major aircraft accidents.

2. All existing stocks of [illegible] and [illegible] compounds should be transferred to disposal for destruction as operationally unsafe.

3. A new specification MIL-T-[illegible](ASG) has been released. Until the new spec is available from AF Stock, authorization is granted to procure locally, Hector Seal #15 manufactured by Hector Well Equipment Co., [illegible] Commerce Street, Houston, Texas or Dag Manufactured by Acheson Colloids Co., [illegible] Washington Ave., Port Huron, Michigan. Material should be procured in 4 ounce collapsible aluminum tubes with aluminum caps. Make sure that the anti-seize compound you are now using is not those listed as operationally unsafe. Don't be the CAUSE OF AN AIRCRAFT ACCIDENT.

COLD WEATHER STARTING B-47

1. PRESTART:

a. Rotate engine manually to make sure rotor has not seized due to icing.

b. Have crew chief stand at exhaust nozzle of tailpipe while pilot pushes fire button in and puts the altitude start switch on. The crew chief should hear a strong buzzing in the tailpipe, a weak or intermittent sound is an indication of vibrator failure. WARNING: The crew chief should not stand directly in back of tailpipe.

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2. ENGINE START:

a. WARNING: With oil congealed in the main fuel regulator it is possible to lose control of the engine RPM. Do not open the throttle previous to making start and in making start do not advance throttle to the full open position as it can leave the internal linkage of the main fuel regulator sticking in a position to cause a hot start. After start has been made leave engine at idle RPM until oil has warmed. Make a dry run on all engines by motoring the engines to 9%, leaving the throttles in the cutoff position. This will help to reduce the overload of the electrical system during actual start. If excessive fuel leakage is evidenced at the sump drain during start manually cover the drain hole.

b. Put stall prevention switch to the ON position.

c. Use standard prestart check list.

d. Use standard start procedure with the following two exceptions:

(1) Do not open throttle until 9% RPM is reached.

(2) Open throttle to a position that will supply 100 pounds per hour fuel flow. Start should occur within one minute. If engine fails to start close the throttle, turn ignition switch OFF and allow engine to drain.

3. SECOND START:

a. Bring engine RPM up to 9%.

b. Open throttle, when throttle has reached the half way point between start detent and cutoff put the ignition switch on altitude start and continue to open throttle until 800 pph fuel flow is reached.

c. Idle engine until oil has warmed, this is usually indicated by a drop in oil pressure. NOTE: It is possible for EGT to reach 690°C before 100% RPM is reached. In extremely cold weather with 690°C EGT and 35% RPM full thrust will be delivered by the engine.

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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SLING-LIFTING TIRE ASSEMBLY

The Sling-lifting Tire Assembly, pictured in photographs as inclosures #1 and #2, is a tool of local manufacture, fashioned for the purpose of raising the heavy type B-47 or KC-97 Main Gear Tire Assemblies from horizontal position to the vertical position.

Tool is manufactured from 3/8" sheetmetal and is in 4 units, namely: Figures "A", "B" AND "C", as indicated in photographs. First the main yoke, Fig "A", Incl #2, which laps over the top of the casting and down the side of the wheel assembly. Second major part of the tool is the Y or V, Fig "B", which hooks on the wheel brake drum. This Y section is joined to the upper yoke assembly by 2 handle nuts, Fig "C", which is the third and fourth part of this tool assembly. These T handle nuts, Fig "C", when loosened, allow the tool to be lengthened or shortened to fit the wheel assembly. This is possible because of elongated holes in the yoke assembly which allow the Y section to move up or down when the T handle nuts, Fig "C" are loosened. Where proper adjustment of the Lifting Sling is accomplished and T handle nuts, Fig "C" are firmly tightened, it is possible, using chain winch, hooked to "D" fitting, inclosure #2, which is permanently attached, by welding the yoke, Fig "A" to lift the Wheel Assembly from flat position on the floor and stand it to vertical position. From the vertical position the Sling can easily be removed by loosening the T handle nuts, Fig "C", from there, the Wheel Assembly can be rolled to any and every desired location.

The purpose and need of this Sling was to fill the safety need in lifting heavy assemblies of varied tire assemblies and cut down on extra manpower required in lifting heavy assemblies.

Incl #1

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Incl 2

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93D FIELD MAINTENANCE SQUADRON
93d Bombardment Wing (H)
Castle Air Force Base, California

Attachment to Historical Report
as Incl #5 (Aero Repair Branch)

JIG-POWER CONTROL UNIT

The following type Power Control Units are in use on the type B-47E acft:

Flaperon Power Control Unit Assy, 1AFE-15-24377-501 - 2 ea

Rudder Power Control Unit Assy, 1AFE-15-24377-503 - 1 ea

Elevator Power Control Unit Assy, 1AFE-15-24377-504 - 1 ea

Aileron Power Control Unit Assy, 1AFE-15-24377-505 - 2 ea

On numerous occasions various internal "O" Ring Seals flatten out and leak; consequently cause for a replacement of internal "O" Ring Seals is necessary. Quite frequently, during the operation of seal replacement, Power Unit Measurements can be unknowingly readjusted, causing wrong surface control travel. Therefore, the purpose of this Jig-Power Control is to keep the Power Control Unit at the original setting length that it was originally adjusted to. When Power Control Unit, Inclosure #4, Fig "Z" is removed for partial overhaul or for "O" Ring Seal replacement, it is fully compressed.

Two each, $\frac{1}{2}$ inch diameter adjusting locking bolts, Figures "A" and "B" fit through slotted bed plate Fig "C", are loosened, leaving bed plate, Fig "C" move inward or outward, causing distance of anchor pins, Figures "D" and "E" to increase or decrease, whichever might be necessary for proper fit. Yoke and Eye Bearing of Power Control Unit, Fig "Z", are set down on pins, Figures "D" and "E"; 2 bolts, Figures "A" and "B" at bottom of Jig are tightened into place, Fig "N", henceforth, holding Fig "C" bed plate and two pins, Figures "D" and "E", set at a permanent, fixed distance. The eye bearing end of Unit, Fig "F" screws into piston shaft of Power Control Unit. If this eye is screwed out too far, it will cause surface to travel too far, or if it is screwed in too far, the surface will not travel far enough. This eye bearing, Fig "F",

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will be unscrewed and removed at partial overhaul or "O" Ring Seal replacement around piston shaft. Power Control Unit Fig "Z", after partial overhaul or "O" Ring Seal replacement will be set to slide down on Jig, giving same length and settings as originally set before being removed from aircraft. Power Control will then move flight surface the same amount as before the Seal replacement with re-rigging of aircraft and cause for trim coordination flight positively unnecessary. In most instances, from the standpoint of Trim Coordination Flights and Refueling and Defueling measures and man-hours involved, Jig Power Control Unit can save up to 75 man-hours of work per PCU Seal Change. At least, the number of man-hours involved and certainty of operation for proper setting is in itself a complete cycle of a certainty, knowing that after using the Jig, a routine check with protractor and Jig Boards is all that will be needed for positive check with no re-rigging procedure needed.

Also, for the different orifices involved on varied systemed Power Control Units, pin Fig "R" is used for one type of PCU, merely by unscrewing this pin, then the pin Fig "S" can be placed where pin Fig "R" was screwed in and can be used on another type PCU. Thus, four type PCU's can be checked and set on this Jig.

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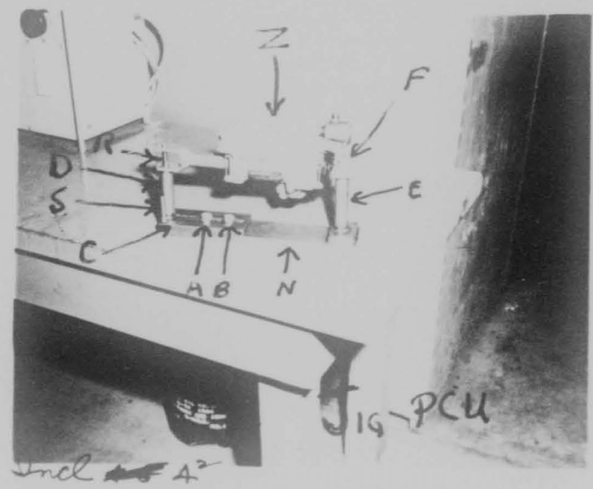

Fig - PCU

Incl A-2

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MONTHLY TECHNICAL REPORT
Ref. (AFR 66-18)

Contractor, American Mach & Foundry Co.(2)

Subject: Monthly Technical Report, RCS; 3AMC-U1) for month Ending: 2/28/55

TO: Commander
(Unit) 93d Bomb Wing
(Station) Castle AFB, California

1. Following is Technical Report for the month ending, 2/28/55, submitted in accordance with AFR 66-18 and SAC Reg 66-4.

I. Submitted by A.O. Brodie Jr.

Amer. Mach. & Foundry Co.

II. Equipment: AN/APQ-T2A

III. Training Activities: AN/APQ-T2A Maintenance

O.J.T. (20 hours)

IV. Utilization:

1. Brief Description of Duties:

2. I estimate services of A.O. Brodie Jr. can be terminated on or about July 1955.

Equipment Malfunction: NONE

1. Detail; NONE

2. Action to establish fixes: NONE

a. Known fixes for production items; NONE

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Subject: Monthly Technical Report, RCS: 3 AMC-U19 for month Ending 2/28/55.

VI. Maintenance Difficulties Encountered. Tracking Computer inoperative.

1. Detail: Faulty constant speed motor.

2. Recommendations: Replace with serviceable Unit.

3. Action taken to correct.

Waiting supply procurement of mentioned part.

VII. Operational Difficulties Encountered: NONE

1. Detail: NONE

2. Recommendations: NONE

3. Action taken to correct: NONE

VIII. Supply Problems Precluding Effective Maintenance Engineering Performance: NONE

IX. Special Developments: 1000 hour maintenance inspection.

X. General Developments: NONE

(Signed) A. [illegible]

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March 2, 1955

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 28 February 1955.

TO: Commander
93rd Bombardment Wing (H)
Castle Air Force Base, California

1. Following is Technical Report for month ending 28 February 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. Classroom: Training was conducted on cold weather operation, ground handling of the KC-97 airplane, airplane hydraulic system and aerial refueling system checks. Approximately 10 instructor hours were utilized in this instruction.

2. OJT: On Job Training was conducted daily as new and different problems arose. Training was conducted on Turbo Control System, Propeller and Propeller Control Systems, Airframe and Control Systems, Aerial Refueling Electrical, Hydraulic and Fuel Systems, Airplane Hydraulic System and General Technical Information pertinent to the KC-97 airplane. Approximately 50 instructor hours were utilized in this instruction.

3. In addition to the above noted training, daily assistance is given to maintenance and operations administrativ personnel to aid in resolving problems involving KC-97 airplanes

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (H) sections which support the KC-97 airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance engineering, design, and operational problems thereby promoting increased utilization of the concerned airplanes.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 28 February 1955. KC-97 Airplanes.

2. It is estimated that the services of a KC-97 Boeing Field Service Engineer with the 93rd Bombardment Wing (H) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. Propeller Blade Seal Leakage: A very large number of propeller blade seal leakage occurrences are being experienced on aircraft deployed from this station. These leaks are encountered in flight, usually when penetrating temperatures -20 F or lower and exhibited by propeller low oil quantity lights at the engineers panel. This condition persists during cold soak on the ground. The propeller oil during these last occurrences was of the viscosity produced by mixing 50 % grade 1010 jet engine oil with 50 % corrosion resistant lubricant. In one instance the leakage contributed to an aircraft accident. Another problem surrounding excessive propeller leakage presents itself in the flushing of controls and domes which have had their oil supply replenished with engine oil. During periods of deployment the supply of propeller oil can be quickly used up. The intended fix for the propeller blade seal leakage problem is being accomplished through the incorporation of an improved seal. Until such time as this blade seal replacement is proven to be effective and 100 % accomplished, all activities operating KC-97 airplanes in cold climates should be briefed on possible developments with regard to the propeller to avoid further mishap.

2. Propeller Replenishing Valve Icing: Closely associated with the blade seal leakage, and a subject which requires equal dissemination to flight crews to alert them of probable difficulties, is the possibility of failure of the propeller auxiliary oil replenishing valve. After an occurrence of excessive blade seal leakage the engineer of an airplane found that he could not get any replenishing action. It was later established that accumulations of moisture had frozen in this solenoid type replenishing valve making it inoperable. This condition attributed to an aircraft accident. The condition has been reported to the contractor and the sub-contractor involved and an Air Force Unsatisfactory Report was submitted by the activity investigating the accident.

3. Propeller Control Circuit Malfunctions: While on TDY from the assigned station for a period during the month, a request was made by personnel of another numbered Air Force to assist them in trouble shooting of malfunctioning propeller control circuits. Their problems were similar to those previously encountered by airplanes deployed from this station. The propeller blade switch had accumulated moisture and frozen in a switch extended position. The frozen switch

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then moved against the rise on the cam ring mounted on the blade shank, causing the ring to move. After this occurrence erratic and unpredictable ground operation of the propellers resulted. Maintenance and operations personnel were thoroughly briefed on malfunctions which could be expected on the propeller during cold weather operation. It is believed that all applicable Unsatisfactory Reports covering these incidents will be submitted by their home station.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Hydraulic Fluid Loss, AR System: Several months past an unexplainable loss of several gallons of hydraulic fluid from the AR system of a KC-97G airplane was experienced in flight. The lost fluid was apparent around the Al panel and beneath the flooring of the lower compartments of this airplane. A thorough search of the airplane hydraulic plumbing did not reveal a cause for the fluid loss. A recent similar occurrence gave the explanation for this loss of fluid. It is possible for the person monitoring the Al panel to inadvertently strike the hydraulic reservoir drain valve and cause the loss of considerable fluid before he becomes aware of the situation. It is therefore recommended that all KC-97 airplanes have a one time inspection on the installation of drain valve, P/N FW500H, to insure that the valve is installed in such a manner that the handle will not be inadvertently moved to the open position. This problem is being locally resolved through action of the Maintenance Standardization Team.

2. Wing Flap Fabrication Discrepancy: A wing flap fabricated slightly in error was discovered on a local airplane during the month. The recess cutouts for the No. 1 and No. 3 flap tracks on a right flap were located further aft than normal and resulted in a chafing of the track upon the flap. An enlarged cutout was made to allow proper clearance for the tracks as the flap came to the full up position. The cutouts were made symetrical with the opposite hand flap.

3. Air Bag Usage: Occasion arose during the month to note what damage can be caused by the use of air bags to support the KC-97 airplane for a brief period while a nose section support cradle is being placed. It is fully realized that the air bags are a great benefit and quite necessary in facilitating the handling of damaged aircraft. However, before using air bags it should be fully realized that additional corrugation and skin damage will be incurred and add to the final aircraft repair.

4. Central Oil System Transfer Problems: The problem of central oil tank and transfer line oil congealing under extreme cold weather operation has been a subject for considerable discussion at this station. The existing recomm-

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ended procedures call for draining of the central tank and the transfer lines shortly after landing when the temperatures are extremely low. Experience has proven this procedure not entirely suitable when large numbers of airplanes are involved. The problems involved are as follows: (a) lack of equipment and manpower to drain the system almost immediately on landing such as is required under extreme cold conditions to prevent congealing before draining. (b) lack of equipment to re-service the system under the extreme cold where servicing equipment is subject to rapid congealing of its contained oil. (c) inability of oil immersion heaters to keep the oil fluid during cold soak. (d) inability of prolonged in-flight heating to soften oil thoroughly congealed to a transferrable state. To solve these problems, the idea of diluting the central oil tank prior to deployment was advanced. Some of this central tank diluted oil could then be transferred in flight to insure diluted oil in the lines. Such a procedure is not recommended with the existing central oil tank installation. The central oil tank is vented to lower section 41 and, if diluted, would provide a means for fuel fumes to enter the cabin. Venting the tank overboard would require structural and weight considerations for withstanding cabin pressurization. It is suggested that any organizations considering the procedure of diluting central oil be advised of the problems involved.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Escape Hatches Freezing Closed: Several crews operating KC-97 airplanes under cold weather conditions have reported their inability to open the escape hatches and sliding windows upon landing. The latching mechanism appears free and unlatches but the hatch cannot be removed due to ice accumulation around the aperature periphery. The contractor has been advised of this cold weather problem.

2. Surface Control Lock Seizure: Crews that operated the KC-97 under cold weather conditions have reported difficulty in freeing the surface control locks after the airplane has cold soaked for several hours. Heavy application of force on the cabin controls will evantually free the surfaces. The contractor has been advised of this cold weather problem.

3. Maximum Allowable Dry Torque: Prior to departure for cold weather operations, discussions arose concerning the maximum power which the KC-97 engines could safely develop without ADI while in extreme cold temperatures. The idea was locally advanced that the 230 TPSI limitation could be disregarded and 247 TPSI developed with no adverse effect on the engines. Such a procedure would conflict with P & W engine specifications and limitations set forth in the contractor prepared handbooks. Therefore, it is not recommended that torque in excess of 230 dry or 247 wet be drawn for take-off from arctic stations.

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4. Turbo Control System: An incident occurred during the month wherein four engines were overboosted simultaneously at power advance on the take-off roll. Investigation of aircraft systems after the incident led to the conclusion that the turbo waste gates were left partially closed at the conclusion of the turbo control system check. Although it appears that a flight crew member was in error in this incident, further occurrences could be avoided by installation of an exhaust back pressure sensing switch to drive the waste gate open precluding overboost conditions. Such an installation is currently be service tested on a local airplane.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX. SPECIAL DEVELOPMENTS:

1. Single Point Refueling Manifold Draining: The contractor advises that he is not in agreement with the procedure outlined in paragraph V 1 of Monthly Technical Report dated 4 January 1955 with regard to draining trapped fuel from the SPR load-in line to the AR fuel system. It is believed that a fire hazard condition exists in following such a procedure. A change is therefore being proposed by the contractor to install a thermal relief valve, relieving the AR load-in line to an AR tank.

2. Solar Gas Turbine Installation, KC-97: The airplane which had the Solar Gas Turbine, Auxiliary Power Plant installation was returned to this station during the month. The electrical installation was operating satisfactorily but some difficulty was experienced with the wing heater ground blower installation. Blower output was less than anticipated resulting in reduced heated air flow. It is believed that this problem can be overcome by incorporation of an improved blower. The turbine is not suitable for APP operation during pressurized flight in the present configuration without excessive loss of pressurized air out through the turbine.

X. GENERAL REMARKS:

1. TDY For Accident Investigation: At the request of the local command this representative accompanied the local flying safety officer to Loring AFB to provide technical assistance during the investigation of an aircraft

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 28 February 1955. KC-97 Airplanes.

accident. The interval of 2 February through 11 February was used in this investigation. During the stay at Loring discussions were held with crews of staging KC-97 airplanes exchanging information on cold weather operational experiences. Suggestions were given the Loring personnel on preparations for the KC-97 airplanes being assigned, some of which were delivered during the interval of visit.

Walter J. Hansen

Walter J. Hansen
Field Service Engineer
Boeing Airplane Company

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1 March 1955

CONTRACTOR: Boeing Airplane Company

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 28 February 1955.

TO: Commander
93rd Bombardment Wing (H)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 28 February 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E.J. HILL
J.L. ROBISON

II. EQUIPMENT: Model B-47E Medium Bombardment airplane.

III. TRAINING ACTIVITIES:

1. The tabulation of training submitted in previous reports has beenomitted from this report in accordance with 15th Air Force Headquarters Message DM 4ER 7627. Training of Air Force personnel has been conducted at all times during the period covered by this report. Informal classroom and/or on the job training has been conducted on all of the major B-47 functional systems.

2. In addition to the above described classroom and on the job training, numerous visits were made to various sections of the wing and squadron organizations. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, and other key personnel in the maintenance organizations, bomb squadrons, field maintenance, and armament and electronics section to provide assistance in solving problems related to the B-47 airplane.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance and to assist and instruct in the proper maintenance and operation of the B-47 airplane. The representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization of the airplane and associated equipment.

2. It is estimated that the services of the Boeing Technical Representatives will be required until two years after the beginning of Phase I training.

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V. EQUIPMENT MALFUNCTIONS:

1. Camera and Radar Compartment Access Door Pressure Seal Failures. There have been several of the subject pressure seals damaged during opening and closing of the zipper in the seal. The excessive pull which is required to open and close the zipper is causing the material to fail around the zipper. The string that is fastened to the zipper handle allows the zipper to be pulled at an angle which increases the force necessary to operate the zipper.

As a result of the reported failures the Contractor has initiated ECP 2578, "Revision to Radar and Camera Access Door Fabric Seals", which will reinforce the zippers at both the "open" and "closed" ends and will provide straps to hold the flaps rolled up out of the way when the doors are opened for maintenance. The proposed change would relieve stress concentrations at the zipper ends by deleting the two 90 degree turns at the end of travel in each direction. The revised zippers will follow a "U" shaped path with only two turns instead of the "C" shaped route which has four turns.

The improved seals are not being recommended for retrofit as they will be provided as preferred spares. It is felt that the replacement of the present seals with the new type seals on an attrition basis will constitute adequate corrective action on the delivered airplanes.

2. Failure of Hydraulic Fuse, P/N U 4480 DF 4-40. Failure of the high pressure hydraulic lines, P/N 5-46243-12 and 5-46243-13, caused by chattering of brake metering valves as described in Monthly Technical Report dated 2 November 1954 has revealed the failure of the subject hydraulic fuse to perform the function for which it was installed. The purpose of the fuse is to stop hydraulic fluid flow in case of a ruptured line or any bad leak otherwise caused downstream of the fuse. There have been several failures of the above mentioned lines which have caused excessive loss of hydraulic fluid due to failure of the subject fuse.

It is not known why the fuses found to be inoperative would not function as they should. In one instance, the fuse removed from an airplane for this reason was tested on a hydraulic test stand. Extremely high rates of flow were required to cause the fuse to seal. Another fuse removed for this reason was returned to the Contractor's facility for test purposes.

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3. Fuel Entry Into Drop Tank Parachute Compartment. Upon several occasions the parachutes installed for jettisoning of the fuel drop tanks have been found wet with fuel. This fuel drainage from the tank vent re-enters the drop tank cavity around the tail cone seal. The "O" ring seal at this location fails to prevent the fuel from entering. There are two possible reasons for this occurring. One, the drop tanks installed on the airplanes assigned to this activity have been stored for long periods of time with the "O" ring seals installed. This has caused the seals to become flattened and lessened the sealing pressure. The second reason is that the "O" rings were not sealed properly before installation in accordance with T.O. 6J14-2-12-508 which was supposedly complied with before the tanks were received.

4. Fuel Seepage From D 39 Drain. A condition has been discovered on several airplanes assigned to this activity whereby fuel escapes from the D 39 "Forward Main, Bombay, and Forward Auxiliary Vent Sump Drain" plumbing and appears on the bottom of the fuselage from the D 25 "Bombay Tank Cavity Drains". The fuel escapes from the D 39 plumbing between the flanged elbow and the fuselage skin where the drain plumbing terminates, and the fuel should go overboard. The elbows on the offending airplanes have been removed and sealant installed between the flange and the fuselage skin.

The Contractor has been advised of this discrepancy; however, insufficient time has passed for an answer to be received.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Drop Tank Damage. Two drop tanks were damaged at another activity by attempting to remove the tanks without completely defueling them. The damage was incurred to the tanks when they fell from the supporting dolly. The tanks fell from the dollies because the center of gravity was moved by the sloshing of fuel.

The dollies have separate controls for each supporting frame. This permits one end of the tank to be lowered or raised independently of the other. The above described damage was caused by one end of the tank being lowered, and the on-rush of fuel moved the center of gravity of the tank sufficiently to cause the tank to tip off the dolly.

There are instructions on the side of the dolly stating that only empty tanks should be handled. It is recommended that these instructions receive strict adherence.

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2. Availability of Landing Gear Strut Dolly. Previously it has been impossible to obtain the subject dollies, P/N F 66062, through normal Air Force supply channels. This no longer is the case. Fifty four of the subject dollies have been shipped to depots. The dollies may be obtained from Wilkins Air Force Depot or Spokane Air Force Depot under the stock number of 792100. The dollies are authorized on the basis of one per wing and one per depot.

3. Leakage of Navigator's and Wing Lighting Windows. There have been several instances of rain water entering the fuselage through the navigator's window installation, P/N 5-50501, and the wing lighting window installations P/N 5-32854-1 and -2. The corrective action taken by this activity to stop the leakage has been to seal around the edge of the windows with BMS 5-16 sealant. The instructions in the Erection and Maintenance Handbook for window installation have been revised to use BMS 5-16 and will be reflected in the 15 April 1955 revision of the handbook.

In addition, ECP 1989 B entitled "Revision of Method of Sealing Windshields and Windows" has been incorporated in production beginning with B-47E airplane serial number 52-546. At the present time no retrofit program has been recommended by the Contractor, but it is recommended that the remedial action taken heretofore be continued as necessary.

4. Looseness of Wing Drop Tanks. Some of the tanks installed on the airplanes assigned to this activity have been found to have an unusual amount of side play when empty. This side play is caused by excessive clearance between the strut tracks and the track shoes. The recommended clearances for the installation is a side clearance of .035 inches to .045 inches and a vertical clearance of .008 to .016 inches. If the above described dimensions are not maintained on a tank installation, it is recommended that new strut tracks and/or track shoes be installed to maintain these dimensions.

5. Fuel Quantity Gauge Calibration. The question has arisen as to whether the fuel quantity indicators were calibrated to read the total amount of fuel in the tanks, the quantity of useable fuel in the tanks, or a quantity of slightly less than the actual useable fuel. The fuel quantity gauges are calibrated to read the total amount of useable fuel in the tanks.

The approximate amounts of unavailable fuel in the tanks and therefore not indicated by fuel tank gauges are as follows:

Forward Main--17 to 100 pounds

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Center Main--100 to 150 pounds
Aft Main-----10 pounds
Bombay-------20 to 30 pounds
Aft Auxiliary-150 to 200 pounds
Forward Auxiliary-6 to 60 pounds

6. Matching of Aircraft Tires. The question has arisen at this activity as to whether or not it is necessary to match tires of the same tread patterns. It is the opinion of the Contractor that this is not necessary and has no effect on the airframe provided the tires are alike in other respects.

7. A-5 Fire Control System, Compressed Air System Safety Precaution. An airman at another activity was fatally injured as a result of using improper servicing procedures for the A-5 system high pressure air bottle. In addition, two other occurrences have resulted in near fatal accidents at other activities. In each of the cases, the crewman had removed the adapter chuck from the supply hose to make the attachment to the vent fitting. The connection of the air hose to the vent fitting results in pressurizing the RF head, modulator, and wave guide assembly to whatever pressure is available in the air hose. These units normally operate under 15 to 18 psi pressure. The extreme pressurization results in the RF head blowing off with great force. It is recommended that all personnel at this activity who are involved in servicing this system be warned of the possible consequences of making the above described mistake.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. External ATO Rack Utilization. A quantity of external ATO racks, P/N 4-3639-532, have been received at this activity. A great deal of concern has been shown as to whether or not these racks which have ECP 2281-2M entitled "Installation of Displacing Gear on External ATO Rack" incorporated can be used on the airplanes assigned to this activity which do not have ECP 2281-1M entitled "External Fuselage Provisions For External ATO Rack Displacing Gear" incorporated. Only one airplane assigned to this activity, Air Force serial number 52-482, has ECP 2281-1M incorporated.

The Contractor has advised that the 4-3639-532 racks can be used on airplanes without ECP 2281-1M incorporated provided that the displacing arms are lashed down.

The question of which type of ATO bottles can be utilized on this type of installation has also arisen. The only type bottles recommended for use on airplanes without the displacing gear are 14AS-1000 bottles. In addition,

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when using a rack without operable displacing gear, the rack should be full. If less than 33 bottles are used for take-off the spaces not occupied by full bottles should be filled with empty bottles. The full bottles should be loaded on the forward end of the rack and the empty bottles on the aft end when using less than 33 bottles.

The speed restrictions listed in the Flight Handbook "T.O. 1B-47E-1" apply to this type installation. These restrictions are as follows:

a. Do not exceed 300 knots indicated airspeed at any time a rack is installed.
b. Two hundred knots is the maximum air speed for jettisoning a rack without operable displacing gear.
c. Two hundred and sixty knots is the maximum air speed for jettisoning a rack with operable displacing gear.

The Contractor also advises that it is possible to fly training flights without jettisoning the rack; however, some damage to the rack may occur from air loads during sustained flight. Therefore, the rack should be thoroughly checked after each flight for cracks, pulled rivets, or other damage received during the flight.

There will be a range penalty realized during flight with the rack installed. The penalty will vary with speed and altitude; however, approximately 30 per cent reduction in range could result. Also the best climb speeds may have to be lowered to keep from exceeding the placard speed with external racks and bottles installed. However, the Contractor advises that normal landing procedures should be used whether or not an external rack is installed.

2. Water Injection Operation. Immediate Action Interim Safety of Flight Supplement numbered 1B-47E-1W has been issued by Headquarters, AMC. This supplement removes the restriction imposed on the operation of B-47 airplanes with 450 to 500 pounds per minute water-alcohol injection. In order that these airplanes may be operated with water-alcohol, Technical Orders 1B-47-445 and 2J-J47-312 must be accomplished on each airplane or engine according to their applicability.

All airplanes assigned to this activity have had Technical Order 1B-47-445 complied with. Technical Order 2J-J47-312 and 1B-47-469 are being complied with at this activity. Technical Order 1B-47-469 modifies the airplane for 650 pounds per minute flow and therefore places the airplane under a restriction for water injection operation.

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3. Directional Damper Operation. The question has arisen at this activity as to why the B-47 check list (1B-47E-1) does not call for turning "off" the directional damper. The Contractor advises that the directional damper is intended to be left "on" throughout the flight after climb. The "Before Starting Engines" check list calls for turning the damper "off". The "Takeoff and Climb" check list calls for turning "on" the directional damper; therefore, the damper should be left "on" from climb through landing.

VIII. SPECIAL DEVELOPMENTS:

1. Revision of T.O. [illegible]. "Revision of Cowl Panel Hinge Pins". Paragraph [illegible] of Monthly Technical Report, dated 2 February 1953 stated that the subject Technical Order was being revised. Additional discrepancies have been discovered in the length of the bolts specified by the T.O. since the initial discrepancy was reported, but the correction will be made on the revision mentioned above. It is believed that this revision will greatly aid the compliance with this Technical Order.

E. J. Hill
Technical Representative
Boeing Airplane Company

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SUBJECT: Monthly Technical Report 1 March 1955

CONTRACTOR: General Electric C .
Aircraft Gas Turbine Division
Evendale, Ohio

TO: Commander
93rd Bomb Wing
Castle AFB, Calif.

REFERENCE: Air Force Regulation 66-18
RCS 3AMC-U19 (SAC-1)

The following is the Technical Report for the month ending 28 February 1955. Submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. Submitted: James W. Anderson

II. Equipment: J47-GE-25, J47-PM-25, J47-ST-25 and the BH4-B1 Turbosuperchargers.

III. Training Activities:

1. Informal classroom instruction consisted of 18 hours spent,with personnel of Field Maintenance, Periodic Maintenance and Minor Repair. Instruction was given on inspection requirements and proper assembly proceedures.

2. Approximately 75 hours was spent in direct contact with flight line Maintenance and unit change personnel giving instruction (OJT) on trouble shooting, maintenance and engine cinditioning. In addition 17 hours were spent with various sections of the office of the chief of maintenance in which advise was given to aid in formulating maintenance policies and proceedures.

IV. Utilization:

1. It is the intent and purpose of the General Electric Technical Representative to provide technical assistance and instruction in the proper maintenance and operation of the J47 turbojet engine and the General Electric turbosupercharger and to provide a direct contact between the contractor and the using activity.

2. The services of one General Electric Technical Representative will be required for the completion of Phase II.

V. Equipment Malfunctions:

1. The engines listed below were removed from aircraft this month because of compressor nicks beyond the repairable limits of Minor Repair. These engines were sent to Overhaul. Other engines were installed and the aircraft were returned to flight status.

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V. continued:

Engine	Model	Time	Pos.	A/C
702-551	J47-GE-25	220:15	1	52-477
063-189	J47-GE-25	368:30	6	52-432
25-0252	J47-PE-25	313:10	3	52-462
702-059	J47-ST-25	282:45	5	52-470

2. Engine# 077-475, Model J47-GE-25, Time 317:00, Pos.#4, A/C 52-457. It was reported that the engine mounted Hydraulic pump was inoperative. The pump was removed and it was found that the bearings had failed, the splines were twisted off and the shear section had failed to shear. The main fuel pump was removed and it was found that there was minor damage to the splines. The magnetic plug was removed and there was an excessive amount of steel chips found on it. It is suspected that the hydraulic pump bearings had failed and since the shear section failed to shear, a binding of the splines resulted and damaged the accessory gear. This was further evidenced by the fact that there was minor damage to the main fuel pump splines. This engine was sent to overhaul for repair. Another engine was installed and the aircraft was returned to flight status.

3. Engine# 066-721, Model J47-GE-25, Time 76:20, Pos.#1, A/C 52-508. During post flight inspection it was reported that there was evidence of a deep scratch or crack on the inner side of the outer vane mounting of the inlet guide vane assembly. The engine was sent to minor repair for investigation. A dye check was made which indicated that a crack was present in the metal. Further investigation was made with a goose neck flashlight and mirror however this was inconclusive so the engine was sent to overhaul for replacement of the inlet guide vane assembly. Another engine was installed and the aircraft was returned to flight status.

4. Engine# 077-666, Model J47-GE-25, Time 315:50, Pos.# 3, A/C 52-510. During periodic maintenance inspection it was found that the cooling air bellows, which supplies 8th stage air to the forward face of the turbine wheel, was cracked. Since the length of time that this part was cracked was unknown, the turbine wheel and the #4 bearing were removed and replaced in accordance with TO 2J-J47-358 addedum A. This work was accomplished while the engine was mounted on the aircraft.

5. Engine# 076-689, Model J47-GE-25, Time 39:30, Pos.# 2, A/C 52-476. On final approach to the field it was reported that RPM dropped off to 19% and fuel flow dropped to 700 PPH. Ground runup verified this report however in addition it was noted that engine lube oil ran from the oil tank overboard drain. The diaphram in the fuel control valve was suspected of rupturing and allowing fuel to

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V. continued:

enter the oil system thereby over filling the oil tank and causing the overboard drainage. This would also cause the engine RPM to remain at 19% RPM as fuel boost pump pressure alone would supply the engine. The fuel control valve diaphram was checked and found to be operable. The main fuel regulator was suspected of malfunctioning and was replaced. Subsequent ground runup was satisfactory. The overboard drainage of the oil tank was attributed to an improperly installed oil tank cap.

VI. Maintenance Engineering Difficulties Encountered:

1. A few J47 engine oil coolers have been damaged because Clifford Mfg. Co. oil cooler plugs are being used interchangeably with Airesearch plugs at the oil cooler drain boss. Because of the nature of their design these plugs are not interchangeable and will result in damaged threds and oil leaks at the drain fitting or internal damage in the form of rupture to the cooling tubes.

2. It has been noticed that when combustion inner and outer chambers and transition liners are sent for rework to the sheet metal or welding shops, they are not always being returned and reinstalled in their previous aircraft and engine position. It appears that in a number of cases a part for part exchange is made at the repairing shops. Since the hot section components tend to warp and seat after usuage it is suggested that they be reassembled together when feasible to help eliminate lea

VII. Operational Difficulties Encountered:

No comment

VIII. Special Developments:

No comment:

IX. General Remarks:

1. During the past two weeks twelve engines have had a total of twenty transition liners changed without the removal of the engine from the aircraft as was previously required. This has been made possible by the tool developed which allows the extraction and reinstallation of a turbine wheel while the engine is aircraft mounted. Needless to say this has resulted in a great number of man hours saved and also resulted in the aircraft being tied up for a minimum of time. One item that should be stressed is that due to this tool being manually supplied extreme care must be taken during the operation as damage can result to the #3 bearing and the #4 air oil seal.

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IX. Continued:

2. When complying with TO 2J-J47-305 it is suggested that the 40" or 80" chec check lines that may be installed on an engine be removed and the "T" connecter be capped off. If the line is left on it is not anticipated that any difficulty would arise except for possible leaks that could develop in the hose or fittings.

James W. Anderson

James W. Anderson

General Electric
Technical Representat

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1 March 1955

CONTRACTOR: Avion-Knickerbocker, Inc.,
56-15 Northern Boulevard,
Woodside, 77, N. Y.

SUBJECT: Monthly Technical Report,
RCS: 3-AMC-U19, for month
ending 28 February 1955.

TO: COMMANDER,
93rd Bomb Wing (H),
Castle Air Force Base,
Merced, Calif.

1. The following Technical Report for the month ending 28 February 1955 is submitted in accordance with AFR 66-18 and SAC Reg 66-4.

I. SUBMITTED BY: Wilson H. Hoydt.

II. EQUIPMENT: Avion Fuel Quantity Systems for KC-97G and B-47E aircraft.

III. TRAINING ACTIVITIES:

1. There was no classroom instruction given.

2. Approximately sixty hours were devoted to OJT on maintenance, trouble shooting and operation of fuel quantity systems used on B-47 and KC-97 aircraft.

IV. UTILIZATION:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avion Fuel Quantity Systems, and to provide a direct contact between contractor and using activity.

2. I estimate that the services of Avion Field Service Engineer for KC-97 and B-47 aircraft can be terminated on or about 30 June 1955.

V. EQUIPMENT MALFUNCTIONS:

1. There were no malfunctions during the month.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. There were no serious maintenance-engineering difficulties encountered.

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SUBJECT: Monthly Technical Report, RGS 3-AMC-U19,
for month ending 28 February 1955.
Avion-Knickerbocker, Inc.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. There were no major difficulties encountered with the Avion Fuel Quantity Systems.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE-ENGINEERING PERFORMANCE:

1. None.

IX. SPECIAL DEVELOPMENTS:

1. None.

X. GENERAL REMARKS:

1. None.

Wilson H. Heydt

Wilson H. Heydt, Tech. Rep.
Avion-Knickerbocker, Inc.

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CONTRACTOR: Crosley Division of AVCO
Ewendale Plant #8 - Box 116
Cincinnati 15, Ohio

1 March 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19, for month ending 28 February 1955

TO: Commander
93D Bombardment Wing (H)
Castle Air Force Base
California

1. Following is the Technical Represnetative Report for month ending 28 February 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4

I. SUBMITTED BY: E. Hayes Senior Engineer
A. Barden Systems Field Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 aircraft

III. TRAINING ACTIVITIES:

1. The training for the month consisted of one hundred and twentyfour (124) hours of formal classroom instruction and approximately sixty hours (60) of OJT. Fifteen students took part in the formal training and the OJT was given on an individual bases. The following subjects were completed as part of the packaged AFSC 32350C OJT Program:

a. Selsyn Systems
b. Computing System
c. Turret Drive System A-5
d. APG-32A Block Diagram
e. APG-32A Transmitting System
f. APG-32A Receiving System
g. APG-32A Indicating System

2. The training activities in general are designed to enable the airmen to reach an AFSC of 32350C. It is felt that all the airmen connected with the A-5 Gunnery System, at this base, will reach this level sometime this year.

IV. UTILIZATION:

1. Field Service Engineers stationed at Castle Air Force Base for administration and instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical services of Contractor Technicians will be required through Phases I, II and III of the B-47 program. At present this wing is thirty (30) percent through Phase II.

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V. EQUIPMENT MALFUNCTIONS:

1. A total of twenty three (23) malfunctions were recorded for this period. This is about fifty (50) percent less than is normally experienced during month. There were no unusual troubles and all that were recorded had been experienced in the past. Malfunctions for the month are as follows:

	FAULTY PART	LOCATION	NUMBER OF EACH
1.	Motor (30)	Gun Charger	4
2.	Relay (K-50)	Gun Charger	2
3.	Tube 2D21 (V-309)	Synchroniser	1
4.	Connector, Receptiacle	Saddle Junction Box	5
5.	Tube OC3 (V-204)	Low Voltage Rectifier	1
6.	Transformer (T-901)	Antenna Control Amplifier	2
7.	Brush Spring	Turret Drive Motor	1
8.	Detent Assy	Gun Charger	1
9.	Range Search Limit (R-2222)	Indicator Control	1
10.	Coil (L-1801)	Range Azimuth Indicator	1
11.	Tube 2050 (V-811 - V-711)	Antenna Control Amplifier	2
12.	Tube 6J6 (V-501)	Indicator	2

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None.

E. Hayes

E. Hayes OK.
Senior Field Engineer
Crosely Div of AVCO

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CONTRACTOR: Philco Corporation
22nd and Lehigh
Philadelphia, Pennsylvania

1 March 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 28 February 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 28 February 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 6 -4

I. SUBMITTED: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1 No formal training has been offered for the period covered by this report.

2 Informal OJT has been performed for the period covered by this report. Equipment covered was ARC-27, ARN-6, ARN-14 ARN-18 and Collins 18S-4. Training covered flight line and field maintenance levels.

IV. UTILIZATION:

1 Advising and instructing in the operation and maintenance of Air Force Communications and Navigational equipment.

2 An estimate of the time when contractor technician services will no longer be required by this activity will be six (6) months after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. Loss of pressure in ARC-27 RT Units.

2. Investigation of past maintenance difficulties indicates that equipment loosing pressure in flight fails twice as many times as equipment retaining pressure during flight. A series of investigations of weak transmitters and receivers in the ARC-27 showed much of this equipment was working fine on take off and did not become weak until the latter part of the mission and in many cases only at high altitudes. Upon landing, the equipment check excellent or just slightly weak and further checking indicated little or no pressure in the cases. Little or no pressure appears to have negligable affect on the ground but lack of pressure at altitudes from 30,000 and up, indicates from reports, a weakened status for the equipment and in a few cases only replacement of tubes was necessary to bring equipment within operating limits again. This problem only appears in B-47 type of aircraft.

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3. An investigation into the sealing and location of leaks is being pursued.

4. If sealing problem cannot be solved, a constant regulated pressure system may be warranted.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new maintenance-engineering difficulties encountered during period covered by this report.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. No new operational difficulties encountered for period covered by this report.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

Richard E. Hunt

Richard E. Hunt
Philco Technical Representative

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corp
Great Neck, L.I., New York

1 March 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 28 February 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 28 February 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Co.
A. Larson	Western Electric Co.
H. Magee	Sperry Gyroscope Co.
W. Milani	Sperry Gyroscope Co.
L. Ruple	Sperry Gryoscope Co.
C. Zaluga	Western Electric Co.

II. EQUIPMENT: K-4A Bomb-Navigation System

III. TRAINING ACTIVITIES:

1. For the period covered by this report, the submitting field Engineers instructed a formal class of eleven (11) airmen in Computer and Radar maintenance of twenty (20) hour duration. At the same time forty-nine (49) observers received formal and informal in-flight maintenance and operational training for a total of seventy four (74) instructor hours and two hundred and twenty (220) student hours. The balance of the training activity was devoted to informal K-System maintenance O.J.T. for a total of five hundred and Ninety (490) instructor hours and one thousand five hundred and seventy (1570) student hours.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle Air Force Base for administration and for duty in advising and instructing in the operation and maintenance of Air Force equipment (K-4A).

2. In accordance with SAC Regulation 66-4, technical assistance of Contractor Technicians will be required for 28 months minimum.

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the period covered by this report were random in nature and displayed no particular trend. In general it is felt that the number of equipment malfunctions was not excessive.

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SUBJ: Monthly Technical Report for month ending 28 February 1955 (Cont'd)

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

A. Calhoun (WHA)

A. Calhoun
Field Engineering Coordinator
Sperry Gyroscope Co.
Dvision of the Sperry Corporation

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CONTRACTOR: RCA Service Company, Inc. 1 March 1955
Ellis and Essex Avenues
Gloucester, New Jersey

SUBJECT: Monthly Report, RCS: 3AMC-U19 for month ending 28 February 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 28 February 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 65-4

I. SUBMITTED BY: B Pinsky - RCA Technical Instructor
M.A. Taylor - RCA Technical Instructor

II. EQUIPMENT: APS-42, Rendezvous, APN-70, ARC-21 and AIC-10, APX-6

III. TRAINING ACTIVITIES:

1. Fifty (50) instructor hours were devoted to the training of eleven (11) students in the theory and operatiin of the APS-42, APN-12, APN-76, APN-70 and APX-6 equipment. A total of ninety six (96) man-hours were devoted to this training.

2. Forty-five (45) instructor hours were devoted to the training of nine (9) students in the operation and theory of the AN/ARC-21 communications equipment. A total of eight-four (84) man-hours were devoted to this training.

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Electronic Equipment.

2. In accordance with SAC Reg 66-4, Technical Services of contractor technicians will be required for eighteen (18) months minimum.

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the period covered by this report were of a random nature and displayed no particular trend.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

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VIII. SPECIAL DEVELOPMENTS:

1. A maintenance test set is being disigned and constructed for use with the AN/ARC-21 communication equipment and associated CU-378 Coupler. This test set will greatly facilitate faster and more accurate trouble locating procedures in the aircraft.

2. More information will be included in the writers next monthly report.

IX. GENERAL REMARKS:

1. An ARC-21 flyaway mock-up was completed this month and is in full operation.

Marvin A. Taylor

Marvin A. Taylor
RCA Technical Representative

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ANNEX I TO CHAPTER III
HIST. 93D BOMB WING (H)
_____ 1955

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

CLAS: SECRET
AUTH: COMDR, 93 BW
DATE: 7 MAR 55
NAME: Cmns

MEMORANDUM FOR: Commander, 93D Bombardment Wing (H)

SUBJECT: Progress Report #3, B-52 Conversion Program (93D Bombardment Wing Programing Plan 2-54) as of 28 February 1955

1. Summary of Program

a. Reorganization of the 93D Bombardment Wing under the B-52 T/O was effected on 1 February 1955 and the organization was redesignated from a medium to a heavy type wing.

b. The 4017th Combat Crew Training Squadron, organized under a non-T/O authorization of 36 officers and 54 airmen, presently has an assigned strength of 19 officers and 31 airmen with a known additional input of 14 officers and 2 airmen in the near future.

c. B-52 Operational Engineering Section - Major Thomas P. Savage, Chief, and certain selected personnel are presently TDY to Boeing Aircraft Company, Seattle, Washington. Certain of these personnel will proceed to Edwards Air Force Base during March 1955, under the direction of Major Savage, to institute the operational engineering program for the B-52 aircraft.

d. The Phase VI Test Program will get underway at Edwards Air Force Base during March 1955. The first increment departed Castle Air Force Base for Edwards on 15 February 1955. The second increment is currently scheduled to replace first increment during May 1955 barring unexpected delays in the program.

e. Phase VII Test Program - Four (4) officers and four (4) airmen are presently assigned for Phase VII. These personnel will participate in the early stages of Phase VI prior to departing for Phase VII testing at Eglin Air Force Base, Florida.

f. B-52 Aircraft Deliveries - Initial three (3) aircraft are scheduled for delivery to Castle Air Force Base during June 1955. 3 B-47 aircraft will be phased out upon receipt of each 2 B-52 aircraft under the current program.

g. The B-52 Mechanical and Electronic MTU's are scheduled to arrive at Castle Air Force Base during May 1955.

h. B-52 Combat Crew Ground Training Program is presently being established to provide approximately 250 hours of instruction to each crew member. .

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i. B-52 Combat Crew Flying Training Program is being established to provide three (3) separate courses; i.e., "accelerated" course, "optimum" course, and "maximum" course. The course that will be used is dependent upon the monthly sortie rate that can be obtained from the B-52.

j. B-52 Construction Program - See Paragraph 2c(5) below.

k. Physical Conditioning Facilities are considered sub-standard. Approval has not as yet been granted by Fifteenth Air Force to convert Building T-703 into a Scandavian Room. $10,000 in additional funds will be required for this project.

l. Status of Appropriated Funds - A critical shortage of P458 funds exists at this time due to lack of action on the 2nd and 3rd quarter Revisions to the Fiscal Year 1955 Financial Plan . These Revisions included the known fund requirement necessary to finance the B-52 conversion program that had not been budgeted for in the original financial plan due to lack of program data. P458 funds, that had been programed for normal base operation were diverted to the B-52 changeover projects on the assumption that higher headquarters would recognize the conversion requirements and support this wing by honoring its requests for additional funds. Program and mission changes of this nature are virtually impossible to program for, in advance, at this level of command. It is estimated that the B-52 conversion projects will come to a virtual standstill about the latter part of April 1955 if funding action is not forthcoming prior to that time.

2. Conversion Progress Status as of 28 February 1955

a. Personnel

(1) 4017th Combat Crew Training Squadron Manning Status
This squadron has an authorized strength of 36 officers and 54 airmen. This authorization has been augmented by 2 airmen in the Survival Training and Personal Equipment career field. However, these authorizations are carried in the 93D Operations Squadron at the present time. Twenty (20) officers are assigned for a body manning and manning in required specialty index of 55.5%. 31 or 57.4% of the required airmen are assigned. By skill level, 27 authorized positions are filled giving a manning in required specialty index of 50%.

(2) Package Training Courses - Quotas have been received for personnel to attend package training courses as follows:

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ARTC (Chanute)		Boeing Factory	
Hydraulic Mech	2	Engine Mech	6
Aircraft Elect	5	Pneumatic Cart	5
AutoPilot	2		
Aircraft Mech	24		

(3) B-52 Phase VI Test Program - Personnel for the first increment of 13 officers and 125 airmen (including 6 airmen crew members) are at Edwards Air Force Base with the exception of 3 officer aircrew members. No particular difficulty is anticipated at this time in securing replacements for these officers in sufficient time to fill the requirements. 13 officers and 97 airmen of the 2nd increment are presently attending or have completed necessary factory training.

(4) Command Strength - The assigned military strength of 93D Bombardment Wing authorizations as of 28 Feb 55 is as follows:

	Wing				Air Base Group		
Sq	Off	Amn	Total	Sq	Off	Amn	Total
Hq	59	150	209	Hq Sq Sec	46	280	326
328th	62	178	240	Supply	12	311	323
329th	62	176	238	Mtr Veh	4	169	173
330th	61	173	234	Air Police	13	282	295
Fld Maint	8	694	702	Air Instl	6	222	228
Per Maint	5	247	252	Food Sv	2	200	202
A&E Maint	15	454	469	Opns	13	171	184
93D ARS	103	249	352	4160th USAF			
90th ARS	99	256	355	Hosp	12	25	37
TAC Hosp	25	120	145				
	499	2697	3196		108	1660	1768
4017 CCTS	19	31	50				

MIRSs (B-52)	93D BW		AB GP
Officers	89.5%		76.8%
	(Direct)	(Indirect)	
Airmen	73.3%	77.9%	75.8%

*Does not include 4017th CCTS.

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b. Operations and Training

(1) B-52 Flight Simulator - The RB-52 Flight Simulator is on contract and the predicted delivery date is Aug 55. A course to acquaint USAF personnel with the operation of the Simulator is scheduled to commence 1 June 1955.

(2) Altitude Indoctrination - Quotas received for this training at Fairchild Air Force Base, begining 31 January 1955, were cancelled. New quotas are being received now for Phase VI and Phase VII crews.

(3) TACAN Facility - A TACAN Facility has been projected for the 93D Bombardment Wing. The facility installation is now in the early planning stage.

(4) A-5 Gunnery Trainer - Progress Report #2 states that authority had been received to convert the A-5 Gunnery Trainer to the A-3A Gunnery System. This statement was in error. The A-5 Gunnery Trainer can be converted to an MD-5 Gunnery system, upon the arrival of radar equipment peculiar to that system.

(4) Radar Sets - Previous information indicated that the B-52 aircraft would have a radar set with a ten inch scope. Recent information which has not been confirmed shows a trend toward installation of radar with two five inch scopes.

c. Materiel

(1) B-52 Aircraft - Deliveries are presently programed to begin in June 1955. The present delivery schedule is as follows:

Month	Number of Aircraft
Jun 55	3
Jul 55	3
Aug 55	3
Sep 55	4
Oct 55	4
Nov 55	6
Dec 55	3
Jan 56	4
Feb 56	4
Mar 56	4

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Month	Number of Aircraft
Apr 56	4*
May 56	3*

*Based on the proposal that each heavy bombardment wing be assigned 45 aircraft. If this proposal is not approved, this wing is scheduled to receive the last two aircraft in April 1956 for a total of forty (40) B-52 aircraft.

(2) B-47 Aircraft - The modified phase-out plan is to transfer three (3) B-47 aircraft for each two (2) B-52 aircraft received.

(3) Supply Actions

(a) Unit Authorization Lists - All organizations scheduled for conversion completed a physical inventory and unit accounting documents were to be posted as of 21 January 1955. Teams from headquarters SAC, headquarters Fifteenth Air Force, SAC Special Equipment Evaluation Team, Unit Supply, Base Supply and Wing Supply personnel prepared requisitions for all Unit Authorization Lists requirements. These requisitions were hand carried to the appropriate depots by representatives of this base during the period from 6 to 19 February 1955.

(b) Aircraft Spares - AFSD 5640010 with subsequent amendments have been received and contain a total of 8,539 line items. Total line items received as of 24 Feb 55 was 4,403.

(5) Airfield Construction Program - The status of the special construction program to prepare Castle Air Force Base for B-52 aircraft is as follows:

Project	Starting Date	Percent Complete	Contractors B.O.D.
Apron, Park. Op. Str. Hv	15 Jan 55	3	15 Aug 55
Pad, A/C, Warm-up, New. Hv	15 Nov 54	0	15 May 55
Pad, A/C, Warm-up, Str. Hv	15 May 55	0	1 Sep 55

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Project	Starting Date	Percent Complete	Contractors B.O.D.
R/W, Primary Extnsn, Hv	15 Nov 54	40	15 May 55
Stbl, Shld, Apron, New, Lt	20 Dec 54	13	20 Mar 55
Stbl, T/W, New, Lt	15 Nov 54	20	20 Apr 55
T/W, Apron, Acss, Str, Hv	1 Apr 55	0	1 Sep 55
T/W, Primary, Extsn, Hv	15 Nov 54	20	15 May 55
T/W, Primary, Strngthn, Hv	25 Feb 55	6	20 Apr 55
Washrack, Hv, Acft #1	1 May 55	0	7 May 55
1200 Ft PCC End R/W 30	15 May 55	0	1 Sep 55
Hazard Removal	15 Nov 54	0	15 May 55
Bulk B/Jet Gas Tank	28 Jan 55	7	24 Oct 55
Shop, Engine Bld-Up	24 Nov 54	18	31 Aug 55
Shop, Maint, Orgnl Std (3)	24 Nov 54	36	31 Aug 55
Hq Bldg, Wing	29 Mar 55	0	29 Oct 55
Crash & Struct Sta	25 Sep 54	79	9 Mar 55
Tech Trng Bldg	31 Mar 55	0	30 Sep 55
Shop Arm/Electronics	10 Nov 54	19	4 Sep 55
Physio Hi-Alt, Trng Bld	Jun 55	0	Oct 55
Liq Oxy Gen Bld & Yard	Aug 55	0	Sep 55
20,000 lb Jet Engine Test Stnd	Oct 55	0	Dec 55

3. The inclosure hereto presents a detailed account of the status and progress of each individual "project" by directorate, as of 28 February 1955. These "projects" conform to the "Required Actions and Implementation" section of 93D Bombardment Wing Programing Plan 2-54.

4. Project Officers

Directorate	Name	Telephone
Personnel (Airmen)	Capt W M Bouterse	792
Personnel (Officers)	Lt A R Mitchell	412
Operations	Maj S M Abrams	202
Operations (4017th CCTS)	Maj R R Litchfield	656
Materiel (Maint)	Capt W J Vetter	285
Materiel (Supply)	Capt D F Palmer	619
Materiel (A&E)	Maj P J Howska	270
Materiel (Housing)	Lt Col H T Bierbaum	705
Materiel (AIO)	Lt P C White	754
Comptroller (Wing)	Maj W D Lewis	428
Comptroller (Base)	Maj P G Hallberg	321

5. Security Annex: This correspondence and attached progress Report Classified SECRET in accordance with Paragraph 23, Air Force Regulation 205-1.

William D Lewis

1 Incl
Prog Rept #3 (by project)
February 1955

WILLIAM D. LEWIS
Major, USAF
Director of Comptroller

(6)

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SECTION: DIRECTOR OF PERSONNEL

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PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Manning of the 4017th CCTS	Monitor closely all sources of skilled personnel into project, in order to insure that most highly qualified personnel are assigned to the 4017th CCTS. This will require close coordination with Director of Operations and Director of Materiel.	POB	Manning of the 4017th CCTS is progressing very satisfactorily. As of the 1 Apr 55 end of this reporting period a total of 19 officers have been assigned. The remaining requirement has been tentatively filled by name nominations.	
		PAB	The following five airmen have been assigned since last month's report: 1 Draftsman, 2 Supply, 2 ECM Technicians, bringing the total assigned to 31. Maintenance type personnel and the remainder of the administrative personnel are not required at the present time.	
2. Manning of the 93d Bombardment Wing	Monitor the manning of the 93d Bombardment Wing during the conversion period. Coordinate with all staff agencies concerned on the proper distribution of assigned personnel.	POB	Manning of the 93d Bombardment Wing is progressing very satisfactorily. With our known input, we will be well manned in all fields except medical, legal and comptroller. Manning of legal and comptroller officers continues at 50% and 66%, respectively, despite repeated requisitions.	Continual
		PAB	Airman manning is unsatisfactory in the following career fields due to a shortage of incoming assignments in those specialties: Aircraft Electricians authorized - 252, assigned - 109; Hydraulic Repairman authorized - 110, assigned - 41; Airborne ECM Technicians authorized - 37, assigned - 6; Gunners authorized - 40, assigned - 9; Intelligence authorized - 16, assigned - 12; Rubber Products Repairman authorized - 7, assigned - 3; Air Police authorized - 473, assigned - 264; Petroleum Supply authorized - 56, assigned - 38; Personnel authorized - 95, assigned - 86; Fire Fighters authorized - 120, assigned - 102.	
3. Factory Training	Coordinate with all command and staff agencies on the phasing and selection of personnel for factory training.	POB	13 officers required for the 2d increment have completed training.	
		PAB	75 airmen of the 2d increment have completed training (this includes those who require no training), 22 are undergoing training at the present time.	Indefinite

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SECTION: DIRECTOR OF PERSONNEL

SECRET

PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
4. Familiarization program	Coordinate with all command and staff agencies on the phasing and selection of personnel for familiarization training.	POB	To date 34 officers have completed Supervisors and Planners Course. We have quotas for 4 more who will enter training 7 Mar 55. In addition, we are requesting 2 additional spaces in this course for the 7 Mar 55 class to be utilized by officers presently assigned to the 401st CCTS (Ref para 10 this report). A total of 4 officers have completed the Staff Orientation Course. In the Aircrew and Performance Data Course we have 21 officers who have completed the course with 5 presently attending, estimated completion date 15 Mar 55.	Indefinite
5. Package Training	Coordinate with all command and staff agencies in the phasing and selection of personnel for package training.	PAB	All quotas for training listed in January report have been filled. Additional quotas in all fields of Package Training are expected during the first week of March. We are presently reviewing our assigned strength to determine if Package Training requirements can be met. This review being coordinated with Maintenance Control.	Indefinite
6. Roster of Critical Maintenance Personnel	Close monitoring of those specialties critically needed for the program. Must maintain current rosters, reflecting daily gains and losses. Requires close coordination with Maintenance Control.	POB	The status of aircraft maintenance officers is being constantly monitored to insure stability of these personnel. To date, we have received four (4) aircraft maintenance officers and at present we are fully manned body-wise. However, all of the officers do not possess jet experience. We have a projected loss of two (2) Maintenance Officers - one in April and one in May 1955.	Continual
		PAB	The roster of critical personnel is still under revision.	
7. Precedence Roster for Required Maintenance Training	Maintain consolidated precedence roster of maintenance personnel scheduled for special training, to coordinate closely with Maintenance Control to insure that the most highly qualified and most eligible personnel are given preference for specilized training.	PAB	The Package Training Manual was received and the roster is presently being prepared.	Continual

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SECTION: DIRECTOR OF PERSONNEL

PROGRESS REPORT NO. 3

TH OF FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
8. Screening of assigned non aircrew personnel	Determine by roster those eligible for conversion program. List those personnel surplus to needs of program and report them available for reassignment. Determine interim utilization for those personnel ineligible for project and ineligible for reassignment.	POB	No action is anticipated at this time since there will be little change in support type personnel requirements. In most cases where changes do exist the requirement increases, therefore, no surpluses are anticipated.	Bi-Monthly
		PAB	This screening will be accomplished as soon as the package training roster is completed.	
9. Screening of Aircrew personnel	Determine those aircrews surplus to needs of program and report them for reassignment or use in support organizations. Close coordination with all agencies concerned.	POB	Our requirements for Aircrew personnel have changed somewhat since the last report. We now have available for entry into the new program 34 A/C's, 33 Pilots and 39 Observers. These figures are based on eligible and recommended personnel. Bodywise we will still be able to man 33 crews A/C and Pilot-wise. However, we will require 27 Observers, AFSC 1525A, to man 33 crews. Some question exists as to the manning ratio of these crews. Our current T/O indicates we will man 1.0 or 30 crews. SAC Manual 27-2, B-52 Planning Factors, indicates we will man 1.1 or 33 crews. Pending a final decision, we are working towards a 33 crew goal.	Indefinite
		PAB	40 gunners required based on 1.1 to 1 ratio. 9 gunners assigned. 40 ECM Operators required based on 1.1 to 1 ratio. 6 Operators assigned.	
10. Requisitioning of additional training required.	Personnel will requisition any additional quotas not previously scheduled upon request of the appropriate command or staff agency.	POB	In addition to training spaces previously requested, we have requested two (2) additional spaces in the B-52 Supervisors and Planners Course for 7 Mar 55 class to be utilized by Major Brownlee and Captain Beecham, both of the 4017th CCTS. We have also received notification that additional spaces in the Aircrew and Performance Data Course will be available during the months of April and May 1955. We have requested four (4) spaces to be utilized by members of the 4017th.	Indefinite
		PAB	To date no additional training above that scheduled has been required.	

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SECTION: DIRECTOR OF PERSONNEL

PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
11. Manning-Effectiveness Reporting	Personnel will prepare a monthly manning in required specialties report.	POB	B-52 officer manning in required specialties as of 28 Feb 55: Wing, 89.5%; Air Base Group, 76.8%. (Data for Wing excludes 4017th CCTS).	Continual
		PAB	B-52 manning in required specialties for 93d Bomb Wing: Indirect support, 77.9%; Direct support, 73.3%. Manning in required specialties for 93d Air Base Group: 75.8%. (Data for Wing excludes 4017th CCTS.)	
12. Phase VI, Test Program	Constant monitoring and screening of personnel to insure that only the most highly qualified personnel are scheduled for this training. To place selected personnel in a freeze status and in the event any of these personnel are unable to attend the scheduled training, notify higher headquarters in order that qualified replacements may be obtained immediately.	POB	Class spaces and schedules pertaining to pressure suit fittings and physiological training as reported in the previous progress report were cancelled. A new schedule has been received whereby we will enter eight (8) crew members into this training on 28 Feb 55; eight (8) crew members on 7 Mar 55; and nine (9) crew members on 14 Mar 55. No further information is available at this time regarding further quotas for this training. Requirements for ECM officers in the Phase VI Test program have become a reality and we presently have three (3) ECM officers on TDY to this organization for that purpose. At the present time there exists a shortage of two (2) pilots and one (1) observer in our Flight Test crews with the Phase VI program. This is a result of the withdrawal of one pilot. Remaining two officers are on the DNIF list. However, it is not anticipated that this will create too great a problem in that we have known input of one pilot, Captain Campbell, and Colonel Birdsong will become the sixth pilot in the 1st increment of Phase VI testing. If necessary, one observer from the Phase VII group can be utilized in the Phase VI test.	Indefinite
		PAB	The increase of 12 additional airmen for the 1st increment was not withelever airmen from this station and one from March AFB, who is TDY and will be assigned upon completion of the training. All airmen of the 1st increment are at Edwards. 97 airmen of the 2d increment are presently attending or have completed training. Seven airmen of the 1st increment were replaced, five with 2d increment personnel due to hardship conditions, one charged with assault and battery, and one was not qualified. Four airmen of the 2d increment have not completed training at Boeing, three are being replaced in the program and one is still pending.	

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SECTION: DIRECTOR OF PERSONNEL

PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
13. Phase out of B-47 Personnel	Monitor phase out of B-47 personnel. Report for reassignment those personnel that cannot be utilized in B-52 program or in support.	POD	Reassignment of the three B-47 crews as reflected in the previous monthly report has now become a reality. These crews have departed this station for Lincoln AFB, NEBRASKA on these crews was 15 Feb 55.	Continual
14. Determine Base support personnel requirements	Check adequacy of manning authorization for support personnel. Coordinate with Base Manpower and Management Section any additional requirements deemed necessary.	POD	Manning documents are considered satisfactory at this time.	Indefinite
		PAD	Manning documents are considered satisfactory at this time.	
15. Phase VII, Test Program	Monitor assignment of personnel to the Phase VII Test program when required.	POD	As stated in the previous report, we have four officers presently assigned that are committed to the Phase VII Test program. These officers will participate in the early stages of Phase VI testing. Upon completion of Phase VI testing, they will proceed to Eglin AFB, Florida, for further assignment in the Phase VII testing. We have no firm reporting dates as yet for this program.	Continual
		PAD	Four airmen presently assigned, one AFSC 29373, and three AFSC 32371G. Two AFSC 32371G presently TDY to Edwards with Phase VI personnel. Future requirements not known at present time.	
16. Assignment of Project Officers	Action completed. See Progress Report #1.			

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PROGRESS REPORT NO. 3

TH OF EBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of personnel for B-52 to 93d Bomb Wing and 4017th Combat Crew Training Squadron	Monitor assignment and transfer of all instructor and crew personnel of 93d Bombardment Wing and 4017th Combat Crew Training Squadron.	ODCOP	The 93d Bombardment Wing is still short thirty-nine observers. This is based on forming thirty-three crews. Also included in this figure is the requirement to train twelve extra observers with the first twelve crews. These observers would be available to fill the requirement of future withdrawals for instructors. Authorization has been granted to interview students at Mather AFB, and select approximately fifteen highly qualified observers for assignment to the 93d Bombardment Wing, to help fill this existing shortage. There is also a requirement to train twelve extra aircraft commanders for the same purpose. It will not be possible to supply all twelve pilots from present resources.	Unknown Dependent upon input of personnel and Phase VI Testing Program
2. B-52 Combat Crew Training (Ground Training Phase)	Make a study and establish an adequate Ground Training Program for all aircrew members of the 93d Bomb Wing.	ODCT	The 4017th is now projected as a Combat Crew Training Squadron, and they will provide each crew with as much training toward combat readiness as their program will allow. Progress Report #2 states that this project was deleted. This statement was in error. At this time, the 93d Bomb Wing Ground Training Section is developing plans to provide each crew with necessary supplemental ground training after return from 4017th training, in order to assure full combat readiness in a minimum of time. An accelerated Special Weapons course is definitely to be provided.	1 May 55
3. B-52 Combat Crew Training (Flying Training Phase)	Establish an adequate Flight Training Program for all crew members of the 93d Bombardment Wing.	ODCFT	Three training programs under consideration by the 4017th Combat Crew Training Squadron have been forwarded to 15th Air Force for presentation to SAC. These programs vary in the amount of flying time to be given each crew. The ground training phase will be very similar in each case. The three programs have proposed twenty (20) hours, thirty-five (35) hours and fifty (50) hours flying time respectively. The program selected will be contingent upon the number of training sorties that maintenance can support per month. The training program that the 4017th Combat Crew Training Squadron conducts will greatly determine	1 Apr 55

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SECT ON DIRECTOR OF OPERATIONS | PROGRESS REPORT NO. 7 | AS OF 1 JUNE 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
			the amount of training that must be accomplished by the crews after returning to the 93d Bombardment Wing. At present, the 4017th Combat Crew Training Squadron does not intend to conduct any aerial refueling training. This will necessitate an aerial refueling team being assigned to the 93d Bombardment Wing for refueling training, since the wing will have no qualified B-52 instructors who could conduct the training.	
4. Flying Training Records	Insure that system is established to maintain records of all personnel of the 93d Bombardment Wing undergoing training.	ODCSC	Action has been initiated to establish the necessary mission accomplishment forms for the 4017th Combat Crew Training Squadron to record the transition training of the 93d Bombardment Wing. A system will be developed as it is determined what forms are required and how much training will be given by the 4017th Combat Crew Training Squadron.	1 Jun 55
5. Instrument Approach and Letdown Procedures	Establish instrument approach and letdown procedures at Castle Air Force Base for B-52 Operations.	ODCOP	Instrument approach and letdown procedures have been completed for Castle AFB for B-47 operation. It is believed that most of these basic procedures will be applicable to B-52 operation with only minor changes required. Some of the procedures are interim measures, pending the installation of RAPCON. Until the Phase VI program is underway and further experience has been gained in the operation of the B-52 it will be difficult to take any further action.	1 Jun 55
6. Training Report Forms	Revise and publish required forms for reporting of training accomplished under SAC Reg 50-43 and 50-8.	ODCR	This project has not been started pending completion of appropriate supplements to SAC Reg 50-8 and 50-43.	1 Jun 55
7. Standardization of Charts	Standardize all charts in Wing and Squadron on B-52 crew training progress under SAC Reg 50-43 and 50-8.	ODCR	This project has not been started pending completion of appropriate supplements to SAC Reg 50-8 and 50-43.	1 Jun 55

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PROGRESS REPORT NO 3

31 JANUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
8. Control Tower SOP	In coordination with Base Operations, set up Control Tower SOP's for B-52 Operations.	ODCOP	The control tower SOP dated 1 July 1954, giving the local operating procedure, is adequate for the present, however at the completion of the Radar Approach Control Unit, the ground control approach section of the SOP will be revised. A new addition to this SOP on the operation and control of the B-52 will be added as soon as the necessary experience has been gained from the actual operation of the aircraft. Estimated date of completion for this project was 1 April 1955; due to aircraft delivery, this date is now 1 June 1955.	1 Jun 55
9. Personal Equipment and Requirements	Make a study and coordinate with flight surgeon, personal equipment requirements peculiar to B-52, such as pressure suits, helmets, parachutes, survival equipment, etc., and take action to procure in coordination with Director of Materiel.	ODOT & MPIS	Pressure suits and helmets for Phase VI crews will be issued and fitted at Fairchild AFB. Quotas are being received for the month of March. Parachutes and survival equipment presently available and utilized in the B-47 program are readily adaptable to the B-52 program. Crews scheduled for physiological training and pressure suit fittings have been indoctrinated in the medicinal and physiological aspects of high altitude flight. A demonstration of the pressure suit was given.	Unknown
10. Alternate and Emergency Air Fields for B-52 Operations at Castle Air Force Base	Make a study of possible air fields to be used for the B-52. Make charts to be incorporated in pilot's checklist showing distances of fields from Castle, best altitude to fly, time enroute, width and length of runway and fuel to be used.	ODOFE	A study of air fields to be used as alternates for B-52 has been made. A minimum number of bases are considered suitable for the initial phase of the B-52 program, the primary limitation being narrow taxiways rather than runway length. A chart is being prepared for inclosure in pilot's checklist. 93d Bomb Wing Operations Memorandum is being revised as pertains to this project. Fifty percent complete.	1 Apr 55
11. Traffic Pattern	Coordinate with Base Operations in establishing traffic pattern procedures for Castle Air Force Base. Publish pertinent directives.	ODCOP	Very little is known at this time of the requirements of a traffic pattern for the safe and successful operation of the B-52. Considerable information will be gained from the Phase VI testing program. Recommendation for the B-52 traffic pattern will be submitted as soon as sufficient experience can be gained from the actual operation	1 Jun 55

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PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
11. Con't			of the aircraft. The present B-47 traffic pattern as published by SAC will serve as a guide during the interim period. Estimated date of completion for this project was 1 April 1955 is now 1 June 1955.	
12. Crew Priority for B-52 Training	Establish a plan for setting up crews and their priority for selection for B-52 training.	ODCOP	Crews from the first squadron to convert have been selected and scheduled for input to the B-52 training program. Crews from the other two squadrons have not been established in any order of priority at this time since the personnel situation is still not firm. Estimated date of completion for this project was 1 April 1955.	1 Jun 55
13. Observer Ground School.	Establish Ground School to fully qualify all observers under SAC Regulation 51-19.	ODC	The 51-19 Ground Training for B-52 observers will be along the same line as the B-47 training which proved to be very effective. The primary concern will be new equipment, and new mission planning and perfromance concepts as related to the B-52. Training will be continuously supplemented with data obtained during the phase VI tests of the B-52. Estimated date of completion was 1 May 1955.	1 Jun 55
14. Advanced Inflight Maintenance Operations as pertains to B-52.			COMPLETED - See Progress Report #1.	
15. Observers Reports	Coordinate 93D Bombardment Wing Standardization Board in the establishment of forms and reports required for observers.	ODC	The current observers reports are believed adequate since observers duties are more or less standardized by directives. It is possible that additional reports will be deemed necessary as a result of knowledge obtained in Phase VI. No changes are anticipated at present. 100 percent complete.	Completed
16. Bombardment and Navigation Records, 93D Bomb Wing.			COMPLETED - See Progress Report #2.	

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PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
17. Bombs and Ammunition	Determine type of bombs and ammunition peculiar to requirements of B-52 operations and take action to procure in coordination with Director of Materiel.	ODCOB & ODCG	Action has been taken to determine the availability of the new 750 pound practice bomb. If available, this bomb will be requested in sufficient quantity to fulfill the training requirements. In the meantime, it is planned to use the B-47 parctice bombs as an interim measure. Latest informal information from Boeing Aircraft Corporation is that the first thirteen aircraft will be equipped with the Arma Corporation A3A Fire Control System using four caliber fifty M-3 Aircraft Machine-guns. Of the ammunition available on the base, some ammunition is suitable for training purposes for these guns. Starting with the fourteenth aircraft, the Fire Control System will be the MD-5 System manufactured by General Electric and utilizing two twenty millimeter automatic Aircraft cannons. The base has sufficient ammunition on hand. Since the B-47 Fire Control System utilizes the same caliber of ammunition, no trouble in obtaining sufficient ammunition is anticipated.	1 May 55
18. Selection of B-52 Stand Board, 93d Bomb Wing	Select four potential standardization board crews in the 93d Bomb Wing for utilization in Wing and Squadron positions.	ODC	COMPLETED. - See progress report #2.	
19. Gunnery	Make a study of and establish a gunnery indoctrination course for all gunners on the B-52.	ODC	COMPLETED. - See progress report #2.	
20. Altitude Indoctrination	Set up and monitor an altitude indoctrination schedule for all B-52 aircrews of the 93d Bomb Wing and Phase VI Crews.	ODC	The altitude chamber for Castle AFB is tentative at this time. Quotas received for this training at Fairchild AFB beginning 31 January 1955 were cancelled. New quotas are being received now for Phase VI and VII crews. The 93d Bomb Wing crews will be scheduled when quotas are required.	Unknown

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TH OF FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
21. Advanced Survival for 93d Bomb Wing Crews	Set up and monitor an advanced survival schedule for B-52 crews of the 93d Bomb Wing.	ODC	The present status of the advanced survival for 93d Bomb Wing crews is as follows: 328th Bombardment Squadron, 83% complete; 329th Bombardment Squadron, 89% complete; 330th Bombardment Squadron, 83% complete. One hundred percent completion will be attained as quickly as other commitments and available quotas permit. No immediate problems are foreseen. Estimated date of completion was 1 April 1955, is now 1 July 1955.	1 Jul 55
22. Synthetic Trainers	Coordinate with Base Ground Training Officer on installation and conversion of synthetic trainers necessary for the B-52 program.	ODC	There presently are two (2) C-11 jet instrument trainers installed, one (1) T-2A radar navigation and bomb trainer and one (1) T-3 trainer has been recently converted to K-System. The 4017th projected requirements for these trainers is under study, to determine if additional trainers are required.	1 Apr 55
23. Physical Conditioning Unit - 93d Bomb Wing	Check on adequacy of local Physical Conditioning Unit. Consider location, size and strength of staff to handle B-52 crews after landing from long missions.	ODC	It has been determined that the present physical conditioning unit is inadequate to handle B-52 crews. A plan has been submitted to 15th Air Force requesting funds in the amount of $10,000 to convert building T-703 into a physical conditioning unit.	1 Aug 55
24. Special Weapons, 93d Bomb Wing	Set up a special weapons program for B-52 crew personnel.	ODCSW	Due to lack of information on the B-52 Bomb Bay configuration, no progress has been made relative to the establishment of a Special Weapons program. Only minor changes are anticipated in the present B-47 special weapons curricula in the establishment of the B-52 training program. Estimated date of completion for this project was 1 March 1955, is now 1 May 1955.	1 May 55
25. Navigational Aids	Coordinate with 93d Air Base Group to establish navigational aids necessary for this program.	ODC	A study was completed, 10 December 1954, on the navigational aids available, and programmed for Castle AFB. Adequate facilities are available to handle B-52 type aircraft at present and these installations will be supplemented by the projected program.	

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PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
25. (Continued)			The Merced VOR (OMNI) range was commissioned on 10 December 1954. A homer beacon has been installed on the southwest leg of the Merced Low Frequency Range and is presently operating on a test basis. UHF/DF homing device is operational but final acceptance is delayed pending installation of primary UHF communications equipment in the UHF communications building. The low frequency Bear Creek Homer was commissioned and a Facility Acceptance Certificate executed on 21 January 1955.	
			Installation of an ILAS facility is delayed due to the runway extension construction of the middle marker building and lack of two major supply items. The runway extension is scheduled for completion in May 1955. Construction of the middle marker building and purchase of the required land has been approved and funded for FY 56, Public Works Program. The supply items have not been delivered to Rome AF Depot by the manufacturer. Follow-up action on these items has been taken by Base Supply and Base Communications. No scheduled delivery date on these items is available at this time.	15 Sep 55
			A temporary GCA Unit is installed and operating. A conventional approach control is scheduled to be functional on 1 February 1955. Target date for a RAPCON is 1 September 1955. An interim RAPCON will be provided by this date. The RAPCON will be in operation as a fixed GCA on approximately 15 March 1955.	
			A TACAN facility has been projected for the base. The facility installation is in the early planning stage at this time.	Unknown
			As the navigational aids projected at the present time are adequate for B-52 operation, this project is considered 70% complete.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
26. ECM and Communications Procedures. 93d Bomb Wing	Make a study and establish Communications and ECM indoctrination courses for all B-52 aircrews. Establish Standard Operating Procedures.	ODCO	A basic communications and ECM training outline for the B/RB-52 was completed on 27 December 1954. Communications and ECM SOP's will be established when the equipment arrives at this station.	15 Jun 55
			The possibility of converting the ECM equipped C-47 to B-52 type of ECM equipment is still under investigation. The conversion may not be possible due to power requirements.	Indefinite
27. B-52 Manuals	Obtain all manuals and checklists required by flight crew members for the B-52.	ODC	Pilot's handbooks, TO 1B-52A-1 and binders have been requisitioned in sufficient number for issue to each crew member of the 93d Bomb Wing.	1 Apr 55
			SAC message DOTRPS 10984 received this headquarters indicated that TO 1B-52-(R)B-1 previously requisitioned by this headquarters will not be available until sometime in August 1955. Sufficient copies of preliminary B-52 flight handbooks, TO 1B-52(R)B-1, 1 Sep and revised 1 Dec 54 have been requisitioned to support requirements of the 93d Bomb Wing and 4017th until the regular B-52 handbooks, TO 1B-52(R)B-1 are available. Reference 93d Bomb Wing message ODCSC 433, 17 February 55.	
			The Boeing Service School is sending the 93d Bomb Wing 25 copies of the pilot's checklist. However, these checklists will probably require some reworking to make them more adaptable for use.	1 Apr 55
			The B-47 Observer's checklists are to be used in the initial stages of Phase VI and will be implemented and/or redesigned as a result of knowledge obtained during Phase VI.	
			Information for a gunnery and ECM checklist is being assembled and the checklists will be available for the crew flying in Phase VI.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
28. Standard Operating Procedures for 93d Bomb Wing	Make a study and establish SOPs and operations memoranda for operations of B-52 Aircraft.	ODOSC	SOP's will be initiated during the Phase VI program after experience has been gained in operating B-52 aircraft.	1 Jun 55
29. Operations Forms for use by 93d Bomb Wing	Establish and provide required forms for certification of: 1. Air Crew Check-Out (SAC Reg 51-19) 2. Air Crew field Check 3. Safety of Flight Check 4. Training Under SAC Reg 50-43 5. Stand Board Check 6. Emergency & Proficiency Examinations	ODOSC	The Standard forms now in use by the 93d Bomb Wing for the B-47 program are being revised as much as possible at this time for use when the wing converts to the B-52. Some forms are suitable with minor changes necessary, while others will depend upon revision of SAC Reg 51-19, as pertains to check-out requirements and minimums. Also forms for use in reporting SAC Regulation 50-43 accomplishments will depend upon revision of these regulations for B-52 operations. Emergency and proficiency examinations are being written. Overall project estimated 10% completed.	1 May 55
30. Target Materials for 93d Bomb Wing	Make a study of special target materials for use in the B-52 program.	ODOI	Previous information indicated that the B-52 would have a radar set with a 10-inch scope. Recent information which has not been confirmed shows a trend toward installation of radar with two 5-inch scopes. In this instance, the domestic target materials and target folders now on hand and currently being utilized with B-47 aircraft are considered adequate for use with the B-52 aircraft with the 5-inch radar scope installation. However, due to longer range considerations, the new aircraft will be capable of accomplishing missions over eastern as well as western RBS sites. Domestic target folders have been prepared on all western RBS sites. The problem now is to obtain radar scope photos (5 inch) and visual photos of remaining RBS sites in the U.S., and prepare target folders for each site. This project has been initiated.	Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
30. Con't			Procurement and preparation of target materiels and target folders for use with ten inch radar scope are also a problem under consideration. A proposed solution is for the 93D Bombardment Wing to produce original photography during first B-52 training flights. Initial coordination for this program is tentatively scheduled for March 1955.	
31. Phase VI Program	Monitor results of the Phase VI Test Program and effect on B-52 Operational Flying.	ODCOP	Operational flying of Phase VI has not yet started. The 93D Bomb Wing Liaison Officer at Edwards AFB will be required to make weekly reports on all aspects of the program and the effect of operational procedures and techniques.	15 Nov 55
32. B-52 Mobility Plan	Coordinate with Director of Materiel in preparation of 93D Bomb Wing Mobility Plan based on deploying with B-52 aircraft.	ODC	Operational Plans is monitoring the mobility plan for the 93D Bombardment Wing. The B-52 Mobility Plan has not been formulated as yet.	Continual
33. Project Officers	Appoint project officers to monitor program and render progress reports required by this plan.	ODC	No further action required. Reference paragraph 13 of Programing Plan 2-54.	

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MONTH OF FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Monitoring of Personnel Assignments	Coordinate with Director of Personnel and Fifteenth Air Force on personnel input to 4017th CCTS.	4017thS	Fifty percent complete. The commander of the 4017th CCTS continues to monitor the selection of each officer and airman to the organization. In consonance with good management procedures, every effort is being made to select highly qualified individuals for key positions. OFFICERS: PFD - 19; Programmed In - 14; Vacant Spaces - 3; Total 36. AIRMEN: PFD - 31; Programmed In - 2; Vacant Spaces 23; Total: 56.	Continuel
2. Air Operations Officer 4017th CCTS	Select an Air Operations Officer fully qualified for such duty.	4017thS	Fifty percent complete. Colonel Perry at SAC headquarters is attempting to procure Major Prieve for this position at the present time. Two (2) previous nominees (Major Keith and Major Tennyson) were determined to be unavailable for this assignment. It is hoped that this situation will be definitely resolved and procurement action taken within the next month, in that this position is a key position in the 4017th Organization.	1 Mar 55
3. B-52 Combat Crew Training: Ground Training Phase	Establish an adequate ground Training Program for all Aircrew members of the 4017th CCTS.	4017thS	A Ground Training Program has been established, and is now being edited into syllabus form. This program is designed to provide SAC Combat Crews with the necessary knowledge to assure their complete understanding of the B-52 aircraft and its related problems. This course includes approximately one hundred thirty (130) hours of instruction presented by the Training Squadron and one hundred sixteen (116) hours of instruction presented by the Mobile Training Unit. The program listed above will undoubtly require numerous changes as more experience is gained in B-52 operations. Therefore the estimated date of completion is continuel rather than April 1955. The MTU is now conducting a B-52 Refresher Course for Instructor Crew Members. Eighty percent complete.	Continuel
4. B-52 Combat Crew Flying Training	Establish an adequate flying Training program for all crew members of the 4017th CCTS.	4017thS	A Flying Training Program was established in January 1955. This program consists of three (3) Flight Training Courses based on the number of sorties available per aircraft per month. The program was designed to accomplish the mission of the 4017th CCTS, whether a low, moderate, or favorable sortie rate is available to the 4017th CCTS. Flight courses are as follows: (16) SECRET	

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4. Cont'd			(1) [illegible] per aircraft per month. (2) [illegible] based on four [illegible] per aircraft per month. (3) [illegible] sorties per aircraft per month. [illegible] continual [illegible] completion [illegible]	
5. Instructor Crews of [illegible]	Interview and assign the [illegible] instructor personnel to crews in "A" and "B" Flights, as called for by Programming Plan [illegible]	[illegible]	Completed - See Progress Report #[illegible].	
6. SOP's for [illegible]	Make a study and establish SOP's and Operations Memoranda for the [illegible] Training Program.	[illegible]	[illegible] SOP's and Operations Memoranda have been screened to determine [illegible] applicability to [illegible] operations. [illegible] SOP's and Operations Memoranda will be initiated during and after Phase [illegible] Test. Fifteen percent complete.	[illegible]

[illegible] Control No. [illegible]

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
7. Necessary Forms for 4017th CCTS	Establish and provide required forms for certification of: 1. Aircrew check-out. 2. Safety of flight check. 3. Stand Board checks.	4017thC	These forms, as well as Pilot's and Observer's Questionnaire Emergency Procedures and Proficiency Examinations are being prepared. The preliminary examinations and questionnaires are being prepared by the Standardization Crew for use by the Instructor crews flying Phase VI Test, and will be revised and brought up to date as experience is gained in the actual operation of the B-52. Thirty percent complete.	1 Jun 55
8. B-52 Manuals Checklists for 4017th CCTS	Obtain all manuals and checklists required by flight crew members for the B-52.	4017thC	Pilots' Handbooks, TO 1B-52B-1, and binders have been requisitioned in sufficient number for issue to each instructor crew member and student crew member of the 4017th CCTS. Advanced information indicated that five (5) copies of preliminary Pilot's Handbooks are presently in shipment to this station. A copy of TO 1B-52B-2 has been received for use in Operations and Training Section. Copies of the Pilots' Checklists, from the Boeing Service School, are available and will be revised, if necessary, during and after Phase VI Test. The B-47 Observers' Checklists will be used in the initial stages of of Phase VI and will be implemented and/or redesigned as a result of knowledge obtained during Phase VI. [illegible] and Summary Checklists have been prepared and will be redesigned as operational experience dictates. Thirty percent complete.	After Phase VI
9. Training Report Forms for 4017th CCTS	Devise and publish necessary forms in accordance with [illegible], for reporting all training accomplished by 4017th CCTS	4017thC	Proposed flying training and mission report forms have been completed. Individual training and mission report forms now utilized in the B-[illegible] program will be adapted to the B-52 program. Completion of this project is dependent upon training requirements to be set forth in the 4017th Training Syllabus and will be further modified by individual instructor lesson plans. Date of completion is now set at 1 June 1955 to coincide with the estimated completion date of all courses of instruction. Fifty percent complete.	1 Jun 55

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10. Training Charts for 4017th CCTS	Make a study of and establish a series of charts that will reflect the B-52 crew training progress for 4017th CCTS.	4017th	Charts reflecting proposed flight and ground training programs for three independent sortie rates have been completed and a fourth is being organized. Aircraft delivery schedule has been charted and projected crew flow charts, based on crew input required to support the program have been completed. Charts depicting Pilot and Observer Training (Ground and Air) Academic Training, MTD Instruction (Aircrew and Mechanics) and an outline of the proposed training manual have all been completed. A chart illustrating the schedule of instruction (Academic, Flying and Synthetic Trainers) on a weekly basis for the full course has been completed and the same type chart based on daily instructions is being constructed. Forty percent complete.	After Phase VI
11. Personal Equipment for 4017th CCTS	Take action to procure necessary equipment in coordination with the Director of Materiel.	4017thS	Fifty-six (56) percent of the authorized equipment is now on hand. There is an Air Force wide shortage of certain persanal equipment items that will cause this organization to be delayed in receiving these items or to get substitution for them. P-1 helmets are being modified to meet P-4 specifications by the 4017th Personal Equipment Section. Action is being taken to obtain a more adequate UAL for this organization. Fifty percent complete.	Indefinite
12. Training Aids Necessary for 4017th CCTS.	Make a study to determine what type training aids will be required by the 4017th CCTS for the B-52 and initiate action to procure.	4017thS	Tentative plans have been drawn designing a classroom for maximum student participation. Two Viewgraph Overhead projectors and two 16mm sound projectors have been ordered. Plans have been drawn up for a B-52 load adjuster mock-up and for a classroom size B-52 instrument panel mock-up, to be constructed in the Base Carpenter shop. A classroom size E-10 computer has been ordered. Further studies of lesson plans and interviews with instructors are being made to determine the need of additional training aids. The request for change in the UAL to include the D-1 periscope sextant as a training aid has not yet been approved. Thirty percent complete.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
13. Physical Facilities for 4017th CCTS	Make a study of facilities needed in the way of buildings, classrooms, etc., and monitor the assignment of these buildings; also make study of equipment needed, such as furniture, file cabinets, supplies, etc., and initiate action to procure in coordination with Director of Materiel.	4017thS	Seventy-five percent complete. Studies have been completed as to the requirements for buildings, classrooms, offices, etc., also as to furniture and furnishings required in these buildings. Plans have been submitted to AIO as to necessary changes in configuration of designated buildings, to house 4017th activities. Air Installations Office is going forward to 15AF with request for funds for these modifications. Availability of designated buildings hinges on contemplated PCS move of the 90th Air Refueling Squadron. When the 90th departs this station these facilities will be available. Requisitions for all furniture and supplies have been submitted through supply channels. This equipment will become available after funding and procurement problems are resolved.	Unknown
14. B-52 MTU	Provide facilities for B-52 MTU and integrate into the the 4017th CCR Training Program.	4017thS	The B-52 MTD has been programmed for Castle AFB as soon as practicable after 1 Feb 55. However, current information indicates that the units will arrive not earlier than 1 May 1955. The 93D Bombardment Wing is scheduled for one (1) electronic and two (2) mechanical units. Space requirements at present are considered adequate for one (1) electronic and one (1) mechanical unit. Space availability for the second unit has been programmed and will be available upon the unit's arrival at Castle Air Force Base. The MTU Aircrew Course of instruction has been outlined by the 4017th CCTS, however, the formal course of instruction to be prepared by MTU Headquarters has not been received as yet. 60% complete.	1 May 55

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15. Altitude Indoctrination.	Determine if facilities are adequate for altitude indoctrination and set up a schedule for all flying personnel of the 4017th to attend and accomplish before their first flight in the B-52.	4017thS	The previously reported schedule for first increment Phase VI and Phase VII test personnel for pressure suit fitting and physiological training was cancelled. This training is now scheduled to commence on 28 Feb 55, for a quota of eight (8), at Fairchild AFB. Quotas of 8 and 9 respectively have been received for 7 Mar 55 and 14 Mar 55. The 25 spaces allotted are being used for 1st increment personnel of Phase VI and Phase VII, in addition to other personnel who will be participating in Phase VI testing. As further quotas are received, the 2nd increment Phase VI personnel will be scheduled. Further information pertaining to a high altitude chamber at Lantl AFB has not been received. Five percent complete.	1 Jun 55
16. B-52 Flight Simulator.	Monitor assignment of the B-52 Flight Simulator and obtain latest completion of this project.	4017thS	The B-52B Flight Simulator is on contract and the projected delivery date is Apr 55. A course to acquaint USAF personnel with the operation of the simulator is scheduled to commence 1 Jun 55. Liaison with higher headquarters and the contractors as the arrival of the arrival of the simulator is being maintained. Five percent complete. Estimated date of completion was 1 July 1955 is now August 1955.	
17. Synthetic Trainers for 4017th OCDS.	Coordinate with the Base Ground Training Officer in setting up a program for the use of all synthetic trainers for the 4017th. Training Program.	4017th	The use of Synthetic Trainers for the 4017th OCDS Training Program will be given priority by the 930 Bombardment Wing Ground Training Officer. The time required to meet needs of the program will be allotted, and the remaining time used by the 930 Bombardment Wing. A study is being made concerning the adequacy of the available trainers for use of the 4017th OCDS in the conversion of the 930 Bombardment Wing as well as future requirements of the 4017th OCDS in converting other wings. The trainers available at this time will meet the needs	

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17. Don't			of the 4017th CCTS in converting the 93D Bombardment Wing, taking into consideration the loss of training due to the late arrival of the B-52 Simulator (Aug 55). Upon preliminary investigation, it is believed that after 1 Jan 56, one (1) additional C-11 Instrument Trainer and one (1) additional T-2 Hi-speed Navigation Trainer will be necessary to meet the needs of both the 4017th CCTS and the 93D Bombardment Wing. It is proposed that each crew receive the following amount of synthetic training:	

	A/C	Pilot	1st Obs	2nd Obs	Gunner	ECM Opr
B-52 Simulator	30:00	30:00				
C-11 Trainer	20:00	20:00				
T-2 Trainer			15:00 (Total of 30 Hrs tng time for each observer)	15:00		
A-3A Gun Tnr (Mock-up)					14:00	
ECM Trainer (Mock-up)						Unknown

Statement in Progress Report #2 in error. The A-5 gunnery trainer now available in the 93D Bomb Wing can be converted to an MD-5 Gunnery System, upon arrival of radar equipment peculiar to that system. The status of an ECM Trainer and the amount of time, per operator, devoted to this type of training is under study at this time. When this training is devised, it will supplement the Electronic MTU. Fifty Percent complete. — Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
18. 4017th Standboard Crew	Select one of the B-52 Instructor Crews to be the Stand Board Crew of the 4017th CCTS.	4017thS	Completed. - See Progress Report #2.	
19. Project Officers	Appoint project officers to monitor program and render progress reports as required by this plan.	ODC	Completed. - See Progress Report #2.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Phase VI Personnel	Take action to assure that necessary personnel are assigned to Phase VI Training Courses.	MDCM* MDCAE	The first increment of Phase VI personnel arrived at Edwards AFB on 15 February 1955. It is contemplated each increment will require approximately one-hundred-twenty (120) days. One-hundred-eight (108) personnel of the second increment have completed training at Boeing and are assigned to the 93D Bombardment Wing. The departure of the second increment, to Edwards AFB is estimated as the second week in May.	Continual
2. Retention of Frozen Personnel	Take action to assure that all maintenance and supply personnel that are frozen are retained at this station.	MDCM* MDCS MDCAE	List of personnel considered critical to the B-52 Program is being renewed to assure frozen personnel are retained at this station. The wing personnel section reports no losses of critical personnel during the month of February. Present list is being revised in accordance with present directives. The purpose of the present revision is to attempt to gain USAF sanction and cooperation and to obtain a category B, freeze of these personnel.	Continual
3. Manning in Accordance with applicable B-52 T/O's.	Assure that necessary personnel are assigned in accordance with manning documents under B-52 program and report critical shortages which will adversely effect conversion.	MDCM* MDCS MDCAE	Eight (8) gas generating specialists, AFSC 56250 and 56230 are presently assigned. These specialists are presently performing duties of 64330 until such time as liquid oxygen equipment becomes available. There is a projected input of only one (1) apprentice petroleum supply specialist during the month of March. Upgrading on the job trainees will continue to be the only source of specialists level petroleum handling personnel. It is estimated only five (5) airmen will be upgraded to specialist level by 1 June 1955. Low skill levels (64330) will be manned adequately within thirty days by upgrading resulting from on the job training of 64010's.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
3. Con't			Armament and Electronic personnel shortages exist in the following fields at the five and seven level: Communication and Navigation System, ECM and clerical. Under the expected augmentation for 4017th, personnel shortages will exist in the five and seven level as follows: Communications and Navigation System, ECM, Camera, Supply and clerical. Hydraulic specialists (42152) and Electric specialists (42350) continue to be short in the Field Maintenance Squadron. Fifteenth Air Force is aware of personnel shortages through normal personnel reporting channels.	
4. Adequate Manpower Availability for operation of B-52 and B-47 aircraft during all Phases of conversion	Insure that all necessary maintenance and supply personnel are available for successful conversion to B-52 type aircraft.	MDCM* MDCAE	The shortages of personnel as indicated in project number 3 and project number 6, still have not been alleviated. Headquarters 15AF is aware of personnel shortages through normal personnel reporting channels.	Continual
5. Specialized Training for Maintenance and Supply Personnel	In coordination with the Director of Personnel, insure that all Maintenance and supply personnel requiring specialized training off-base are processed into available schools at the appropriate time.	MDCM* MDCS MDCAE	Eight (8) airmen departed in February for a ten week package training course at Chanute Air Force Base, Illinois. Forty-four (44) airmen are scheduled to depart for Chanute during March. The petroleum Officer visited Edwards Air Force Base to observe the procedures and facilities used in handling liquid Oxygen. It is still considered mandatory that some additional petroleum personnel be provided with proper schooling in the handling of Liquid Oxygen equipment. Information has been received that Francis E. Warren AFB is establishing a school to provide specialized training in Liquid Oxygen.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
6. Projected Input of key Maintenance and Supply Personnel	In coordination with the Director of Personnel, Monitor projected input of key maintenance and supply personnel, to insure that they are sufficiently qualified for this program.	MDCM* MDCS MDCAE	Wing personnel projects an input of one (1) Maintenance officer (4344) and two (2) aircraft performance officers (4324) during the months of March and April. One (1) petroleum and supply officer (6454) is projected for February but no reporting date is available. A shortage of Unit Supply Officers still exists however, 15AF Headquarters is aware of the deficiencies. There is no indicated input of supply officers to fill the present vacancies or replace the projected losses. The shortage of Periodic Maintenance Officers and Quality Control Officers still exists. Only two Quality Control Officers are authorized on the B-47 Table of Organization, however, the B-52 T.O. authorizes a total of four. This creates a shortage of two each on the B-52 T.O. Of the presently assigned Maintenance Officers, eight are of the entry level.	Continual
7. Changes required to authorize personnel commensurate with requirements.	Coordinate with Manpower, changes required to authorize personnel commensurate with requirements.	MDCM* MDCS MDCAE BM	Proposed changes to the B-52 T.O. have been submitted for review. A total of 36 changes to the 93rd Supply Squadron T.O., complete with justification have been forwarded to Headquarters 15AF for review. No action has been received at this time. The Armament and Electronic Squadron is in process of gathering data to request change in B-52 T.O. of certain career fields, which include Radio, Aux Radar Bomb Nav and Instrument.	Continual
8. Authorizations for contractor technicians	Insure that required contractor technicians are authorized and assigned at the appropriate time.	MDCAE* MDCM	A letter dated 11 January 1955, Headquarters 15AF, DM4A, Subject: B-52 Contractor Technical Representation has been received outlining approximately 41 Technical Representatives to be assigned for Phase I. To date no indication has been received as to the names of individuals who will eventually fill these slots or if presently assigned personnel will be retrained and retained.	Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
9. Distribution of Equipment and Facilities	Take necessary action to insure an equal distribution of equipment and facilities among all converting squadrons.	MDCM* MDCS DM	During January and February the SAC Special Supply Team screened all of the B-52 UAL's for on hand equipment peculiar to the B-52. The total authorizations were then requisitioned minus the on hand equipment peculiar to the B-52. Firmed UAL's for the 93D Bombardment Wing are now in in the process of being run off. The estimated completion date is 4 Mar 55. Re-distribution will be affected as operational requirements permit.	UNKNOWN
10. Equipment Changes	Review B-52 ECL's and make recommendations to SAC ECL Team for changes in equipment.	MDCS*	The UAL's (Unit Authorization Lists) for the 328th, 329th, 330th, Field Maintenance, Periodic Maintenance and Armament and Electronics Squadrons are in the process of printing with an estimated date of completion of 4 March 1955. Wing Headquarters Squadron has received their UAL from the Western Area Equipment Evaluation and Audit Team and is now in the process of reviewing it for possible machine run errors.	4 Mar 55
11. Pre-issue and Bench Stocks	Develop Pre-issue and Bench Stocks in support of B-52 aircraft.	MDCM* MDCAS	A team will be sent to Edwards AFB and Boeing Seattle, approximately 60 days before arrival of first aircraft in an attempt to determine a realistic bench stock and pre-issue level. Many items which will be contained in these lists have begun to arrive in Base Stocks. In addition to this, Boeing, Seattle has given the 93D Bombardment Wing bench stocks for build-up of 357 engines. Bench stocks and pre-issue levels for 93D A&E Squadron will be developed on items presently installed in B-47 and KC-97 aircraft which are common to the B-52 aircraft.	Continual
12. Transfer Of B-52 and B-47 Aircraft	In coordination with the Director of Operations, take action to effect transfer of B-47 aircraft on a gradual basis and at such time as it is anticipated enough personnel are not available to adequately maintain a projected number of B-47's and B-52's assigned.	MDCM*	B-47 aircraft will be transferred in proportional numbers so as to coincide with arrival of B-52 aircraft. The present unofficial plan is to phase out three B-47 aircraft for every two B-52 aircraft received. School quotas are being received on a gradual basis, and graduates are returning. This will continue over a long period of time. Present information on school quotas does not allow an evaluation of the overall situation.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
13. Disposition of Spare, built-up and raw engines	Request disposition instructions of spare built-up and raw engines not required and/or used during B-47 Phase-out.	MDM*	Not applicable at this time, however, Headquarters SAC is maintaining complete control of all jet engines applicable to SAC aircraft. Proper action will be taken appropriately when phasing out of B-47 aircraft becomes a reality.	Continual
14. Use of Built-up engines now in Flyaway Kits (J-47)	Request authority to use built-up engines now in Flyaway Kits (J-47) to prevent unnecessary tear-down and shipping or delay in the establishment of the B-52 Jet engine build-up facility.	MDM*	Not applicable at this time, however, appropriately Base Supply will effect necessary coordination with Field Maintenance and Headquarters 15AF to obtain authority to use built-up engines now in B-47 Flyaway kits.	Continual
15. Airlift of engines built-up to flyaway engine change status	Request authority to air lift engines built-up to flyaway engine change status to prevent requirements for disassembly, teardown, preservation and carring.	MDM*	Not applicable for action at this time.	Continual
16. Installation of J-57 Test Stand	Take action to insure installation of J-57 Test Stand prior to receipt of J-57 engine	BIO*	Phase I of 10,000 pound test stand completed 13 August 1954. Subsequent design changes received January 1955 indicate that a compltely new 20,000 pound test stand will be required. It has been requested in Fiscal Year 56 MCO Program.	Dec 55

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17. Hydrant refueling modification & installation	Monitor the proposed hydrant refueling modification and installation program to insure readiness of the system.	BIO *	Present system now operative. Proposed Fiscal Year 57 PWP project will modify system to provide an outlet for each stub.	Jan 57
18. Painting runways, taxistrips and stubs.	Insure runways, taxistrips and stubs are painted as required for efficient and safe operation of B-52 aircraft.	BIO*	Pavements will be striped as required when increments of airfield paving contract are completed. First increment to be completed on or about 1 April 1955 (Delayed by wet weather). Original scheduled completion date was 31 December 1955, however, the contractor now estimates that the final increment will be completed on or about 1 September 1955.	1 Sep 55
19. Modification of Shop Facilities	Take action to modify shop facilities as required	BIO* MDCM	Project for office partitioning and electrical work in new hangar to be accomplished by Corps of Engineers. Design completed 21 February 1955. Work scheduled to start 1 April 1955.	20 Aug 55
20. Assignment of B-52 aircraft to individual squadrons	In coordination with the Director of Operations assign B-52 aircraft to individual squadrons in accordance with 15thAF conversion plan.	MDCM*	Conversion plans for the 93D Bombardment Squadrons indicate the 328, 330 and 328 will convert in order listed. A letter has been forwarded proposing the loss of 3 B-47 aircraft prior to the receipt of every 2 B-52 aircraft.	Unknown.
21. Support of the B-52 OES	Provide facilities and liaison in support of B-52 OES.	MDCM*	Office space has been allotted the operational engineering section in the maintenance hangar. This section will occupy the second floor of the propeller tower.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
22. Review Assets under all authorization documents	Review present assets, program redistribution of excesses and requisition or receive on AFSD equipment and supplies authorized by Equipment Component Lists, Table of Authorization, **Unit Authorization List, and** special authorization. Process required changes to the authorization lists.	MDCS*	The inventory was completed and unit accounting documents were posted 21 January 1955. The preparation of requisitions for all UAL (Unit Authorization Lists) requirements began 25 January 1955. The teams from Headquarters SAC and Headquarters Fifteenth Air Force, SAC Special Equipment Evaluation and Audit Tean, Unit Supply personnel, Base Supply personnel, and Wing Supply personnel worked together to complete these requisitions. The requisitions were hand carried to the Depots by representatives of this base during the period from 6 to 19 February 1955.	Continual
23. Stockage of Aircraft Spares	Requisition and/or receive on AFSD necessary stockage of aircraft spares to support the B-52 type aircraft.	BM*	AFSD 5640010 originally received which totaled approximately 6200 line items. Amendments have subsequently been received which now bring total line items to 8,539. Total line items received as of 24 Feb 55 is 4,403.	Continual
24. Stockage of Electronic Equipment Spares	Requisition and/or receive on AFSD stockage applicable to sets of electronic equipment installed in the B-52 type aircraft.	BM* MDCAE	Electronic spares are contained in AFSD 5640010. It has now been determined by OCAMA that Armament spares are included in Prodpak #2. These items in cited prodpak are on AFSD 5640010 with exception of Code 1 and 5 type items. Action is being taken to determine which Code 1 and 5 items are required for aircraft assigned to this base. Necessary requisitioning action will be taken on completion of this survey.	Continual
25. Obtaining raw engines	Insure receipt of sufficient raw engines concurrent with the arrival of aircraft.	BM* MDCAE	Hq SAC is monitoring the input of raw engines and no further information has been received pertaining to the input of engines applicable to the B-52 aircraft.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
26. Budget estimates for local procurement	Review and prepare budget estimates for local procurement of equipment, supplies and petroleum products for initial equipping and stockage for the B-52 program.	BM*	Funding for local procurement of supplies, equipment and petroleum products are most acute. Following is a programmed budget for which additional funds are required to support the B-52 program for supplies and equipment. 1. Operating supplies $ 5,000.00 2. Hand tools 22,903.00 3. Office Equipment 3,400.00 4. Furniture 42,000.00 TOTAL $73,303.00 Requirement was submitted by special request to Headquarters 15th Air Force, 24 February 1955.	Continual
27. Publications	Obtain sufficient quantities of stock lists, manuals, TOs, technical publications and current directives applicable to the B-52 and allied equipment.	BM* MDCM	Requisitions for publications are prepared as requirements become known. MDCMC is in receipt of a preliminary B-52 publications list. Numerous unpublished technical orders, applicable to the B-52 or its equipment have been prelisted in this compilation. This list is being used as a guide in screening 93d Bomb Wing B-52 publication requirements to check availability and applicability of requested technical orders. The initial requisition of binders for the sectionalized B-52-2 technical order has been received and distributed.	Continual
28. Vehicles and Materiel Handling Equipment	Request sufficient number and types of vehicles and materiel handling equipment to provide adequate transportation.	BM* MDCM	Survey has been completed for determining requirements for vehicles and materiel handling equipment. UAL Change Requests have been submitted by all units for additional vehicles and materiel handling equipment required. The Base ERB will meet the first week of March for final review and forwarding to the Equipment Evaluation and Audit Team.	Continual

* Indicates Responsible Section

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PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
29. Requirements for Storage	Review requirements for storage to provide adequate facilities for storing B-52 supplies and equipment.	MM*	Base quantity requirement for Bulk Warehouse Storage is 240,000 Sq Ft. Existing warehouse space is 104,252 Sq Ft. An additional 25,980 Sq Ft (Building T-51) is scheduled to become available for storage purposes on 1 March 55 with the movement of the engine build-up facilities to the new hangar. Programed additional space includes construction of a 45,000 Sq Ft addition to Building 1360 and use of Building T-54 (25,540 Sq Ft) when vacated by Engine Build-up. Present schedules indicate that Building T-54 will not be available until Oct 55 when the new Engine Build-up Building will be completed. Paragraph 3d of 93d Bomb Wing letter (Confidential) dated 3 Sep 1954, subject: 1956 Public Works Program for B-52 Facilities, stressed the urgency of an early completion of the 45,000 Sq Ft addition to Bldg 1360. The 1st Indorsement thereto from Fifteenth Air Force concurred. However, until the item is approved by Congress, it cannot be reprogrammed. A continuing survey of base facilities will be made to provide interim storage of supplies pending completion of above projects.	Continual
30. Disposition of surplus B-47 spares and Equipment	Obtain disposition of surplus B-47 spares and equipment either concurrently with transfer of aircraft or as the requirement is reduced.	MM* MDMS MDCM MDGAC	Not applicable at this time. Base Supply will iniate appropriate action concurrently with the phase-out of the B-47 type aircraft.	Continual
31. Re-distribution of surplus equipment	Re-distribution of surpluses between units when the operational requirement permits to fill shortages.	MDGS* MDCM	Re-distribution of surpluses between units has been completed. Additional re-distribution will be accomplished after conversion of the 329th Bombardment Squadron and after conversion of the next squadron.	Continual

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PROGRESS REPORT NO 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
32. B-47 Fly-away Kits	Obtain disposition of B-47 Flyaway Kits.	BM* MDCL	Not applicable at this time. Base Supply will initiate necessary action at the appropriate time.	Continual
33. Prepare Aircraft forms, records, 263 property, etc. for aircraft due to phase out	Screen all aircraft records for accuracy, completeness and legibility. Insure 263 property required for B-52 operations is retained on station.	MDCM*	All equipment which is interchangeable between B-47 aircraft and B-52 aircraft and listed on special equipment list is being inventoried and upon completion a request will be forthcoming for retention of these items.	Continual
34. Ammunition Requirements	Determine type and quantity of ammunition required to obtain stockage objective.	MDCAE*	20mm ammunition is and will be on station in sufficient quantity. Unable to determine if fifty caliber ammunition will be required for certain later B-52 aircraft.	Continual
35. Liquid Oxygen Storage	Determine requirements for liquid oxygen storage and generating plant.	BIO*	Criteria made available by airmen recently assigned this station for purpose of manufacturing liquid oxygen indicates that operation should be carried out in a separate, isolated structure. Such a structure has been requested in the Fiscal Year 56 M&O Program. Project to include liquid oxygen manufacture with other bottled gas activities has been abandoned in favor of a segregated safe operation. Two portable type generating units are scheduled for delivery in first quarter Fiscal Year 1956. One 500 gallon storage tank has been received at this station. Commercial contract for interim supply of liquid oxygen has been procured.	Continual

*Indicates Responsible Section

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PROGRESS REPORT NO 3

JANUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
36. Fuel Storage	Insure adequate fuel storage facilities.	HQ BIO	Fuel storage facilities are considered adequate at this time. To provide for future expansion, additional storage facilities are provided for in the Master Program.	Continual

	Present Facilities	Programmed FY 55	Programmed FY 57	Total Avail After FY 57
JP-4 Fuel Storage (Barrels)				
Above Ground	32,700	15,000	15,000	62,700
Hydrant	17,738	3,571		21,309
Aqua Storage	(1,785) Not Added			
115/145 AVGas (Barrels)				
Hydrant ** Above Ground	**26,185			26,185
Total Fuel Storage	76,623	18,571	15,000	110,194

** 11,900 barrel capacity is presently being used for JP-4 fuel and will become available for AVgas when JP-4 storage facilities are completed.

37. Space and facilities for 4017th CCTS	Monitoring of organization moves in accordance with letter Headquarters 93D Air Base Group, Office of the Base Materiel Officer Subj: Space assignments for conversion program, 27 Oct 54	HQ	Interim space for the 4017th CCTS is available and being partially utilized. The new location in the training area is contingent upon the movement of the 903d Air Refueling Squadron. Reference Project 13, Director of Operations (4017th).	August 55

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DIRECTOR OF MATERIEL

PROGRESS REPORT NO 3

FEBRUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
38. Utilization of B-47 MTD facilities for B-52 MTU	In coordination with the Director of Operations, take action to insure that the present facilities being utilized by the B-47 MTD are prepared for the B-52 MTU prior to the arrival of that unit on this base.	BM*	B-52 MTD is to be phased into current space being utilized by the B-47 MTD as that function is phased out. The additional mechanical portion is programmed into one-half of T-52 when the present shop facilities can be moved into the new hangar. Reference project 14, 4017th3, Director of Operations.	May 55
39. Housing and Administrative Space.	Take action to insure that sufficient housing and administrative space is available and distributed in a logical and equitable basis consistent with the projected population at this base during 1955 and 1956.	BI*	In accordance with Letter, Headquarters 93D Air Base Group , Office of the Base Materiel Officer, Subj: Space assignments for conversion program, 27 October 1954, the known housing space requirements are programmed therein. Sufficient housing and administration space is being made available consistent with the projected population at this base during 1955 and 1956. Additional barracks space requirements are being received daily with the authorization of overages in the various squadrons. Barracks space is becoming critical particularly in the three bomb squadrons during this build-up. It has been necessary to assign one additional barracks to the 93D Field Maintenance Squadron. The operational space requirements can be met upon movement of the 90th Air Refueling Squadron.	Aug 55
40. Construction and Coordination	Coordinate with and advise contractors to insure adequate, timely construction of runway, taxi-strips, wash-rack, compass rose, docks and hangars.	BIO*	Airfield construction interfering with aircraft operations is well coordinated with Installations Officer, Corps of Engineers, Contractors, and Wing and Base Operations. Schedule gives maximum usage of airfield to Air Force yet permits ample freedom to contractor.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
41. New Construction	Insure that all other necessary new contruction and modification of existing structures are provided for in current construction program.	BIO*	All foreseeable new construction and alteration projects have been programmed up to and including Fiscal Year 56 MCP. Critical items are as follows:	Continual

Project	Actual or Scheduled Start	% Complete Schld	% Complete Act	
**Crash & Struct Station	25 Sep 54	87%	79%	9 Mar 55**
Tech Trng Building	31 Mar 55	0%	0%	30 Sep 55
Hq Bldg Wing	29 Mar 55	0%	0%	29 Oct 55
Shop A&E	10 Nov 54	16%	19%	4 Sep 55
Shop, Engine Build-up	24 Nov 54	12%	18%	31 Aug 55
Shop, Maint, Orgnl, Std	24 Nov 54	36%	36%	31 Aug 55

**One month delay anticipated because of swith board.

42. Fire Training	Insure that fire and crash personnel receive required training on B-52 aircraft, and that all authorized fire fighting equipment is on hand prior to receipt of the B-52 aircraft.	BIO*	Additional personnel and equipment authorizations have not been issued as yet. TTAF currently making arrangements with Boeing Aircraft Company, Seattle, for establishment of B-52 firefighters training course. It is tentatively planned to conduct three classes of three days each in duration with classes starting 19 April , 26 April and 3 May 1955. Training programmed for civilian chief, 3 assistant chiefs and 3 airmen.	Continual

*Indicates Responsible Section.

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
43. Flying clothing and Personal Equipment	Take action to insure that suitable flying clothing and personal equipment is provided for combat crew staff personnel as required for the B-52 aircraft.	MDCS* MM	Re-distribution of equipment for the 4017th CCTS has been accomplished to cover B-52 Phase VI and Phase VII Program. Due to this re-distribution, the 4017th CCTS has a total of 55% of personal equipment clothing on hand. Information from the Depot indicates that the present shortages will be filled through issue of substitute items.	Continual
44. Assigning Supply Representative to OCAMA			COMPLETED - See Progress Report No. 2	
45. Assignment of Project Officers			COMPLETED - See Progress Report No. 1	

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SECTION: DIRECTOR OF COMPTROLLER

PROGRESS REPORT NO. 3

MONTH OF: FEBRUARY 1955

PROJECT	NECESSARY ACTION	AGENCY OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, SOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Status of Funds	Monitor the status of funds in all the various projects to insure that no over-obligation occurs and that actual versus programmed expenditures are consistent.	CO	Additional funds to support the 4017th CCTS and the Operational Engineering Section were requested on the third Quarter Revision to the Annual Financial Plan submitted 1 December 1954. To date no action has been received on this request. Additional funds for the support of the OEE TDY program were requested on 20 January 1955. Funds in the amount of $2500 have been requested to cover third quarter TDY requirements for the O.E. Instructions were received to include fourth quarter TDY requirements in the fourth quarter revision to the Annual Financial Plan. Additional funds for TDY, supplies, equipment, etc. have been determined and are being included in the fourth quarter revision.	Continual
2. Reprograming of Funds	Reprogram funds when and if necessary.	CO	This item is continually monitored and funds are reprogrammed when necessary.	Continual
3. Fiscal Year 56 Budget Estimate	Take Action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.	CO	Calls for estimate for fiscal year 56 will be submitted to all sections as instructions are received from higher headquarters.	Mar55
4. Conversion Project Officers		AAC	Completed - See Progress Report #1.	
5. Conversion Programs	Evaluate the progress of the various areas of the conversion against the plan and keep the Wing Commander and staff advised by monthly progress reports, charts, graphs, and special briefings, if necessary.	AAC	Progress reports are being prepared and submitted as required. Programs are continually being analyzed and evaluated. During the month of February the Comptroller directorate prepared a special briefing to present to DCAF on the status of the Wing's current fund shortage due to B-52 changeover impact. Assistance was also provided to other directorates in preparing the briefing for the forthcoming Weapons Phasing Conference to be held sometime in March 1955.	Continual

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SECTION: DIRECTOR OF COMPTROLLER

PROGRESS REPORT NO. 3

MONTH OF: JANUARY 1955

PROJECT	NECESSARY ACTION	ASSIGNEE OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, REMEDIAL ACTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
6. Progress Reports	Prepare and submit reports as required by 15AFR 27-1.	AAC	Being done monthly.	Continual

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HISTORY

93D BOMBARDMENT WING

·HEAVY·

·CASTLE AIR FORCE BASE·

·CALIFORNIA·

1 MAR THRU 31 MAR 1955

SECRET

55-4804-S

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CLAS: SECRET
AUTH: Comdr, 93d BW
DATE: 29 Apr 55
NAME: [illegible]

HISTORY

of

93D BOMBARDMENT WING, HEAVY

Castle Air Force Base, California

March 1955

Prepared
by
Technical Sergeant Bernard C. Renfro

BERNARD C. RENFRO
Technical Sergeant
Historical Technician

WILLIAM E. EUBANK, JR.
Brigadier General, USAF
Commander

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
United States Air Force

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COVER: Brigadier General William E. Eubank, Jr,(2d from l) commander, 99d Bombardment Wing, Castle Air Force Base, California, is shown just before taking off on a test flight in a Boeing B-52A Stratofortress recently. General Eubank was in Seattle to attend Boeing's B-52 indoctrination school, culminating his visit with a flight in the first production model of the eight engine jet heavy bomber which the company is building for the USAF's Strategic Air Command. Others (left to right) are: Major General Robert H. Terrill (left), deputy commander of the 15th Air Force of Strategic Air Command; Major Darrell Cole, Strategic Air Command B-52 project officer at Boeing, and Lieutenant Colonel Guy M. Townsend, USAF Air Research and Development Command B-52 project test pilot at Boeing. The B-52 aircraft are scheduled to replace the B-47's presently at Castle. The change over period is anticipated to begin during June 1955.

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CHRONOLOGY

1 March 1955 - B-47 aircraft depart Castle Air Force Base for United Kingdom in accordance with Operations Order 14-55.

8 March 1955 - B-47 aircraft return from United Kingdom.

15 March 1955 - Ground Safety and Flying Safety offices were combined and designated as Office of Safety.

19 March 1955 - Key personnel of 936 Periodic Maintenance Squadron completely changed.

21 March 1955 - Base had short ceremony of Strategic Air Command's ninth birthday.

29 March 1955 - Military Affairs Committee from Omaha, Nebraska visits base.

31 March 1955 - As of 31 March 1955, 34 airmen reenlisted to fill their own vacancy.

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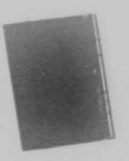

CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

ORGANIZATION CHARGES:

On 1 March 1955, the Base Manpower Office dispatched to Headquarters Fifteenth Air Force a copy of Strategic Air Command (SAC) Uniform Work Unit Lists and Standards for the Supply, Food Service, and Air Police Squadrons of this base.[1] On 2 March 1955, the Base Manpower office received supplemental work units from Headquarters Fifteenth Air Force in 93d Supply Squadron.[2] Personnel authorization pertaining to the 4017th Combat Crew Training Squadron was changed and approved by Headquarters SAC during March 1955. The changes were as follows:[3]

Function 01000 Add one graded civilian, 70232

Function 8802121 Add one graded civilian, 70252

Function 03000 Delete one A/2C, 70230

Function 8802121 Delete one A/1C, 70250

An authorized overage of 36 spaces, for the 93d Supply Squadron during the phasing in of B-52 aircraft and the phasing out of B-47 aircraft was approved by Headquarters SAC during March 1955. Upon withdrawal of B-47's from this station, this overage was to be withdrawn.[4]

On 5 March 1955, the Base Manpower Office received the February 1955 Unit Manning Documents from Headquarters Fifteenth Air Force.

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1. Base Manpower office cites Headquarters Fifteenth Air Force Ltr, Subj: USAF work measurement System 10 Jan 55.
2. Authority for supplemental work Units was contained in 15th AF Ltr DPLM, Subj: USAF work Measurement System.
3. Authority for change was Hq SAC 2nd Ind, file DPLMD, 17 Feb 55.
4. Authority for average manning was Hq SAC 2nd Ind, file.

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The documents were hand corrected and distributed to squadrons and staff agencies concerned.

On 9 March 1955, the functions of the Flying and Ground Safety offices were combined. These functions were to come under the supervision of the Director of Safety, a separate Staff Agency. The Office of Safety would be directly responsible to the Commander and was to be established not later than 1 April 1955.[5] The functions of the Office of Safety were to include "present functions of Flying Safety and Ground Safety, with the following division of areas of responsibility: Wing: (1) Responsible for aircraft accident prevention and investigation within the wing. (2) Prevention and investigation of all ground accidents occuring on the flight line involving wing personnel and/or equipment. Air Base Group: (1) Aircraft and ground accident prevention and investigation in Air Base Group. (2) Investigation of transient aircraft accidents. (3) Off-base and on-base ground accident investigation, exclusive of accidents occuring on flight line, involving aircraft and personnel."[6]

On 14 March 1955, the Base Manpower Board held their monthly meeting in the Base Conference Room to review and approve Unit Manning Document change requests. The Board voted to approve the following changes:

a. Increase the Fire Department Section, Air Installation Squadron, by 83 non-table of organization (T/O) spaces.

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5. Authority for combining the functions of Ground and Flying Safety offices was 15th AF msg DPLM 158819 Mar 55.
6. Interview with 2nd Lt Donald Looff, Ground Safety Off, 18 Apr 55.

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b. Convert two military spaces in the Statistical Services Section to civilian spaces.

c. Add one civilian space in the Statistical Services Section.

d. Delete one Captain position, non-T/O, in the Office of Information Services, and add this position to Personnel Section, Headquarters 93d Air Base Group, to implement a Recruiting Officer space.

The approved changes were forwarded to Headquarters Fifteenth Air Force.

On 21 March 1955, a new Manpower Board was appointed.[7]

This Board held its first meeting at 1300 hours on 21 March 1955 to review and approve Unit Manning Document request for Transportation Services, which was dispatched to Headquarters Fifteenth Air Force on 23 March 1955, asking for an increase of six spaces.

The Base Manpower office received a request from Headquarters Fifteenth Air Force for information on the effectiveness of a device to remove bushings on the nose steering gear of B-47 aircraft. The requested information was forwarded to Headquarters Fifteenth Air Force on 26 March 1955. Information received from Headquarters Fifteenth Air Force stated that Unit Manning Documents would not be published as of 1 April 1955 as this office had contemplated. In the future, the present Manning Documents were to be hand corrected to reflect the change.[8]

Headquarters Fifteenth Air Force message DPLM 19270, 28 March 1955, notified this office that effective for May 1955 reporting, 93d

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7. The Board was appointed on 93d Bomb Wg Special Order 66, 21 Mar 55.
8. Base Manpower quoted 15th AF msg DPLM 18128, 22 Mar 55.

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Bombardment Wing (H) was to be allocated troop spaces for support of C-119 aircraft as indicated:

a. Two T/Sgt, AFSC 43171A

b. Two S/Sgt, AFSC 43151W

c. Two A/1C, AFSC 43251

WING COMPTROLLER:

Management Analysis. The assigned officer strength remained about the same as for the month of February. In the forecast of SAC Management Control System Scores, the officer manning in required specialties earned 21 of a possible 30 points. In the airmen (direct support) category, 501 unfilled positions existed out of 1,975 authorized Air Force Specialty Codes (AFSC's), giving a manning in required specialties index of 74.6% which earned only 10% of maximum number of points. The increase of 389 airmen in authorized strength when the Wing converted to B-52 aircraft was the direct result for the low score in this area.[9]

Conversion. The Conversion program remained stable throughout the month with all projects progressing satisfactorily. The initial delivery of the first B-52 aircraft was scheduled for June 1955.

Training for maintenance personnel took something of a set-back when a landing gear malfunction occurred on the B-52 at Edwards AFB. The first increment of personnel were returned to Castle AFB and 32 of the original 41 were subsequently returned to Edwards AFB to continue the maintenance course.[10]

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9. SAC Management Control System Scores, Exhibit "A".
10. For complete details and status on the B-52 Conversion program see Progress Report #4, Exhibit "B".

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BASE COMPTROLLER:

Management Analysis. The management analysis of forecast scores on the SAC Air Base Group Management Control system predicted the attainment of 65 percent received in February 1955. The continued shortage of officers and airmen was responsible for low scores attained in manning in required specialties. Other factors directly responsible for low scores were: installation costs incidents to maintenance and military disabling injuries.

Receiving the highest Unit Management Control System Score for March 1955 was the 4017th Combat Crew Training Squadron. The squadron received 96 percent of the maximum number of points. This was the second time in three months the 4017th Combat Crew Training Squadron had received the highest score.[11]

Finance. The Finance Office began preparing permanent travel records on all assigned personnel. This new record would accompany personnel when departing this base on reassignment. This new form would require additional time by the personnel in the Travel Section. On 31 March 1955 personnel in the Finance Office received information regarding the military pay raise.

INFORMATION SERVICES:

Special events which involved the Information Services Office during March 1955 were many. The first of many tours and luncheons began with a luncheon for the members of the Merced Businessmen's Club on 2 March 1955. On 7 March 1955, members of the Merced Chamber of

11. For complete list of Unit Management Control System scores, for March 1955, see Exhibit "C".

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Commerce were at the Base for luncheon and a base tour. On 9 March 1955, 90 members of the Merced Rotary Club were present for lunch and a base tour. The main high light of the month was the base being host to 31 members of the Military Affairs Committee of Omaha, Nebraska. The 31 representatives of this Committee remained at the Base approximately 24 hours and were given a cocktail party with Brigadier General William E. Eubank, Jr. as host for this party. On 30 March 1955, the Committee was given a base-wide tour and shown a display of assigned aircraft and other places of interest.[12]

During the month of March a total of 17 hometown releases were made by the Information Services Office. The high light of news releases was the information of Castle Air Force Base being the first Base that would be assigned B-52 aircraft. Another high light of the month was the observance of SAC's ninth birthday.[13]

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12. Information Services Office daily log.
13. See picture of BG William E. Eubank, Jr. and Mayors of Cities of Merced and Atwater cutting the birthday cake in observance of SAC's ninth anniversary, Exhibit "I".

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CHAPTER II

PERSONNEL

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PERSONNEL

COMBAT CREW RESOURCES:

Crew changes in the 93d Bombardment Wing (H) on B-47 crews were few this month. One pilot on a combat ready crew was removed due to illness and was hospitalized. A non-combat ready Aircraft Commander (A/C) was upgraded to combat ready status to fill his vacancy. A lead crew A/C was removed pending reassignment to another station and was replaced by a combat ready A/C. Three spare pilots were upgraded to non-combat ready crews; one to a pilot's position and two to A/C positions. During the month one new crew was formed with personnel recently returned from McConnell AFB. Five more crews upgraded to lead crew status this month, giving the wing a total of 34 lead crews out of a possible 44 combat ready crews. As of 31 March 1955 there were four non-combat ready crews in the wing.

Crew changes in the 93d Air Refueling Squadron were also few this month. Throughout the entire month there were only 7 changes. One navigator and one pilot were removed from combat ready crews pending reassignment. They were replaced by non-combat ready personnel and also by spares. A Boom Operator was removed pending separation and was replaced by a non-combat ready Boom Operator who was upgraded to combat ready status. There were no crews downgraded or upgraded during this period. During the month one crew was formed.

Crew changes in the 90th Air Refueling Squadron were rather high this month. The majority of these changes were due to personnel being reassigned to other positions on the base and separations. One combat ready navigator assumed the duties of Base Recruiting Officer and two

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A/C's were transferred to other squadrons on base. Two spare pilots were upgraded to crews to absorb this loss along with a navigator. Two Flight Engineers on overseas assignments and two were reassigned to other units. Two Boom Operators were also reassigned and also two Radio Operators. There were three crews upgraded to combat ready status and one new crew formed during the month of March.[1]

OFFICERS:

During March 1955, the Officers Personnel section was moved to a newly activated Consolidated Officers Records section. This section was created to maintain all officers records plus the handling of assignments and reassignments of all Officers and other related activities. The work load for such actions increased to problematical proportions due to the excess loss of qualified personnel and administrative type of airmen.[2]

AIRMEN:

During the month of March 238 airmen were assigned to this station from overseas and zone of interior stations and 58 airmen were reassigned from this station to overseas and zone of interior areas. Of the 58 reassigned 16 were in the Administrative and Personnel career fields.

During the month 229 airmen were tested for the award of an AFSC. Of this total, 197 were upgraded to the next higher skill level. This was the result of greater emphasis on testing and upgrading of all airmen who were considered qualified for the award of the next higher skill level by their supervisors.[3]

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1. Combat Crew historical Report.
2. Consolidated Officers Records section Historical Report.
3. Airman's Branch Historical Report.

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One hundred twenty three airmen of the second increment of the B-52 Phase VI Test Program were assigned or were pending assignment to this base as of 31 March 1955. Of this number, 62 were trained personnel, 29 had not yet completed training, and 32 required no training.

The manning in required specialties for the Direct Support of the 93d Bombardment Wing was 74.8%. Indirect support for the 93d Bombardment Wing was 81% and for 93d Air Base Group was 80.6%. This is an increase from 1.5% to 3% over last month. The increased emphasis on testing and upgrading during the month was the contributing factor for the increase.

Forty one airmen of the first increment were returned from Edwards Air Force Base when the test aircraft was disabled. Only 32 of these airmen were returned to Edwards Air Force Base as no further requirement of the other nine airmen existed.

During the month Base Supply function of the 93d Supply Squadron was given an authorized overage of 36 airmen due to overlap of processing new B-52 equipment in, and the B-47 equipment out.

Base OJT Administrative Section. During the month of March 529 airmen were placed in the status of On-The-Job-Training, (OJT), 46 airmen were removed from OJT and 188 airmen were upgraded or awarded an additional AFSC as a result of OJT.

Major Cecil M. Pifer departed for an overseas tour 23 March 1955. Captain Harold F. McGhee was assigned to the section on 7 March 1955 to fill the position of OJT Administrator.

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A screening of the Personnel Accounting Chart revealed a shortage of 301 seven skill level airmen in 89 different AFSC's throughout the Base. These shortages were distributed to the Squadrons on a percentage basis with instructions to place eligible five skill level airmen on OJT.[4]

Emphasis was placed on raising the skill level of the Administrative Clerk where there was a critical shortage of skilled personnel. With most of the helper level airmen on OJT, the apprentice, three level, problem should be solved by June 1955. This same group should advance through OJT to fill the senior (5) level authorizations by October 1955.

The revised (7) level freeze list was received. Three AFSC's were removed from the list. Award of a (7) level AFSC as a result of OJT remained frozen for 38 different AFSC's.

According to Headquarters Fifteenth Air Force message DPPDT 19668, 30 March 1955, Subject: Percentage breakdown by station of the number of airmen on OJT as of 28 February 1955, Castle AFB was in third place within Fifteenth Air Force Bases. Castle had 86% of its eligible airmen on OJT.[5]

OJT Package Courses were received for 15 additional AFSC's bringing the total number of Package Courses to 70.

Reenlistments. Thirty-four airmen reenlisted to fill their own vacancy during March. One airman reenlisted after staying out 24 hours

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4. Interview with T/Sgt Gerald Resch, OJT section and OJT section historical Report.
5. For complete breakdown of OJT status, see Exhibit "D" and letter prepared by OJT section for guidance in preparing monthly OJT Reports, Exhibit "E".

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and two airmen reenlisted from other SAC Bases. Twelve airmen of the thirty-four who reenlisted to fill their own vacancy took advantage of the Reenlistment-Reassignment Program.

Information received from Headquarters Fifteenth Air Force relative to station reenlistment rates for the months of January and February indicated that Castle Air Force Base had the highest reenlistment rate within Fifteenth Air Force (51.5%) for February and was second for January (29.8%).[6]

Staff Sergeant Raymond A. Parker departed for assignment overseas. He had been performing duty as Reenlistment Sergeant.

Captain Richard D. Santure, formerly with the 90th Air Refueling Squadron this station, was assigned primary duty as Base Reenlistment Officer.

A/C-OCS Section. Nine airmen were interviewed concerning Officer Candidate School. Four airmen appeared before a board of three officers to determine their eligibility for Officer Candidate School.

Reserve Affairs Section. Captain Robert E. Kirby, Captain Anselmo J. Preciado, and Second Lieutenant Jean D. Tyree, M-Day Assignees, were assigned to this base from Headquarters Continental Air Command. As of 31 March 1955 a total 21 officers and two airmen were assigned to the M-Day Program at this station.

Majors Thorton A. Graves and Harold K. Kendall and Technical Sergeant Dorwin D. Burton were promoted to the next higher grade during March. Three officers completed their annual fifteen day active duty tour requirement during the past month.

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6. Reenlistment section Historical Report and interview with M/Sgt Robert Schanze, NCOIC Reenlistment section.

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CIVILIAN PERSONNEL:

Federal employees on rolls as of 1 March 1955 were 138 graded and 234 wage board. The turnover for March was 11 gains and nine losses. Assigned strength as of 31 March 1955 was 140 graded and 234 wage board.

A representative of the Twelfth U.S. Civil Service Regional Office in San Francisco, California, completed a five-day inspection of civilian personnel administration at this base on 4 March 1955. The result of the inspection was very satisfactory.[7]

The annual survey of security-sensitive civilian positions on the base was completed on 31 March 1955. This was a survey required by the Air Force in compliance with the Loyal-Security Program under Executive Order 10450.

During the month this section processed three minor civilian accidents for payment of medical bills. The month of March marked a full year since the last civilian lost-time accident occured on this base.

This section prepared preliminary papers to process a disability claim for Mr. David W. Langley, an employee of this base since 1943, who suffered a heart condition. This was the second civilian disability retirement case on this base since its reactivation in 1947.

GROUND SAFETY:

During the month of March, the Ground Safety Officer and Ground Safety Engineer revised the outline and scheduling of classrooms. Implementation of film training aids and the revision of the course outline were included in this activity.

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7. Civilian Personnel historical Report.

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The Ground Safety Office prepared a course outline and material for the Block Training Safety Course. Instruction began 7 March 1955. The Ground Safety Office assumed the responsibility of this training instruction in order to provide a more comprehensive and integrated course outline to base personnel.

During the month of March the Ground Safety Office arranged for a series of safe driving lectures which were presented to Castle personnel in the Base Theater, 9 thru 11 March 1955. The lectures concerned the OPERATION LIFESAVER traffic safety program and the high accident experience of Castle personnel. These lectures were presented by a Traffic Officer from the California Highway Patrol Education Branch in Sacramento.[8] Approximately 3,200 personnel attended the lectures, which were presented three times daily. The Ground Safety office received many favorable comments regarding this presentation.

During March the Ground Safety office accomplished the following actions with respect to the OPERATION LIFESAVER traffic safety program:

a. A large Safety Banner placed over the Base Main Gate. Subject banner was painted by Air Installations and had the slogans "OPERATION LIFESAVER" and "SLOW DOWN AT SUNDOWN" on either side.

b. Necessary arrangements were made in preparing the monthly Squadron Safety Display for Headquarters Squadron, 93d Air Base Group.

The Ground Safety Office investigated and reported the following two aircraft damage incidents to Headquarters, SAC, in compliance with applicable directives:[9]

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8. Office of Safety historical Report and interview with Second Lieutenant Donald L. Looff, Office of Safety, 18 Apr 55.
9. Ibid.

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a. A B-47E aircraft of the 330th Bomb Squadron received damage to the left auxiliary fuel tank when an auxiliary power unit rolled down a slight incline and struck the tank. The total cost of this accident was approximately $700.00. A wire report of this incident was submitted to Headquarters SAC, with an information copy to Headquarters Fifteenth Air Force.

b. A B-47E aircraft of the 330th Bomb Squadron received damage to the rear main landing gear well during a retraction test in the new hangar. The total cost of damage was $245.00. A wire report of this incident was submitted to Headquarters SAC, with an information copy to Headquarters Fifteenth Air Force.

Ground Safety personnel conducted a safety inspection of the new hanger and associated was the handling of aircraft maintenance stands. Hangar personnel were utilizing subject stands without proper safety precautions, such as the use of down locks and railings. The discrepancy was brought to the attention of the Hangar Chief for correction.

The official title of the Ground Safety section was redesignated OFFICE OF SAFETY, Air Base Group. Major Edward F. Pesik was assigned as Director of Safety for this office and was to assume the duties as of 1 April 1955. All necessary arrangements relative to distribution policies were accomplished, and the necessary notice published in the Daily Bulletin. All responsibility was delineated with respect to the Wing Office of Safety and the Air Base Group Office of Safety accident reporting procedures and investigations.

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PERSONNEL SERVICES:

Personal Affairs. The Personal Affairs section processed 243 allotments, 23 insurance cases, and 50 applications for Aid from the Air Force Aid Society. The loans were approved in the amount of $2,949.00. The Air Force Aid Society made two grants totaling $165.00 during the month.[10]

Gymnasium. Volleyball started on 29 March 1955, with fourteen teams entering the double elimination tournament. The games were played at night with six teams playing each night.

The Base boxing team won the Northern Division Championship and sent twelve men to the Pacific Coast Conference (PCC) finals.

A base-wide golf tournament was held at the Merced Golf Course with eight men qualifying for the Pacific Coast finals. Winners of the PCC would be eligible to participate in the World-Wide finals at Florida.

Softball season started and thirty-five men turned out for the base team.

The baseball team worked out for three weeks in preparation for their first game with Hamilton Air Force Base.

Library. The total book circulation for the month of March in the main library and hospital ward was 1,549. The total attendance at the main library was 1,937 airmen and dependents. A total of 201 new books were added to the stacks.

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10. Personnel Services historical Report.

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Extensive work was accomplished by the librarian and two assigned airmen to get the non-fiction book shelves in a more useable system as books were out of place on shelves.

Airman Third Class Ben Lucero was assigned to the Library for duty on 1 March 1955 replacing S/Sgt Harris who departed on 17 February 1955.[11]

Education. During the month of March, the Education office enrolled 32 airmen for United States Air Force Institute courses. Twenty-five high school and five college General Education Development tests were administered during March 1955. Other activities included 35 end-of-course tests, 14 achievement, 19 airman's qualifying examinations and 550 proficiency tests administered to base personnel.

High school and college classes continued with 185 students actively participating. Enrollments for the spring high school and college courses were accepted during the month. Civil Aeronautics personnel from Fresno gave Armament and Electronics mechanic's examinations to eight Castle airmen. Proficiency tests were accomplished in the 36, 42, 43, 64 and 90 career fields. A total of 550 airmen completed those tests.[12]

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11. Personnel Services historical Report.
12. Ibid.

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[redacted]

CHAPTER III

OPERATIONS AND TRAINING

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FLYING TRAINING:

One of the most important operational accomplishments during March was the manner in which operation "Sign Board" was executed. The mission was a unit simulated combat mission and was very similar to operation "Sheep Skin" which was flown in December 1954. The results, however, were entirely different. The overall rating of the December mission was only barely satisfactory, whereas the results of "Sign Board" were considered to be excellent.[1]

Another mission ordered by higher headquarters, "Poker Hand," was completed during the month of March and the experience gained was believed to have contributed considerably to the success of "Sign Board."[2] The operation involved the 93d Air Refueling Squadron in a cold weather test program, which was conducted in an Arctic region. One of the setbacks encountered during the December operation was the inability of the tanker aircraft to support the bombers in an Arctic area. The difficulties originally encountered in Arctic operations have apparently been overcome and the later unit simulated combat mission was completely successful.

A system of scheduling tanker aircraft for air refueling sorties was initiated by Fifteenth Air Force in February 1955, and continued this month. The system is such that all tanker units assigned within Fifteenth Air Force are scheduled at Fifteenth Air Force level so as to insure equitable distribution to all wings. In this manner, a wing would not be penalized whenever its refueling squadron is TDY and not

1. For full details of operation "Sign Board", see Feb 55 History of the 93d Bombardment Wing, Chapter III, Operational Plans
2. For full details of operation "Poker Hand", see Feb 55 History of the 93d Bomb Wing, Chapter III, 93d Air Refueling Squadron

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available to the parent organization. While this method of scheduling air refueling sorties has been in operation only a short time, it appeared to be at least moderately successful.[3]

OPERATIONAL PLANS:

Unit Simulated Combat Mission, "Sign Board", Operation Order 14-55, was flown on 1st, 2nd and 4th of March with aircraft landing in the United Kingdom. The aircraft were flown on the return trip on 5th, 6th and 8th of March 1955. The critique for "Sign Board" was conducted on 18 March 1955.

Control teams and unit representatives were briefed on Operation Order 6-55 and participated in the SAC-wide Command Post Exercise (CPX) "North Cliff" from 9 March through 30 March.

Personnel who were scheduled to participate in the 8th Air Force Operation Order 123-55 "Hot Wire", were briefed and necessary preparation was made. This CPX was in conjunction with the movement of 8th Air Force Headquarters from Carswell AFB to Westover AFB on 31 March and 1 April 1955.

Preparations were made to fly Phase II of "Long Haul", Operation Order 150-54, during the early part of April 1955.[4]

Amendment # 1 to 93d Bombardment Wing Operation Plan 40-55 was published during March and the 93d Bombardment Wing Operation Plan 48-55 (T) was prepared for publication.

The following documents were received which required preparation of amendments to existing 93d Bombardment Wing Operation Orders and

3. Flying Training monthly historical report, see Exhibit "F".
4. Operational Plans historical report.

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Plans, or the preparation of new 93d Bombardment Wing Operation Orders or Plans, which currently are in the process of completion.

Fifteenth Air Force Operation Plan 50-55A (Summer Emergency War Plan)

Ammendment 3 to Fifteenth Air Force Operation Plan 50-55 (EWP)

SAC Zebra Operation Plan 48-55 (Evacuation)

SAC Yoke Operation Plan 48-55 (Evacuation)

Thule Operation Plan 48-55 (Evacuation)

Fifteenth Air Force Operation Order 118-55 (Parade Ground).

Amendment # 3 to Fifteenth Air Force Operation Plan 40-55 (Summer Deployment).

The prediction team completed target plates project for Operation "Parade Ground".[5]

The prediction team started work on six target plates which will be required for the Summer EWP.

STAFF OBSERVER:

Projects. The observer's section conducted final wind flight planning and pre-take-off meetings for operation "Sign Board." In addition, this section prepared and presented the entire critique of operation "Sign Board."

This section, having a growing concern of the high percentage of unsuccessful electronic rendezvous attempts, appointed a committee of officers to investigate causes and to make recommendations designed to improve the high incidence of unsuccessful rendezvous attempts.

5. Operation "Parade Ground" is Fifteenth Air Force Evaluation mission. Operation Plan ODC filed.

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The committee was composed of six officers who were: Major Jose L. Holguin, 329th Bombardment Squadron Chairman; Major Robert D. Carlstrom, 93d Bombardment Wing; Major George W. Bujol, 328th Bombardment Squadron; Captain Edward J. Smith, 93d Air Refueling Squadron; First Lieutenant John J. Harrington, Jr., 330th Bombardment Squadron Recorder; and First Lieutenant Joseph P. Cerny, 93d Armament and Electronics Squadron.

Detailed flight plans were prepared and sent to Fifteenth Air Force for the April Evaluation Mission "Parade Ground". Briefing aids were readied for the presentation at Fifteenth Air Force on 5 April 1955.

Detailed flight plans were prepared and forwarded to Fifteenth Air Force for the May Evaluation Mission, "Saddle Horn".

The project of devising an effective plan for accomplishing all 50-8 quarterly requirements on bomber stream missions was assigned to this section. Accordingly, six bomber stream missions were scheduled to accomplish the requirements. The plan was to program each stream mission sufficiently often so that all crews have an opportunity to complete their quarterly requirements.[6]

Approximately 200 observers currently in training at Mather Air Force Base were interviewed to determine if their qualifications would enable them to be included in the B-52 program. Of these, some 40 were selected for possible inclusion. Their names were forwarded to SAC Headquarters for review.

It was decided to send observers of this wing to Mather AFB for enrollment in the advanced in-flight maintenance course rather than

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6. Staff Observer Section historical report.

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have the 4017th Squadron attempt to duplicate the course without sufficient training aids. Personnel of the 4017th Squadron concurred with this concept.

Problems. Getting quotas for the in-flight maintenance course at Mather AFB that would dovetail with the training schedule of the 4017th Squadron was a problem that required a great deal of time to coordinate.

Resolving route conflictions with other units while flying 50-8 bomber stream missions has been a problem. The solution to this problem would require higher headquarters coordination.

The effectiveness of the 50-8 bomber stream missions was dependent upon being able to get the Radar Bomb Score (RBS) times for which the missions were planned. Anything less than these specific times would reduce the number of accomplishments on the missions. The solution for this problem would require Fifteenth Air Force to resolve conflicts in site time requests.

COMMUNICATIONS AND ELECTRONIC COUNTER MEASURES:

First Lieutenant Ralph W. Bechtold assumed the duties of Wing ECM Officer.[7] A revised ECM training outline for the B-52 ECM Operators was compiled during March 1955. All individual lecture plans, equipment tune up procedures and training examinations for B-52 ECM Operators was completed.

INTELLIGENCE SECTION:

During the first two weeks of March, Wing Intelligence was largely concerned with the intelligence and reporting requirements of

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7. Communications historical report.

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Fifteenth Air Force Operation Order 14-55, "Signboard". A post strike staging team was dispatched to Fairford, England to handle combat reporting for the mission. A control team and a photo-interpretation team was supplied by the 7th Air Division to supplement the work of our own personnel. After the mission, personnel from Wing Intelligence next took part in a base survey of Upper Heyford, England. In addition, intelligence personnel participated in Fifteenth Air Force Operation Order 6-55, "North Cliff", a SAC Command Post Exercise.[8]

In the latter part of March, Wing Intelligence was concerned with planning and briefing for Fifteenth Air Force Operation Order 150-54, "Long Haul", a non-stop long range bomber mission, and 118-55, "Parade Ground", a bomber stream evaluation mission with special emphasis on indirect bomb damage assessment reporting.

A major portion of the time during March was devoted to briefing B-47 crews on Emergency War Plan (EWP) procedures. All crews were required to brief the Wing Commander on their respective EWP mission assignments, and the Wing Intelligence Officer assisted the crews in preparing for this briefing.

The Target Intelligence Branch was occupied during the month with locating adequate visual and radar material with which to make additional domestic target folders. Considerable time was also spent in assembling target folders and information sheets on the Radar Bomb Scoring (RBS) site at Salt Lake City. Target Intelligence procured and produced target materials for operation "Parade Ground."

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8. Wing Intelligence historical report.

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Intelligence training for combat crew members during March was largely accomplished during block training. The Wing Intelligence Officer delivered a secret restricted data lecture on indirect bomb damage assessment to B-47 crew members. A training problem on the Ural Mountains Industrial Area was distributed to combat crew members and intelligence personnel.

WING GUNNERY SECTION:

In the month of March 1955 a total of six co-pilots attended the O.Q. Gunnery Range at Sahuarita, Arizona. The quota for 4 March was cancelled due to operational commitments and the quota for 18 March was cancelled due to the lack of transportation.

The AN/APG T1-(A) Trainer was available to the Bomb Squadrons as follows:

Sqdn.	Hours Sched.	Hours Available	Hours Utilized	% of Util.
328th	28:00	24:00	18:00	75.0 %
329th	36:00	33:00	29:00	87.8 %
330th	34:00	32:00	21:00	65.6 %
TOTAL:	98:00	103:00	61:00	59.3 %

The Trainer was out a total of 9 hours for maintenance and inspection. One course of A-5 Fire control system refresher training was conducted for the four co-pilots who prepared for evaluation.

This section was inspected on the 17th of March 1955 by T/Sgt. Powell of the Fifteenth Air Force Standardization Team. T/Sgt. Powell visited Armament and Electronics sections with First Lieutenant Donald O. Rognlien and was shown the procedures used in preparing a gunnery mission. In the afternoon First Lieutenant Theodore P. Trusk of the

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328th Squadron ran a series of problems on the T1-A Trainer. Lieutenant Trusk and the trainer operator were checked for proficiency by T/Sgt. Powell. This concluded the inspection and T/Sgt. Powell expressed satisfaction with what he had seen.[9]

The A-5 Fire Control System (FCS) at this station on a loan basis, was recalled by SAC and assigned to an O.Q. range.

SPECIAL WEAPONS SECTION:

Routine special weapons training continued for the month in accordance with SAC Regulation 82-2, 22 September 1954, subject: "Training Program for SAC Special Weapons Assembly and Ground Handling Crews"; and SAC Regulation 136-6, 5 December 1952, subject: "General Functional Responsibilities for Munitions Loading and Atomic Weapons Program."

All combat crew training projected by this Wing to implement Supplement XIV to SAC Regulation 50-8 was accomplished. Combat crew Special Weapons training was completed 100% for this training quarter, which ended 31 March 1955.

The following breakdown is training conducted during March 1955:

	Crews Compl ldg rqmts			Crews Compl missions on Mock-up		Crews Compl drops	
Squadron	Compl	Req	Crews Compl IFI rqmts	Compl	Req	Compl	Req
328th	1	1	5	3	3	9	5
329th	2	2	3	7	7	8	7
330th	1	1	1	1	1	8	7

Individual In-Flight Insertion (IFI) accomplished - 31

Individual In-Flight Extraction (IFE) accomplished - 31

9. Wing Gunnery Historical Report.

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All training directed by SAC Regulation 82-2 and 136-6 was accomplished by Supply Squadron personnel. In the future additional training will be required to assure that the munitions section of the Supply Squadron would be capable in supporting the 93d Bombardment Wing's Emergency War Plan (EWP) commitments.[10]

In the Supply Squadron the special weapons handling team received routine continuation training in bomb handling. Five (5) 4-man supply loading teams each received nine loadings during the month. During March the Munitions Section was short one Loading Team. An additional team was formulated during the month, thereby bringing up to the required strength the number of teams. Nine airmen received a 40 hour indoctrination course in Post Loading Checks of weapons. The following breakdown shows the status of training of personnel in the Supply Squadron and the Armament-Electronics Maintenance Squadron. For purposes of comparison, a list of what this Wing considered an optimum status for the implementation of SAC Regulation 82-2 was also itemized:

Supply Squadron	Status of Tng	Optimum Status
Munitions Officer	One Officer Trained in Sp Wpns Know-how	At least one Officer Should be Trained in Sp Wpns know-how.
Loading-Handling Teams (Airmen).	Five 4-man Teams Trained.	At least six 4-man teams should be trained.
Post Loading Officers and Airmen.	One (1) Officer and twenty-one (21)	One (1) Officer and twenty-four (24)

10. Special Weapons Historical Report.

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	Airmen trained.	Airmen should be trained.
A & E Maint Sq	Status of Tng	Optimum Status
Ringout Officers & Airmen.	Eight (8) Officers and thirty Airmen trained.	At least ten (10) Airmen should be trained.
Loading Monitors	Eight (8) Officers and fourteen (14) Airmen trained.	At least three (3) Officers and twelve (12) Airmen should be trained.
Post-loading Officers and Airmen.	Eight (8) Officers and eighteen (18) Airmen trained.	At least six (6) Officers and ten (10) Airmen should be trained. Post load checks are now a function of the Supply Squadron. A & E personnel are used as back-up.

A total of 1029 man-hours of training was accomplished by the Special Weapons Training Section.

The 93d Bombardment Wing (H) neither lost nor gained any Bomb Commanders during the month. There were 125 Pilots and 45 Observers, who are Bomb Commanders. There were 125 Bomb Commanders assigned to Combat Crews.

A unit simulated combat mission was held during March in which T-59's were loaded and dropped. Maximum training was accomplished in the loading of weapons and handling of equipment. Delivery of all

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components was simulated and supply receipting procedures was practiced. Twenty-five aircraft dropped T-59's on this mission.

The Special Weapons Training Section had three Officers assigned. This was the full authorization. One of the assigned Officers was TDY to school for six weeks, and another Officer was scheduled to depart TDY to school for six weeks in April.

WING MUNITIONS SECTION:

Routine Training for the month of March 1955 was accomplished as directed by SAC Regulation 50-1, as amended, and SAC Regulation 55-43.

These Regulations divide Chemical, Biological and Radiological (Atomic) (CBR) Warfare Defense Training into three phases. Training accomplishments were as follows:[11]

Phase I; (Individual Indoctrination Training); 2166 man-hours of training was accomplished.

Phase II; (Unit Officer and NCO Training); No phase II training was accomplished this month. All phase II training required was completed.

Phase III; (Combat Crew and Counter measures Training); 60 hours of Combat Crew Training was accomplished during March 1955.

During the month of March 1955 the Wing CBR Officer, Captain Paul E. Duncan, was reassigned to the Second Strategic Support Squadron. First Lieutenant Bart A. Baldwin was appointed to replace Captain Duncan.

GROUND TRAINING:

The following personnel changes were made: Major Edward F. Pesik, was assigned to Base Safety, effective 1 April 1955. Major

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11. Wing Munitions Historical Report.

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Dwight C. Van Atta was assigned as Wing Ground Training Officer, effective 1 April 1955. The following training was accomplished by units of the Wing:

Block Training. Three hundred ninety-six personnel completed the block training course during March. Course duration was three and one half days for non air-crew, and five and one half days for air crew personnel.[12]

Advanced Survival. Seven air-crew personnel for the conventional course and five for the jet course reported to Stead AFB for advanced survival training.[13]

Physcological Training. Twenty personnel reported to Mather AFB and completed a one day course in Physcological training. Twenty-six personnel reported to Fairchild AFB for high altitude indoctrination and pressure suit fittings. Twenty-five completed a five day Physcological Base training course.[14]

Basic Survival. Six personnel were indoctrinated in Basic Survival at the Base Survival Training section.

Pre-Strategic Evaluation Training. Four crews received the pre-SAC Evaluation Training prior to departure for evaluation at Davis-Monthan Air Force Base.[15]

OQ Gunnery Range. Six co-pilots entered and completed OQ gunnery training at Davis-Monthan AFB during March.[16]

Basic Survival Refresher. Twelve personnel were given basic survival refresher courses.[17]

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12. Ground Training Historical Report.
13. Ibid
14. Ibid
15. Ibid
16. Ibid
17. Ibid

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FLYING SAFETY:

During the month of March 1955 over 4570 accident-free hours were flown by the 93d Bombardment Wing and Base Flight aircraft; however, several near misses and three reports of alleged violations of flying regulations pointed out the need for more emphasis on flying safety.

The monthly wing flying safety meeting included a review of recent aircraft incidents conducted by Colonel Patrick D. Fleming, Deputy Commander, 93d Bombardment Wing. This presentation consisted of valuable talks by the aircraft commanders involved in serious incidents.

The meeting also included a discussion by Major Ralph Klus, Base Operations Officer, of the new Visual Flight Rules (VFR) separation procedures established by Castle Air Force Base Regulation 60-4. It was felt that these procedures, if properly followed, would do much to prevent inflight collisions of Castle aircraft.[18]

Effective 1 April 1955, and in accordance with Fifteenth Air Force directives, this section was to be known as the Wing Office of Safety. Although relinquishing its responsibilities in the investigation of Air Base Group and transient aircraft accidents, it assumed the new responsibilities of prevention and investigation of ground accidents involving damage to wing aircraft.

WING STANDARDIZATION BOARD:

The month began with the absence of the Wing Standardization Crew who were engaged in Operation "Sign Board". The Stand Board Crew returned to duty on 8 March 1955.

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18. Wing Flying Safety Historical Report, and interview with Capt. Thomas J. Frith, Wing Flying Safety Officer, 15 Apr 55

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Copies of the Basic Technical Order and Performance Data binder were distributed to the 328th, 329th, and 330th Bombardment Squadrons, 90th and 93d Air Refueling Squadrons and the 4017th Training Squadron. Tabs were also issued to these organizations.

The Combat Crew Guides of Staff Personnel were collected, corrected and returned.

The Fifteenth Air Force inspected the 93d Bombardment Wing during March. Major Jack A. Weyant and crew of the 328th Bombardment Squadron received a Standardization Ride and examination conducted by a member of the Fifteenth Air Force Standardization team. The Wing Standardization Activities were rated as excellent.[19]

The Semi-Annual Emergency Procedures and Proficiency Examinations were administered during the month to all combat crews.

The 93d Wing Air Refueling Standardization Crew was TDY with 93d Air Refueling Squadron for the first week in March. Upon their return to the Base, preparations for Fifteenth Air Force Standardization Team Check was begun. Flight Check of 93d Wing Air Refueling Standardization Crew was conducted. The mission was accomplished satisfactorily. Crews T-06 and T-09 were given Semi-Annual Standardization Checks.

93D OPERATIONS SQUADRON:

Personnel. The passing of March marked the end of an eventful month for the 93d Operations Squadron, with all sections showing an increase of activity despite a continual drain of manpower at all levels of organization.

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19. Wing Standardization Board Historical Report.

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Major Robert L. King, who recently assumed duties as Communications officer, facilitated a smooth transfer of position with his predecessor. Major King was faced with a critical personnel situation, especially in the Crypto section. Many of the personnel of this section were scheduled to be discharged within thirty days. As of 31 March there was no relief in sight, at least in the forseeable future.

The critical shortage of clerical personnel seemed to be the affliction of all sections, but was felt more keenly in the level of Command. This was one of the problems which would have to be resolved before top efficiency could be achieved.

The Base gym was very popular the night of 7 March 1955. This was the night of the boxing matches. After the matches were over the Physical Training unit was forcibly entered and inventory of property conducted by the Air Police indicated that 10 sheets and 10 towels had been taken.

An alert was called at 0430 hours 1 April 1955. All members of the squadron reported for duty within the alloted time. This proved the practicality of the "Pyramid system" of alerting the men living off-base. With the exception of a few minor difficulties, the operation was successful.

Communications. The installation of the UHF Receiver Site Antenna Farm began on 18 March 1955. It was anticipated that this projected work would be completed during April 1955. The Communications Center operated on a full duplex direct circuit to March Air Force Base during the month. The operation was very successful; handling time was 13 minutes. 20

20. 93d Operations Squadron Historical Report and interview with CWO Jefferson D. Johnson, Asst Comm Off, 14 Apr 55

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A new OJT program was initiated for Communications Center Specialists. It was anticipated that greater proficiency in all phases of Communications Center work would be the result. A request for an additional 500 lines for the base Telephone system was approved in January 1955 with an anticipated operational date of November 1955. Included in the request were 5 additional 2-way trunks to Atwater, California. The acute requirment for Atwater trunks has caused a request that this portion of the order be accomplished as soon as possible. The request was submitted during March and an early approval and operational status was anticipated.

Photography. Four hundred ten requests for various types of photography were processed during this period. Wing Operations commitments (Plans and Intelligence Sections) increased the work load of this section approximately 50%. This increase included jobs requiring special adaptions and additional man-hours to obtain the desired results.

The requirements for a Recordak 35MM copying machine were realized again when the Base Comptroller queried this section on the feasibility of copying briefing charts for the Bomb Wing Commander. The Comptroller was advised that the section still did not have the capability, however, the section could, with a makeshift set-up, possibly produce a fair result. However, with the present workload, consisting of classified, short-deadlined copying jobs from Plans and Intelligence Sections, it was suggested the Recon Tech facility at Travis AFB, California, be contacted for this job, since such facilities usually have the capability. Further conversation with the Comptroller revealed that Travis Air Force Base could and would accomplish the job.[21]

21. 93d Operations Squadron Historical Report and interview with M/Sgt Robert C. Foster, NCOIC Photo Lab, 13 Apr 55.

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Training. Link Trainers were available 880:00 hours during March 1955. Wing Operations scheduled 608:00 hours and the Squadrons utilized 408:00 hours for a 67% utilization.

Jet Trainer #50-235 was inoperative from 2 March thru 8 March due to a 1,000 hour inspection. No training time was lost, however, because neither jet trainer was scheduled prior to 9 March. The section was visited on Tuesday, 1 March 1955 by Mr. F. Hahn, Mr. J. Barstow, Mr. R. Billie, and Mr. E. Vincent, field representatives and supervisors with Link Aviation Devices, Inc., Binghamton, New York.

The Base Code room was available 192:00 hours with 78:00 hours utilized for a percentage utilization of 40%. There was 90 student hours utilized.

The T-2A Ultrasonic Trainer was available 105:00 hours during the month of March. The Trainer was out until the 14th of March awaiting the tracking computer to complete the 500 hour inspection. Thirty-nine hours and thirty minutes was put in after normal duty hours. This was for maintenance. No trainer time was lost. The trainer was utilized 90:45 hours.

The T-3 Trainer was available 86:00 hours during March. It was utilized 5:30 hours. This trainer was out from the 9th until the 24th of March due to tracking computer constant speed motor being removed. It was repaired and replaced on 24 March 1955. Wing Operations Plans section utilized the trainer 2:00 hours this month. The T-4 Trainer was available 138:00 hours and was utilized 36:30 hours. The 90th, 93d Air Refueling, and 2nd Strategic Support Squadrons were scheduled 81:00 hours. They had a total of 90 student hours.

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The new training schedule for the Flight Simulator, effective 1 March 1955, consisted of two missions daily Monday through Friday. Each mission consisted of 3:20 hours of simulator time plus 45 hours for briefing and critique. Three Wing Crews completed the Emergency Procedures Refresher Course. Lieutenant Colonel W. J. Ehlinger, Major W. D. Clark and Lieutenant Colonel R. M. Hanson, from Headquarters Fifteenth Air Force, received transition instruction in the Flight Simulator. Mr. Richard L. Billie, Link Aviation Technical Representative for the B-47 Flight Simulator, arrived 7 March for an indefinite assignment.

Physical Conditioning. The handling capacity of the Physical Conditioning phase of the Physical Conditioning Unit for the Month of March 1955 was 1840 workouts. Six hundred and fifteen workouts were given for a utilization of 33%. This was an increase of 6.5% compared with the month of February 1955.

93D AIR REFUELING SQUADRON:

At the beginning of March 1955 the 93d Air Refueling Squadron had 19 tanker aircraft TDY at Thule AFB, Greenland. During the first two weeks of March the aircraft, support personnel and equipment returned to Castle after successfully completing all phases of operation "Poker Hand."

Training for the month of March included 153 sorties flown, in the "G" and "F" model tankers, making 381 hookups and transferring 2,488,720 pounds of fuel. Officers and Airmen attended block training; accomplishing 1,130 hours during March.[22]

22. 93d Air Refueling Squadron Historical Report.

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CHAPTER IV

MATERIEL

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MATERIEL

93D FIELD MAINTENANCE SQUADRON:

Fabrication Branch. During the month of March, the Fabrication Branch processed 1,336 work orders through the shops. Of this total 1,079 were flight line repairs, 107 were work orders from supply and 150 work orders on AF Form 48. This was a 34.5 percent work load increase for the Fabrication Shops over the month of February.[1]

Sheetmetal Shop. The Sheetmetal Shop received the Hot Dimpling equipment necessary for the coin dimpling of 75 S and magnesium alloys. The addition of this equipment had long been a requirement and was expected to increase the effectiveness of the Sheetmetal Shop.

Machine Shop. The machine shop completed Technical Order 1B-47-518 modification of nose dome locking pins to 30 J-47 engine nose domes and repaired a total of 258 J-47 cross-over ignition tubes.

Power Plant Branch. A total of 30 engines were changed, of which 13 were installed on B-47 aircraft, 13 on KC-97, two on C-45 and two on C-124 aircraft. One R-4360 engine was minor repaired and 11 reciprocating engines were processed for shipment to overhaul activity. Jet minor repair section repaired 23 J-47 engines on the aircraft, of which 13 were due to cracked transition liners and eight due to nicked compressor blades, two due to defective air oil seals. Minor overhaul was accomplished on three J-47 engines in the shop. Thirteen J-47 engines were processed for shipment to the overhaul activity. The propeller shop accomplished 15 periodic inspections on propellers and completed 25

1. 93d Field Maint Sq historical report, HISO Files.

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removals and installations. During the month of March, the component sections of this branch accomplished 1,709 aircraft work orders, manufactured 17 work orders, bench checked 875 items of which 400 were serviceable, 284 repairable and 66 condemned; 210 items were locally repaired, 250 forwarded to depot for repair and 309 items were repaired. The work load of the Aero Repair Branch continued on a fairly even trend during March. Personnel on the B-52 project at Edwards Air Force Base returned to Castle and again departed to Edwards for duty due to the repair of the landing gear malfunction on a B-52 aircraft and the arrival of another.

Electrical Section. The Electrical Section received a large number of new items of equipment for the B-52 aircraft. Some difficulty was experienced in finding sufficient storage space for the tools and equipment. Supply difficulties existed in the procurement of battery acid during the month, which caused some batteries to be put out of commission for lack of acid.

93D PERIODIC MAINTENANCE SQUADRON:

Personnel. The key squadron personnel roster was changed completely during the month of March. The Squadron Commander, Major Louis R. Wade, assumed the duties of Squadron Maintenance Officer and the duties of Squadron Commander were assumed by Lieutenant Colonel Garland J. Smith on 19 March 1955. Major Wade replaced Major Keith Cookus who departed on a permanent change of station assignment.[2]

2. 93d Periodic Maint Sq historical report, BISO Files.

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Maintenance. The Periodic Docks performed nine inspections on B-47 aircraft and five inspections on KC-97 aircraft during March. Two engine changes were accomplished by Field Maintenance personnel during the periodic inspections.[3]

93D AERONAUTICAL AND ELECTRONICS MAINTENANCE SQUADRON:

Maintenance. In the flight line instrument section, "Operation Stake on" was initiated. This action consisted of soldering all C-2 cable leads formerly staked on. The primary reason for this was to remedy inadequacy of C-2 transmitter installation. The flight line instrument section began checking control cables on a wing-wide scale. This was deemed necessary since nearly half of all autopilot malfunctions have been in whole or partly due to low tension on control cables.[4]

Boeing Technical Representatives instructed a special class for hydraulic shop personnel to explain the proper method of installing the eyebolts on the aileron panel control panel units. During the month of March there was a 50 percent reduction in loose eyebolts.

Operations and Training. Since pervious formal classroom training on B-4 autopilot, engine analyszer and Sperry flight instruments, an engine analyzer course was planned for presentation to all engineers assigned to the 2d Strategic Support Squadron. Another course that was planned for presentation was on the A-2D autopilot data, flow and trouble shooting malfunctions in the aircraft.[5]

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4. 93d A&E Maint Sq historical report.

5. Ibid.

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MAINTENANCE CONTROL:

The Maintenance Standardization Team inspected the facilities and procedures used in the Armament and Electronics Squadron connected with testing of vacuum tubes. Aircraft refueling procedures were inspected in all applicable squadrons. This section also published five Maintenance Instruction Letters and one Maintenance Information Bulletin during March 1955.[6]

LOGISTICS:

The Wing Logistics section worked on the administrative and logistical annex for Operation "Sign Board" during March. The completed annexes were forwarded to the Wing Operation Section. Final work was completed on Operation Order 41-55. The AFSC's of required personnel for support of operation order 41-55 was included. The Base Equipment Review Board (ERB) was formed under the provisions of SAC Regulation 14-1 and Castle Regulation 14-1. The Base ERB consists of seven separate panels appointed by Letter Orders 56 and 57, Headquarters 93d Bombardment Wing. The purpose of these panels was to review all Unit Allowance List (UAL) changes from organizations to insure that additional equipment is actually required. As of 31 March 1955 the Base ERB processed 58 UAL changes and forwarded them to the appropriate Equipment Evaluation and Audit Teams. Since this was a comparatively new system for authorizing equipment for Air Force organizations, numerous policies and procedures were to be established. Work progressed satisfactorily on this project.[7]

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6. Maintenance Control Historical Report, see Maint Inst Ltr Exhibit "G" and Maint Info Bulletin, Exhibit "H".
7. Wing Logistics Historical Report.

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WING SUPPLY:

The Wing Supply Section completed informal inspections at the three bomb squadrons and the three maintenance squadrons during the month of March. These inspections were to determine that all items required to support the B-52 program had been requisitioned. Charts were designed to furnish the current status at all times of the equipment required for the B-52 program. Considerable time was consumed in the preparation of charts and briefings for the B-52 program. Four briefings were prepared, for the Wing Commander, Commander Fifteenth Air Force, Staff personnel at Headquarters SAC, and for the B-52 weapons phasing group conference.

A survey was conducted of hand tools, furniture, and office machinery requirements, within the Wing Squadrons. Lists of these items were furnished to Headquarters Fifteenth Air Force to assist the materiel staff in an effort to supply the required items through redistribution of Command exess property.

The B-52 authorization documents were finalized in coordination with the Special Aircraft Equipment Evaluation and Audit Team. Plans were effected to prepare the supplement to these authorized documents to include additional items still required to support the B-47 Aircraft.[8]

BASE MATERIEL:

Base Supply. The receipt for B-52 aircraft spares slowed down considerably during the month. The regression, however, presented no problems inasmuch as approximately 64 per cent on non- "Z" account items and 51 per cent of the "Z" account items had been received as of 31 March 1955.[9]

8. Wing Supply Historical Report.
9. Base Materiel Weekly Activities Report.

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The Aircraft Out of Commission for Parts (AOCP) rate on combat aircraft remained negative during the month. Castle Air Force Base had the lowest AOCP during the month of February 1955.

Action was taken to stock aircraft spares applicable to C-119 aircraft before their assignment to this base. There had been no requests for equipment in support of the aircraft, however, the base supply officer notified applicable squadrons to submit their requests if special equipment would be required.

Purchasing and Contracting. Major Irwin R. Bagdasarian, the base Purchasing and Contracting Officer, departed for an overseas assignment during March. Assuming his duties was Mr. William R. Mann, Civilian Contracting Officer.

Formal Contracting activities for the month included the following: An addendum invitation for Bids was issued for a heating system in building T-54. The bids were received during the week of 7 March 1955. The lowest acceptable bid was $25,145. Funding for this project was set at $15,510, however, this amount was not adequate and this office took action to obtain more money for the project. An Invitation for Bids was issued to purchase approximately $3,000.00 worth of pneumatic wrenches. Money for these tools was to be funded by a depot.[10]

Bids were opened for construction of a parachute shop. The original estimate was $30,320. The low bid received was $27,825. Headquarters SAC was contacted for approval of the award and gave approval on 28 March 1955. In turn, this office sent a notice of award the same date.

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10. Base Materiel Weekly Activities Report.

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Air Installations. Of the eight constructional projects, the status of most were on schedule with no further delays forecast. As of 31 March 1955, the status of the projects were as follows: The completion of 12 permanent family quarters on the base brought the contract to 73.6% complete. The cooler project, to replace worn coolers, air ducts and electrical wiring, was 61.6% complete. The Operational aprons were 70% complete with a projected date of completion 22 July 1955.[11]

The Crash and Structural fire station was completed on 9 March 1955. This project was one of the larger contracts on the base which involved $157,784.00. The bulk jet fuel storage system project costing $94,184.00 was 13% complete as of 31 March 1955, with a scheduled completion date of 25 October 1955.

11. Base Materiel Weekly Activities Report.

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GLOSSARY

A/C	Aircraft Commander
AGE	Armament and Electronics
AFSC	Air Force Specialty Code
CBR	Chemical Biological Radiological
CPX	Command Post Exercise
ECM	Electronic Countermeasure
EWP	Emergency War Plan
FSC	Fire Control System
IFE	In-Flight Extraction
IFI	In-Flight Insertion
M-Day	Mobilization Day
NCO	Non-Commissioned Officer
OJT	On-The-Job-Training
PCC	Pacific Coast Conference
RBS	Radar Bomb Score
SAC	Strategic Air Command
TDY	Temporary Duty
VFR	Visual Flight Rule
UAL	Unit Allowance List
UHF	Ultra High Frequency

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SUPPORTING DOCUMENTS

EXHIBIT

"A" Forecast of SAC Management Control System Scores.

"B" B-52 Conversion Progress Report #4.

"C" Unit Management Control System March 1955.

"D" Status of personnel not on OJT.

"E" Letter for Reporting personnel on OJT.

"F" March 1955 Training Program.

"G" Maintenance Instruction Letters.

"H" Maintenance Information Bulletin.

"I" Story and pictures from March editions of base paper "Valley Bomber".

"J" Technical Representatives monthly reports.

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93D COMPARTMENT WING (M)
Monthly Analysis, [illegible] 15-02
March 1955

SECTION I - Forecast of [illegible] Management Control System Scores

	Max Pts	Feb % of Max	Mar % of Max	Mar Pts Earned
A. PERSONNEL				
1. Manning In Required Specialties				
a. Officers	30	70	70	21
b. Airmen (Direct Support)	150	10	10	15
c. Airmen (Indirect Support)	25	40	50	12.5
2. [illegible] Rate per 1000	30	100	100	30
3. Ground Safety	25	65	35	8.8
4. Reenlistment Rate	40	30	30	12
5. Total Personnel Score	300	35	33	99.3
B. MATERIEL				
1. Flying Hours Delivered as a Percent of Required	60	96.5	96.1	57.7
2. Reports of Survey	20	80	80	16
3. Total Material Score	80	92	92	73.7
C. GENERAL ITEMS				
1. Flying Safety	50	70	70	35

* Local forecast percentages for February were used for comparative purposes in this column.

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D. OPERATIONS	Max Pts	Feb % of Max	Mar % of Max	Mar Pts Earned
1. Training Minimums				
a. Bombardment	150	72.5	96.3	144.5
b. Tanker	50	23.0	55.0	27.5
2. Flying Hour Utilization	100	62	61.9	61.9
3. Wing Proficiency				
a. RBS Radar Bombing	40	100	100	40
b. RBS Visual Bombing	25	100	100	25
c. Night Celestial Navigation	20	100	100	20
d. [illegible]	10	[illegible]	[illegible]	[illegible]
e. Flight Engineering	15	90	90	13.5
f. Gunnery	20	20	40	8
g. Air Refueling, Wet Hookups	20	100	100	20
h. Air Refueling, Radar Rendezvous	20	100	100	20
4. Probation Status - S/L Crews	50	[illegible]	90	45
5. BMP Target Examination	[illegible]	[illegible]	[illegible]	[illegible]
6. Combat Ready Crews				
a. Bombardment	40	90	90	36
b. Tanker	10	85	85	8.5
7. Physical Conditioning	20	10	10	2
8. Total Operations Score	580	60.8	81.4	471.9
E. GRAND TOTAL	960	60.7	70.8	679.9

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SECTION II - Computational Data and Factors Influencing Performance Scores

A. PERSONNEL

1. Manning In Required Specialties

a. Officers

(1) 52 vacancies existed in the authorized strength of 473 officers for a MOS index of 89.0% earning 70% of maximum points. Authorization is based on 1.0 to 1 crew to aircraft ratio and includes four (4) officers who constitute an authorized overage for the Phase VII Test Program. One (1) unfilled warrant officer position (AFSC 32000) has been excluded from the total authorization (474) in accordance with recent SAC policy.

(2) The following shortages existed in the AFSC's indicated: 1274C - 13; 1525A - 11; 3054 - 1; 3814 - 3; 4316 - 2; 4324 - 3; 4334 - 3; 6424 - 1; 9646 - 1; 9724 - 1; 9756 - 1; 9836 - 1; 9846 - 1; 9636 - 1; 9754 - 6; 9026 - 1; 9039 - 1; 9056 - 1; 32000 - 1 (excluded from computation).

(3) The officer manning picture has remained almost the same as in February. Assigned strength increased by four officers. It should be remembered that the manning percentage represents a potential situation. All crew members require transition training before they become operationally effective in B-52 aircraft.

b. Airman (Direct Support)

(1) 501 unfilled positions existed out of 1975 authorized AFSC's giving an MOS index of 74.66 which earns 10% of maximum points.

(2) The specific AFSC's in which the bulk of the shortages existed were: 30174 - 31; 30370 - 30; 42152/72 - 70; 42251/71 - 32; 42330/50/70 - 133; 43170 - 32; 43251 - 34; 43350/70 - 52.

(3) The increase of 309 in the authorized strength when the Wing converted to B-52 H's on 1 February 1955 was the principal factor in the low score attained in this category. Further, the MOS index represents a potential situation because of the requirement for B-52 training for the airmen.

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c. Airman (Indirect Support)

(1) 133 unfilled positions existed out of 757 authorized AFSC's giving a MIMS index of 81.5% earning 50% of maximum score.

(2) There was a net shortage of 36 airmen in AFSC 70250, Senior Clerk, as of month-end. The remaining shortages were fairly evenly distributed throughout the various career fields with no one area predominant.

d. 417th Combat Crew Training Squadron

(1) Officer MIMS was 77.8% with 28 of 36 authorizations filled. The balance of the officers are programmed in.

(2) Airman MIMS was 59.6% with 31 of 52 authorizations filled. The majority of shortages are clerical -- a situation existing throughout the Wing.

2. AWOL Rate

a. For the four-month period ending in March, there were 13 AWOL's and a total mean strength of 12,832. The AWOL rate per 1000 population was 1.0 resulting in a score of 100% of maximum points.

3. Ground Safety

a. For the four-month period ending in March, the military disabling injury rate per 100,000 man-days of exposure was 7.96 based on 31 injuries with an exposure of 394,565 man-days. There were two (2) government motor vehicle accidents in 155,488 miles of driving for an accident rate of 1.29. There were no civilian disabling injuries. The total Ground Safety Index was 9.15. Total accident cost was $52,465 divided by a total mean strength of 13,299, giving an Accident Cost Index of $4.10. The combination of the foregoing indices were 35% of maximum points.

b. Private motor vehicle accidents involving military personnel represented 55% of the total number of disabling injuries incurred during the four-month period. In March, 6 of 12 disabling injuries were in private motor vehicle accidents.

c. The number of military disabling injuries for the four-month period (31) was responsible for the loss of 42% of maximum score. The two (2) government vehicle accidents caused the

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loss of 10% of maximum points. An additional 1% of maximum points was lost due to the severity of military injuries (including 1 fatality at $31,500) which resulted in an excessive accident cost for man-hrs lost.

4. Reenlistment Rate

a. For the three-month period ending in March, there were 49 immediate reenlistments and 171 airmen were discharged who were eligible to reenlist. The reenlistment rate was 28.7% resulting in a score of 3% of maximum points.

b. Scores in this category have been low for a considerable period of time. However, the Wing compares very favorably with the SAC average for scores in this category.

5. Mobile Training Detachment Utilization - Not scored as there was no operational MTD assigned during any complete month of the quarter.

B. MATERIEL

1. Flying Hours as a % of Required

a. For the quarter ending in March, flying hours required were as follows: B-47, 5478; 90th ARS, 2040; 93d ARS, 1404. Flying hours accomplished were as follows: B-47, 5041; 90th ARS, 1783; 93d ARS, 1830. The combined totals (eliminating 93d ARS flying time overages) were 8078 hours flown versus 9028 hours required for a percentage of 96.1% earning 57.7 points.

2. Reports of Survey

a. For the four-month period ending in March, 27 reports of survey were registered totaling $2,285.15 giving an average cost per survey of $83.15. The combined military and civilian strength was 12,777. The number of reports of survey per 1000 population was 2.1. The combination of the foregoing indices earns 80% of maximum score.

b. The high average dollar cost per survey ($83) was the factor responsible for the loss of points. However, there has been a steady decrease in the average dollar cost per survey from the high point of $133 in December.

3. Supply Consumption, Technical Order Compliance and Aircraft Maintenance Manhour Utilization were not scored pending development of scoring criteria by SAC Headquarters.

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[redacted]. GENERAL ITEMS

1. Flying Safety

   a. For the four-month period ending in March, a total of 11,XXX hours were flown by Wing aircraft. The 93d Air Refueling Squadron had one (1) major accident in December at Thule Air Force Base, Greenland. The 70th Air Refueling Squadron had one (1) major accident in February at Loring Air Force Base, Maine. The aircraft accident rate per 100,000 hours flown was 17.6 resulting in a score of 70% of maximum points.

2. Cost per Flying Hour and Motor Vehicle Utilization were not scored pending development of scoring criteria by SAC Headquarters.

3. [redacted] Effectiveness was not scored per instructions from higher headquarters due to lack of combat reporting performance for the [redacted] flown in March.

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D. OPERATIONS

1. Training Minimums

	Item Weight	Rents	Approp	% of Score
a. Bombardment				
(1) Bombing	35	720	699	97
(2) Navigation	25	300	295	98
(3) Flight Engineering	10	84	84	100
(4) Air Rflg and Radar Rend	25	468	405	87
(5) Gunnery	10	120	117	98
(6) Atomic Weapons	10	440	438	100
(7) Miscellaneous Items	15	486	476	98
(8) Flying Time	20	1755	1738	99
(9) Total Bombardment	150			96.3
b. Tanker				
(1) Wet Hookups & Radar Rend	15	306	150	49
(2) Navigation	10	198	154	78
(3) Flight Engineering	5	54	33	61
(4) Miscellaneous Items	10	324	274	85
(5) Flying Time	10	180	14	8
(6) Total Tanker	50			55.0

c. The bombardment crews were in scoring groups as follows: 8 in group 1, 28 in group 2, 4 in group 3, and 1 in group 4. There were 18 tanker crews in scoring group 1 and 2 crews in group 4.

d. The bombardment training minimum score of 96.3% of maximum points indicated very satisfactory performance. The only category in which 97% or more of the training minimums were not met was in Air Refueling and Radar Rendezvous. The lack of available tankers was the principal reason for the reduced score of 87%.

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a. The 93d Air Refueling Squadron training minimum score of 25% of maximum points was a reflection of the adverse factors outlined in the remarks to the R-12 reports for the training quarter (ordered missions, TDY, weather, stand down, etc.). However, during March, 32% of the quarterly training minimum requirements were completed which does indicate satisfactory progress for that month.

2. Flying Hour Utilization

a. For the training quarter, bombardment crews had a total flying hour equivalent of 3205 hours versus 5134 actual SAC-R12 flying hours for a 62.4% flying hour utilization.

b. For the same period, 93d Air Refueling Squadron crews had a total flying hour equivalent of 1143 hours versus 1895 actual SAC-R12 flying hours for a 60.3% flying hour utilization.

c. The combined wing flying hour utilization score was 61.2% of maximum points based on a total flying hour equivalent of 4348 hours versus 7029 actual R-12 flying hours.

d. This is a new category in which the various types of flying training activity are multiplied by standard hour factors to arrive at flying hour equivalents. The total of all the flying hour equivalents for the various types of training is divided by the total R-12 flying hours to express a percentage of flying hour utilization. Adjustments are made for repetitive requirements and take-offs and landings.

e. The relationship of this category with others in the Management Control System can be expressed as follows:

(1) For the training quarter, the bombardment squadrons flew 98.2% of programmed flying time, accomplished 96.1% of SAC-8 requirements with a flying hour utilization of 62.4%.

(2) Similarly, the 93d Air Refueling Squadron flew 103.6% of its programmed flying time, accomplished 95% of its SAC-8 requirements with a flying hour utilization of 60.3%.

3. Wing Proficiency

a. KC-135 Radar Bombing

(1) The wing made 241 record runs with 173 runs having a CEP of 1500 feet or less giving a proficiency level of 71.8% which earns 100% of maximum points.

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b. RBS Visual Bombing

(1) A total of 234 runs with 206 runs having a CE of 1900 feet or less gives a proficiency level of 88.9% and earns 100% of maximum score.

c. Night Celestial Navigation

(1) 197 total legs with 134 having a CE of 32 nautical miles or less gives a proficiency level of 98.5% and earns 100% of maximum score.

d. Flight Engineering

(1) 136 missions with 160 having a proficiency index of 90% or better gives a proficiency level of 81.6% and earns 90% of maximum score.

e. Gunnery

(1) 108 gunnery missions with 59 having a percent fireout of 78% or more gives a proficiency level of 54.6% and earns 40% of maximum score.

(2) The gunnery average percentage of fireout for the wing was 54% in January, 76% in February and 88% in March. Continued efforts are being made to improve armament maintenance procedures and increase proficiency in this category.

f. Air Refueling - Wet Hookups

(1) 258 attempted wet hookups with 248 successful gives a proficiency level of 96.1% and earns 100% of maximum score.

g. Air Refueling - Radar Rendezvous

(1) 267 rendezvous attempts with 265 successful gives a proficiency level of 99.3% and earns 100% of maximum score.

4. Probation Status - S/L Crews

a. There was one (1) lead crew (104) on probation for RBS Radar and Visual Bombing proficiency as of 31 March 1955. Crew L-42 was on probation for RBS Radar Bombing proficiency as of 28 February 1955 but has been subsequently removed.

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a. The Air Refueling and Radar Rendezvous category was the most significant area in which there were both overages and shortages of training requirements within the same crew category.

(1) The principal factors responsible were as follows:

(a) Shortages of maximum gross weight transfers was due to a lack of external wing tanks until the middle of March which precluded completing this requirement.

b. The [illegible] and [illegible] ordered missions contributed to wet hookup shortages in that some of the wet hookups performed on these missions did not satisfy [illegible] requirements so no credit could be given.

c. Dry contact overages accounted for more than [illegible] of the total training overages in the Air Refueling and Radar Rendezvous category. The overage of dry contacts resulted from an attempt to obtain as many dry contacts as possible to increase the air refueling proficiency of all crews.

2. Tanker

a. The Navigation and Miscellaneous categories were the most significant areas in which there were both overages and shortages of training requirements within the same crew category.

(1) Navigation shortages were principally due to adverse weather. Overage training represented accomplishments on ordered missions enroute to [illegible] bases.

(2) Miscellaneous training shortages were almost entirely pilot proficiency missions. It was impracticable to fly pilot proficiency missions while at an arctic [illegible] base and the squadron had a heavy air refueling commitment in support of the [illegible] squadrons upon return to Castle. Overages were almost entirely in ground training requirements such as emergency procedure drills, loadings and presentations.

SECTION IV - Commander's Comments - None.

[illegible]
Brigadier General, [illegible]
Commander

Security Annex: This document is classified [illegible] in accordance with paragraph 23, AFR 205-1, 15 December 1953, as amended.

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MAITING ACTIVITY
(1 January thru 31 March 1955)

Lewis

	No. Crews 28 Select/Lead				No. Crews 8 Combat Ready				No. Crews 4 Stand Board				No. Crews 1 Nonready			
	Rqr	Total Acc	Over	Short	Rqr	Total Acc	Over	Short	Rqr	Total Acc	Over	Short	Rqr	Total Acc	Over	Short
Bombing	448	952	507	5	224	315	104	16	48	126	78	0	0	—	—	—
Navigation	196	248	55	4	88	89	2	1	16	31	15	0	0	—	—	—
Flight Engr	56	103	47	0	24	28	4	0	4	16	12	0	0	—	—	—
Air Rfl & Rdvo	336	402	90	41	96	116	34	16	36	49	16	6	0	—	—	—
Gunnery	84	100	18	2	24	30	6	0	12	15	4	1	0	—	—	—
Atomic Weapons	308	327	21	2	88	90	2	0	44	51	7	0	0	—	—	—
Miscellaneous	336	565	233	4	104	163	63	4	44	70	28	2	2	8	6	0
Flying Time	1680	3131	1450	0	0	—	—	—	0	—	—	—	75	58	0	17
TOTAL	3444	5828	2421	58	648	831	215	37	204	358	160	9	77	66	6	17

TANKER	No. Crews 15 Combat Ready				No. Crews 2 Nonready			
	Rqr	Total Acc	Over	Short	Rqr	Total Acc	Over	Short
Air Rfl & Rdvo	306	155	1	156	0	—	—	—
Navigation	198	181	25	44	0	—	—	—
Flight Engr	54	40	2	21	0	—	—	—
Miscellaneous	324	396	122	50	4	—	—	4
Flying Time	0	—	—	—	180	14	0	166
TOTAL	882	772	150	271	184	14	0	170

Security Annex: Classified SECRET IAW para 23, AFR 205-1, 15 Dec 53, as amended

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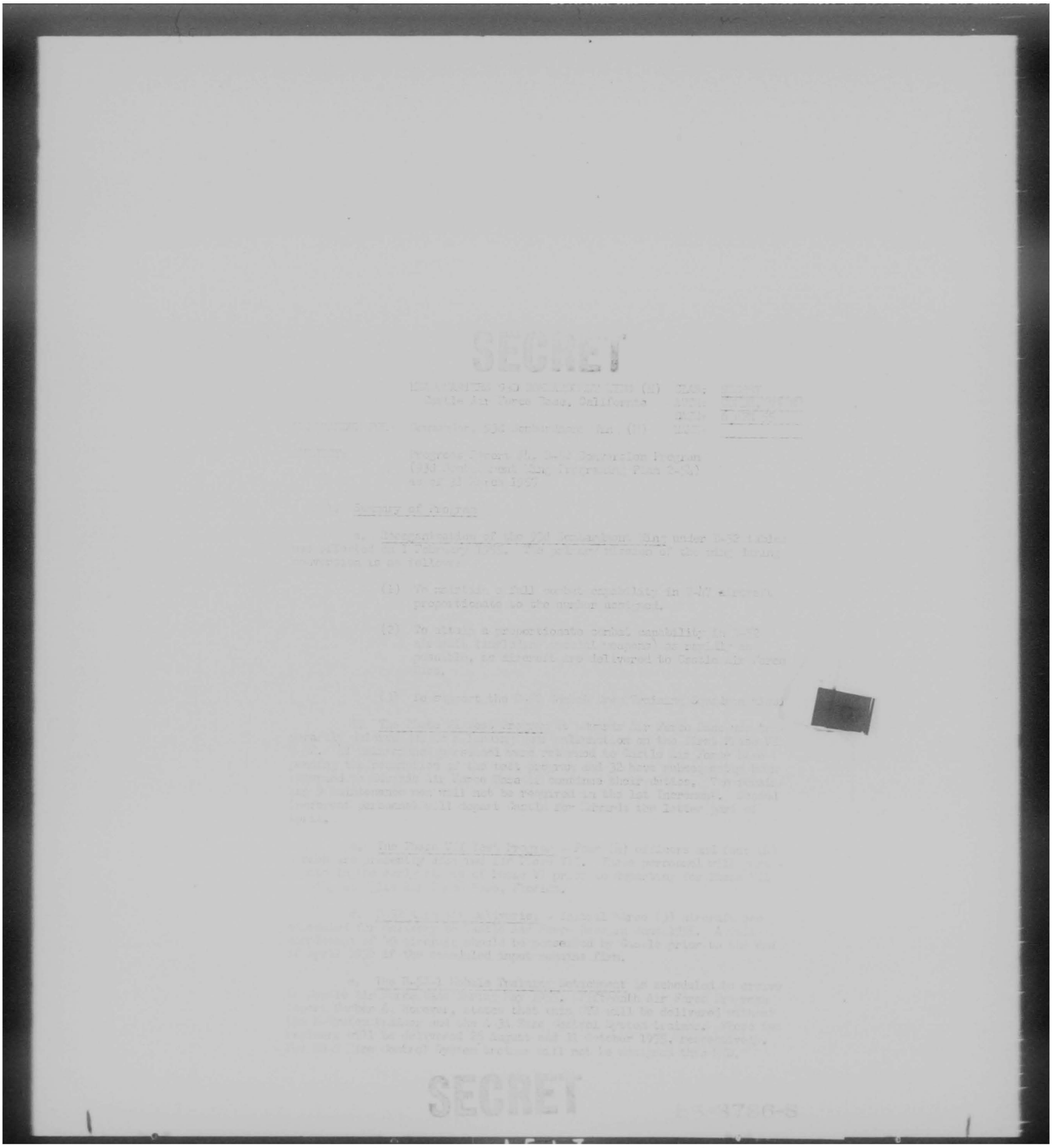

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assigned for a body manning and manning in required specialty index of 77.6%. 35 or 67.3% of the required airmen were assigned. By skill level, 31 authorized positions were filled giving a manning in required specialty index of 59.6%.

(2) Package Training Courses - A total of thirty-four (34) personnel are scheduled to attend courses starting in April. Overall package training requirements can be met if the necessary waivers are granted in some instances.

(3) B-52 Phase VI Test Program - The first increment of personnel has completed training and are at Edwards Air Force Base participating in the test program. The 13 officers required for the 2d increment are available. However, 2 of these officers will receive additional required training in May. 123 of 125 required airmen are assigned or pending DSSA. Of this number, 94 are trained or require no training and 29 are in training or scheduled for training.

(4) Command Strength - The assigned military strength of the 93d Bombardment Wing as of 31 March 1955 was as follows:

Sq	Wing Off	Amn	Total	Sq	Air Base Group Off	Amn	Total
Hq	62	150	212	Hq Sq Sec	50	285	335
328th	61	176	237	Supply	14	326	340
329th	62	174	236	Mtr Veh	4	175	179
330th	61	173	234	Air Police	13	296	309
Fld Maint	8	734	742	Air Instl	7	229	236
Per Maint	6	253	259	Food Sv	1	222	225
A&E Maint	25	455	480	Ops	11	164	175
93d ARS	102	249	351	4160th USAF			
97th ARS	102	250	352	Hosp	14	25	39
[illegible] Hosp	24	123	147				
	503	2745	3248		114	1722	[illegible]
4017 CCTS	28	35	63				

UMD* (B-52)		93 BW		AB GP
Officers		89.0%		84.3%
	(Direct)		(Indirect)	
Airmen	74.6%		84.0%	81.0%

* Does not include 4017th CCTS and 2d SSS.

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b. Operations and Training

(1) Partial Pressure Suits - The lack of partial pressure suits in the proper size is delaying altitude indoctrination. The adequacy of the partial pressure suit as a mission completion item is considered dubious by those trainees returning from Fairchild Air Force Base.

(2) Instrument Approach and Letdown Procedures - Castle Approach Control was installed during March and is now operational. A final agreement was signed on 15 March 1955 between Oakland Center and Castle authorizing instrument departure, approach and holding procedures for B-47 and KC-97 aircraft. These procedures will remain in effect and modified as required for B-52 operations.

(3) Alternate and Emergency Air Fields - Due to special ground power requirements, present B-47 bases are not suitable alternate airfields and must be considered emergency airfields only. Ground power will be available at the following bases:

Eglin AFB, Florida
Wright-Patterson AFB, Ohio
Kirtland AFB, New Mexico
Edwards AFB, California
Boeing, Seattle, Washington
McConnell AFB, Kansas
Larson AFB, Washington

(4) Synthetic Trainer Status -

Trainer	In Place	On Auto Distr	Add Units Req by 4017 CCTS	Remarks
B-52 Simulator	0	2	1	Scheduled for delivery, Sep 55 per TWX-[illegible] 2-1123, 18 Feb [illegible] from OOAMA.
C-11 Inst Trainer	2	0	2	
T-2A K-Nav & Rm Trainer	1	0	1	
T-3A Converted to K-System	1	0	0	

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Trainer	In Place	On Auto Distr	Add Units Req by 4017 MTS	Remarks
ECM Tnr ANG PQ-T1	0	1	0	SAC CINC queried OOAMA by TWX 30 Mar 55 on date of delivery.
Gunnery Tnr, T-1A	1	1 MD-5 Kit for T-1A	0	MD-5 Kit converts T-1A to MD5 due in MTD Section Oct 55.
A-3A Gunnery Trainer	0	1	0	

(5) Special Weapons - Combat crew members are tentatively scheduled to attend a two-week course of instruction at Lowry Air Force Base on thermal-nuclear weapons beginning in June 1955.

c. Materiel

(1) B-52 Aircraft - Deliveries are presently programed to begin in June 1955. The present delivery schedule is as follows:

Month	Number of Aircraft
Jun 55	3
Jul 55	3
Aug 55	3
Sep 55	4
Oct 55	4
Nov 55	6
Dec 55	3
Jan 56	4
Feb 56	4
Mar 56	4
Apr 56	≈4
May 56	≈3

* Based on the proposal that each heavy bombardment wing be assigned 45 aircraft. If this proposal is not approved, this wing is scheduled to receive its last two aircraft in April 1956 for a total of forty (40) B-52 aircraft.

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(2) B-47 Aircraft - The present phase-out plan is to transfer three (3) B-47 aircraft for each two (2) B-52 aircraft received. A letter has been forwarded proposing the loss of three (3) B-47 aircraft prior to the receipt of each two (2) B-52 aircraft in order to allow more time for training of maintenance personnel. The present and proposed phase-out plans are as follows:

Month	Number of Aircraft	
	Present Plan	Proposed Plan
May 55	45	42
Jun 55	40	37
Jul 55	35	33
Aug 55	30	28
Sep 55	25	22
Oct 55	20	17
Nov 55	11	8
Dec 55	7	4
Jan 56	0	0

(3) Supply Actions - All assets have been reviewed. Requisitioning action for shortages has been completed. Detailed follow-up action will be initiated as shortages become known. Lists have been forwarded to Headquarters Strategic Air Command and furnished to the depots at the Weapons Phasing Group Conference 21 to 25 March of all known "Z" Account problem areas.

(a) Unit Authorization Lists - B-52 UAL for the 93d Bombardment Wing have been distributed within the Wing. Copies of the UAL's have been forwarded to Fifteenth Air Force and SAC Headquarters. Addendums to the B-52 UAL are now being printed in final form. The addendums will contain all B-47 equipment not peculiar or not required to support the B-52 program. It is anticipated all items peculiar only to B-47 aircraft will be shipped as the aircraft are transferred.

(b) Aircraft Spares - AFSD 5640010, with subsequent amendments, contains a total of [illegible] line items. Total line items received as of 25 March 1955 was [illegible].

(5) Airfield Construction Program - The status of the special construction program to prepare Castle Air Force Base for [illegible] aircraft is as follows:

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Project	Starting Date	Percent Complete	Contractors B.O.D.
Apron, Park, [illegible], Str, Hv	15 Jan 55	[illegible]	15 [illegible]
[illegible], A/W, Warm-up, Hev, [illegible]	15 Nov 54	15	15 [illegible]
Pad, A/W, Warm-up, Str. Hv	15 [illegible] 55	0	1 [illegible]
R/W, Primary, Extnsn, Hv	15 Nov 54	42	15 [illegible] 55
*Stbl, Shld, Apron, [illegible], Lt	20 Dec 54	22	20 [illegible] 55
Stbl. Shld, T/W, Hev, Lt	15 Nov 54	21	20 Apr 55
T/W, Apron, Acss, Str, Hv	1 Apr 55	0	1 [illegible] 55
T/W, Primary, Extnsn, Hv	15 Nov 54	[illegible]	15 [illegible]
T/W, Primary, Strngthn, Hv	25 Feb 55	[illegible]	20 Apr [illegible]
Washrack, Hv, Acft [illegible]	1 [illegible] 55	0	7 [illegible]
1200 Ft P[illegible] and R/[illegible]	15 [illegible] 55	0	1 [illegible]
**Hazard Removal	15 Nov 54	0	1[illegible]
Bulk [illegible]/Jet [illegible] Fuel	26 Jan 55	1[illegible]	24 [illegible]
Shop, Engine Bld-up	24 Nov 54	23	31 [illegible] 55
Shop, Paint, [illegible] Std (5)	24 Nov 54	61	31 [illegible]
Hq Bldg, Wing	5 Apr 55	0	29 Oct [illegible]
***Crash & Struct Sta	25 Sep 54	100	9 Mar 55
Tech Trng Bldg	7 Apr 55	0	30 Sep 55
Shop Arm/Electronics	1[illegible] Nov [illegible]	40	[illegible] Sep [illegible]
Physio Hi-Alt, Trng Bld	Jun 55	0	Oct [illegible]
Liq Oxy Gen Bld & Yard	Aug 55	0	Sep 55
20,000 lb Jet Engine Test Stnd	Oct 55	0	Dec 55

* Delayed approximately 1[illegible] days by wet weather.

** Work held in abeyance pending real estate action.

*** Occupancy awaiting installation of signal equipment.

3. The inclosure hereto presents a detailed account of the status and progress of each individual "project" by directorate, as of 31 March 1955. These "projects" conform to the "Required Actions and Implementation" section of 93d Bombardment Wing Programming Plan 2-54.

4. Project Officers

Directorate	Name	Telephone
Personnel (Airmen)	Capt [illegible]	[illegible]
Personnel (Officers)	Lt A [illegible] Mitchell	[illegible]
Operations	Lt Col [illegible]	[illegible]
Operations (A&7 [illegible])	Capt [illegible]	[illegible]
Materiel (Maint)	Capt [illegible] J Welter	[illegible]
Materiel (Supply)	Capt D F Palmer	[illegible]
Materiel (A[illegible])	Maj P J Nowaski	270
Materiel (Housing)	Lt Col [illegible] T Dierbaum	[illegible]
Materiel (A[illegible]O)	Lt P [illegible] White	[illegible]
Comptroller (Wing)	Maj [illegible] D Lewis	[illegible]
Comptroller (Base)	Maj F [illegible] [illegible]	[illegible]

(2) CAF[illegible] Control No. [illegible]

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5. Security Annex: This correspondence and attached progress report classified SECRET in accordance with Paragraph 23, Air Force Regulation 205-1.

1 Incl
Prog Rept #1 (by project)
March 1955

WILLIAM D. LEWIS
Major, USAF
Director of Comptroller

(8) CAFB Control No. 56-3786-S

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SECTION: DIRECTOR OF PERSONNEL	PROGRESS REPORT NO. 4			MONTH: MARCH 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Manning of the 4017th CCTS	Monitor closely all sources of skilled personnel into project, in order to insure that most highly qualified personnel are assigned to the 4017th CCTS. This will require close coordination with Director of Operations and Director of Materiel.	POB	Manning of the 4017th CCTS is progressing very satisfactorily. As of the end of this reporting period, 28 of 36 required officers have been assigned. The remaining spaces have been tentatively filled by name nominations.	1 May 55
		PAB	The following five airmen have been assigned since last month's report: 1 Gunner, 2 Clerks and 2 ECM Operators, bringing the total assigned airmen to 35. Maintenance type personnel and the remainder of administrative personnel are not required at this time. Two authorizations for administrative personnel were deleted and one civilian stenographer was added to the TDA. One ECM operator and one administrative supervisor projected for assignment.	
2. Manning of the 93d Bombardment Wing	Monitor the manning of the 93d Bombardment Wing during the conversion period. Coordinate with all staff agencies concerned on the proper distribution of assigned personnel.	POB	Manning of the 93d Bombardment Wing is progressing satisfactorily; however, our critical areas have changed somewhat during this reporting period. We are now 75% manned in the legal field which is quite an increase over previous reports. There has been no change in the status of manning in the comptroller field and we continue to be manned at 66% in this area. The supply field is now becoming a critical area, particularly the organizations supply officers (AFSC 6424/64100) area. We are presently 77% manned and are facing a known loss of three within the next 75 days, plus a potential loss of an additional three presently on nominations for reassignment. To offset these losses, we have a known input of two officers, AFSC 6424.	Continual
		PAB	Airman manning is unsatisfactory in the following career fields due to a shortage of incoming assignments in those specialties: Petroleum Supply, authorized-62, assigned-42; Personnel, authorized-76, assigned-64; Firefighting, authorized-120, assigned-104; Loadmaster, authorized-38; assigned-9; B-52 Gunners, authorized-43, assigned-9; B-52 ECM Operators, authorized-40, assigned-8; Air Police, authorized-457, assigned-271; Aircraft Electricians, authorized-275, assigned-142; Hydraulic Repairman,	

(1) CAFB Control No. 55-3786-S

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SECTION: DIRECTOR PERSONNEL	PROGRESS REPORT NO. 4			MONTH OF: DEC 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
2.			authorized-114, assigned-56; Reciprocating Engine Mechanics, authorized-236, assigned-189; Administrative, authorized-227, assigned-202. Problem Area: M/Sgt Humpal, AFSC 80170, was reported on B-52 Functional Category B Roster (vital to B-52 Program). During January a quota was received for Sgt Humpal. This station requested release. Fifteenth Air Force went to SAC and got release from quota. In March Sgt Humpal was put on same quota again with 60-day notice. This station requested release. Reconsideration for B-52 retention desired.	
3. Factory Training	Coordinate with all command and staff agencies on the phasing and selection of personnel for factory training.	POD PAD	13 officers for the 2d increment are available with 11 trained. The other two officers will attend factory training in May. 123 airmen of the 2d increment have been assigned or are pending assignment. Of this number, 62 are trained, 29 have not completed training, 32 require no training.	Indefinite
4. Familiarization Program	Coordinate with all command and staff agencies on the phasing and selection of personnel for familiarization training.	POD	As of the end of this reporting period, 40 officers have completed the Supervisors and Planners Course. This phase of the Familiarization Program is considered complete inasmuch as no additional training spaces or requirements are anticipated. As previously reported, four officers have completed the Staff Orientation Course. A fifth officer is presently attending now. While we still have a requirement for at least two additional spaces in this course, it now appears that these spaces will not be available to this wing. In view of this, action has been initiated with the SAC Liaison Officer at Boeing to negotiate informal courtesy-type indoctrination of three or four days' duration for interested staff personnel who have not yet attended any of the familiarization courses. Our primary concern for this course is that our Director of Operations and the Wing Surgeon have an opportunity to attend at least an informal briefing. 26 officers have completed the Air Crew and Performance Data Course. In addition, we have received six additional class spaces, three of which will be in May and three in July. These class spaces will be utilized by members of the 4017th CCTS.	Indefinite

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SECTION: DIRECTOR PERSONNEL	PROGRESS REPORT NO. 4			MONTH OF: [illegible] 55
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
5. Package Training	Coordinate with all command and staff agencies in the phasing and selection of personnel for package training.	PAD	The following training quotas are scheduled for April 1955: Location / Quota / Course Number / Start Date / Grad Date Chanute / 3 / SSL2150-5 / 27 Apr / 24 May " / 4 / SSL2251-5 / 13 Apr / 10 May " / 5 / SSL2350-11 / 20 Apr / 21 May " / 3 / SSL2350-16 / 20 Apr / 24 May " / 4 / SSh31513-9 / 6 Apr / 14 Jun " / 4 / " / 13 Apr / 21 Jun " / 4 / " / 20 Apr / 28 Jun " / 4 / " / 27 Apr / 5 Jul Boeing / 3 / SNJ6200-1 / 25 Apr / 29 Apr All of the package training quotas have been received. This station can meet package training requirements if waivers are granted in some cases and Fifteenth Air Force has indicated that they will be. No regression will result in B-47 capability.	Indefinite
6. Roster of Critical Maintenance Personnel	Close monitoring of those specialties critically needed for the program. Must maintain current rosters, reflecting daily gains and losses. Requires close coordination with Maintenance Control.	POD	In addition to the projected loss of two Maintenance Officers referred to in Progress Report No. 3, we are facing a possible loss of two more officers. These two officers are presently on nomination for possible assignment to Larson AFB, Washington. However, this levy has been vigorously protested by this Wing.	Continual
		PAD	This roster has been completed and forwarded to Fifteenth Air Force.	
7. Precedence Roster for Required Maintenance Training	Maintain consolidated precedence roster of maintenance personnel scheduled for special training, to coordinate closely with Maintenance	PAD	This roster is maintained by Maintenance Control and forwarded to this office on a monthly basis.	Continual

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SECTION: DIRECTOR PERSONNEL	PROGRESS REPORT NO. 4			MONTH OF: JAN 58
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
7.	Control to insure that the most highly qualified and most eligible personnel are given preference for specialized training.			
8. Screening of Assigned Non Aircrew Personnel	Determine by roster those eligible for conversion program. List those personnel surplus to needs of program and report them available for reassignment. Determine interim utilization for those personnel ineligible for project and ineligible for reassignment.	POB	No action is anticipated at this time since there will be little change in support type personnel requirements. In most cases where changes do exist the requirement increases, therefore, no surpluses are anticipated.	Bi-Monthly
		PAB	This screening is being conducted at the present time.	
9. Screening of Aircrew Personnel	Determine those aircrews surplus to needs of program and report them for reassignment or use in support organizations. Close coordination with all agencies concerned.	POB	Our requirements for Air Crew personnel have changed somewhat from the last report. We now have available 33 A/C's, 30 pilots and 39 observers for entry into the B-52 Program. The figure of 33 pilots reflected in the previous report was erroneous. In view of information that 12 additional A/C's and 12 observers are to be trained concurrently with the first 12 crews, personnel programming input information is needed in order to meet requirement. Use of local resources under existing conditions will reduce B-47 crew capability. Information is also needed for 4017th CCTS planning purposes.	Indefinite
		PAB	Gunners required: 33 required based on 1.1 to 1 ratio for crews 7 " for 4017th CCTS 3 " for Phase VII Total 43	

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SECTION DIRECTOR ... PERSONNEL	PROGRESS REPORT NO. 4			MONTH OF [illegible]
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
9.			Gunners Assigned: 0 for crews 7 for 4017th CCTS 3 for Phase VII Total 10 EW Operators Required: 33 required based on 1.1 to 1 ratio for crews 7 " for 4017th CCTS 1 " for Phase VII Total 41 EW Operators Assigned: 7 for crews 7 for 4017th CCTS 1 for Phase VII Total 15	
10. Requisitioning of Additional Training Required	Personnel will requisition any additional quotas not previously scheduled upon request of the appropriate command or staff agency.	POB	See paragraph 4, this report, for action relative to training spaces.	Indefinite
		PAB	To date no additional training above that scheduled has been required.	
11. Manning Effectiveness Reporting	Personnel will prepare a monthly manning in required specialties report.	POB	B-52 officer manning in required specialties as of 31 March 1955: Wing, 89%; Air Base Group, 84.29%. (Data for Wing excludes 4017th CCTS and 2d Strategic Support Squadron.)	Continual
		PAB	Manning in required specialties for 93d Bombardment Wing: Indirect Support, 81.0%; Direct Support, 78.6%. Manning in required specialties for 93d Air Base Group: 86.96%. Does not include Second Strategic Support Squadron or 4017th CCTS.	
12. Phase VI, Test Program	Constant monitoring and screening of personnel to insure that only the most	POB	Reference previous report, 25 crew members have received pressure suit fittings and physiological training prior to entry into the Phase VI Testing. No further information is available at this time regarding	Indefinite

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SECTION: DIRECTOR OF PERSONNEL | PROGRESS REPORT NO. 4 | MONTH OF: MARCH

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
12.	highly qualified personnel are scheduled for this training. To place selected personnel in a freeze status and in the event any of these personnel are unable to attend the scheduled training, notify higher headquarters in order that qualified replacements may be obtained immediately.	PAB	additional quotas for this fitting and training. The shortages referred to in previous report in our flight test crews have been alleviated. We anticipate no further difficulty in our Phase VI Testing requirements. 109 airmen of the 2d increment have been assigned. Of the 109, 62 are trained, 24 are in training or scheduled for training and 23 require no training. 14 airmen of the 2d increment are pending EDCSA. Of the 14, 5 are in training or scheduled for training and 9 require no training. A total of 123 are assigned or pending EDCSA. Action is pending on assignment of two remaining airmen which will bring total to 125. Three airmen who completed training have been assigned for the 3d increment and will be utilized in 2d increment if the 3d increment is not required. All 2d increment airmen have been placed in freeze status pending TDY to Edwards AFB. Airmen selected for Phase VI training have not been highly qualified in all cases. As an example, during the month an airman was assigned from Second Air Force to fill a 53430 slot. Airman's PAFSC was 53010. Airman failed AFJKT for 53430 on 4 March 1955; AQE scores: Clerical, 2; Mechanical, 4; Electrical, 2; Technical, 2. Airman has sixth grade education. 41 Maintenance personnel were returned from Edwards AFB when a test aircraft was disabled. Edwards B-52 Project Officer requested that only 32 of the 41 be returned and there was no requirement for the other 9 in the Phase VI Test Program.	
13. Phase-Out of B-47 Personnel	Monitor phase-out of B-47 personnel. Report for reassignment those personnel that cannot be utilized in B-52 program or in support.	POB	There has been no further phasing out of B-47 personnel to date; however, present indications are that a few will possibly be phased out during the coming month.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
14. Determine Base Support Personnel Requirements	Check adequacy of manning authorization for support personnel. Coordinate with Base Manpower and Management Section any additional requirements deemed necessary.	POB	Manning documents are considered satisfactory at this time.	Indefinite
		PAB	Base Supply has an authorized overage to the T/O of 36 spaces due to the overlap of processing new B-52 equipment in and old B-47 equipment out.	
15. Phase VII, Test Program	Monitor assignment of personnel to the Phase VII Test program when required.	POB	As stated in the previous report, we have four officers presently assigned that are committed to the Phase VII Test program. These officers will participate in the early stages of Phase VI testing. Upon completion of Phase VI testing, they will proceed to Eglin AFB, Florida, for further assignment in the Phase VII testing. We have no firm reporting dates as yet for this program.	Continual
		PAB	Four airmen presently assigned, one AFSC 29373, and three AFSC 32371C. Two AFSC 32371C presently TDY to Edwards with Phase VI Test personnel. Future requirement not known at present time.	
16. Assignment of Project Officers	Action completed. See Progress Report #1.			

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Personnel for B-52 to 93d Bomb Wing and 4017th Combat Crew Training Squadron	Monitor assignment and transfer of all instructor and crew personnel of 93d Bombardment Wing and 4017th Combat Crew Training Squadron.	ODC	The B-52 observer shortage (39) still exists; however, during March a number of observers were interviewed at Mather AFB for assignment to Castle AFB upon graduation. These observers are attending the observer upgrading course and will graduate with AFSC 1521. These observers do not have previous B-47 experience. The input of these observers to the 93d Bombardment Wing will be approximately ten (10) per month during April, May, June and July. This will fill the existing shortage of observers. ECM Operators and Gunner shortages have been coordinated with the Director of Personnel.	Unknown. Dependent upon input of personnel and Phase VI Testing Program
2. B-52 Combat Crew Training (Ground Training Phase)	Make a study and establish an adequate Ground Training Program for all aircrew members of the 93d Bomb Wing.	ODC	The 4017th Combat Crew Training Squadron has planned a liberal ground training program utilizing the B-52 Mobile Training Detachment and base synthetic training devices. The first edition of the program is being studied to determine the areas and amount of additional ground training necessary to produce combat ready crews. Ground training in air refueling for pilots is an area of consideration. Quotas for the 104-hour Advanced Inflight Maintenance K-Radar Course at Mather AFB for Aerial Observer Bombardment personnel assigned will be requisitioned when flow data is resolved. A B-52 special weapons course will be provided in the future.	1 Jul 55
3. B-52 Combat Crew Training (Flying Training Phase)	Establish an adequate Flight Training Program for all crew members of the 93d Bombardment Wing.	ODC	As explained in Progress Report #2, three (3) flying training programs consisting of twenty (20) hours, thirty-five (35) hours and fifty (50) hours, have been proposed. The programs are based on the estimated number of sorties per month that maintenance can support. With the maintenance and operational experience gained from the B-52 Phase VI training at Edwards AFB, California, it is felt that a realistic figure can be obtained by 1 May 1955.	1 May 55
4. Flying Training Records	Insure that system is established to maintain records of all personnel of the 93d Bombardment Wing undergoing training.	ODC	Action has been initiated to establish the necessary mission accomplishment forms for the 4017th Combat Crew Training Squadron to report the transition training of the 93d Bombardment Wing. A system will be developed as it is determined what forms are required and how much training will be given by the 4017th Combat Crew Training Squadron.	1 Jun 55

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DIRECTOR OF OPERATIONS				MARCH 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
5. Instrument Approach and Letdown Procedures	Establish instrument approach and letdown procedures at Castle Air Force Base for B-52 operations.	ODC	Castle Approach Control was installed during March and is now operational. A final agreement was signed on 15 March 1955 between Oakland Center and Castle AFB authorizing instrument departure, approach and holding procedures for B-47 and KC-97 aircraft. These procedures will remain in effect and modified as required for B-52 operations.	1 Jun 55
6. Training Report Forms	Revise and publish required forms for reporting of training accomplished under SAC Regs 50-43 and 50-8.	ODC	This project has not been started pending completion of appropriate supplements to SAC Regulations 50-8 and 50-43. A conference is scheduled by 15th Air Force during April 1955 for the purpose of drafting subject regulations, so it is felt that the required forms can be completed by the estimated completion date of 1 June 1955.	1 Jun 55
7. Standardization of Charts	Standardize all charts in Wing and Squadron on B-52 crew training progress under SAC Regs 50-43 and 50-8.	ODC	This project has not been started pending completion of appropriate supplements to SAC Regulations 50-8 and 50-43. A conference is scheduled by 15th Air Force during April 1955 for the purpose of drafting subject regulations, so it is felt that the required charts can be completed by the estimated completion date of 1 June 1955.	1 Jun 55
8. Control Tower SOP	In coordination with Base Operations, set up Control Tower SOPs for B-52 Operations.	ODC	The control tower SOP dated 1 July 1954, giving the local operating procedure, is adequate for the present; however, at the completion of the Radar Approach Control Unit, the ground control approach section of the SOP will be revised. A new addition to this SOP on the operation and control of the B-52 will be added as soon as the necessary experience has been gained from the actual operation of the aircraft. Estimated date of completion for this project was 1 April 1955; due to aircraft delivery, this date is now 1 June 1955.	1 Jun 55
9. Personal Equipment and Requirements	Make a study and coordinate with flight surgeon, personal equipment requirements peculiar to B-52, such as pressure suits, helmets,	ODC	The MC-1 partial pressure suit and K-1 Helmet are issued to crew members at the respective bases conducting the altitude chamber tests. A study is being effected by the Wing Personal Equipment Officer with the SAC Special Aircraft Equipment Evaluation and Audit Team to determine requisitions required on the various personal equipment items authorized	Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
9.	parachutes, survival equipment, etc., and take action to procure in coordination with Director of Materiel.		for B-52 bombardment wing. Information gained from the crews participating in the Phase VI tests will be used to augment present authorizations if needed. Recommendations will be coordinated with Director of Materiel.	
10. Alternate and Emergency Air Fields for B-52 Operations at Castle Air Force Base	Make a study of possible airfields to be used for the B-52. Make charts to be incorporated in pilot's checklist showing distances of fields from Castle, best altitude to fly, time enroute, width and length of runway and fuel to be used.	OOO	Due to special ground power requirements, present B-47 bases are not suitable alternate airfields and must be considered emergency airfields only. Ground power will be available at the following bases: Eglin AFB, Florida Wright-Patterson AFB, Ohio Kirtland AFB, New Mexico Edwards AFB, California Boeing, Seattle, Washington McConnell AFB, Kansas Larson AFB, Washington Present Castle AFB alternate airfield list becomes B-52 Emergency Airfield List. As bases become equipped with B-52 ground power, they will be added to alternate airfield list. Narrow taxiway limitation reported in previous progress reports is not now considered to preclude use of airfields as alternate or emergency airfields since outrigger gears have adequate ground clearance except under heavy operating weights. Airfield list to be published approximately 31 May 1955 to permit including latest information, and will be revised as additional airfields are equipped.	1 Jun 55
11. Traffic Pattern	Coordinate with Base Operations in establishing traffic pattern procedures for Castle AFB. Publish pertinent directives.	OOO	B-52 Pilot's Handbook and flying experience to date indicate that the standard Strategic Air Command traffic pattern will be applicable to B-52 operations. Possibility exists of revising traffic pattern due to B-52 noise level, but no action is anticipated until trial operations have been conducted using present traffic pattern. Flight training during Phase VI Program at Edwards AFB will aid in determining correct traffic pattern.	1 Jun 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
12. Crew Priority for B-52 Training	Establish a plan for setting up crews and their priority for selection for B-52 training.	ODC	Crews from the first squadron to convert have been selected and scheduled for input to the B-52 training program. Crew input from the other two squadrons will be established in order of priority at least 60 days prior to scheduled input.	1 Jun 55
13. Observer Ground School	Establish Ground School to fully qualify all observers under SAC Regulation 51-19.	ODC	Present programming in the 4017th Combat Crew Training Squadron includes all anticipated ground training required for observers under SAC Regulation 51-19. Any ground training requirements for the B-52 program which are not completed in the 4017th Squadron will be provided by the observer staff and ground training section of the 93d Bombardment Wing. Of primary concern will be new equipment and new mission planning and performance concepts as related to the B-52.	1 Jun 55
14. Advanced In-flight Maintenance Operations as Pertains to B-52	Make study of and establish an adequate In-flight Maintenance Operations for the B-52 Program.	ODC	Progress Report #1 states that this project was completed; due to other information received, it is felt that this project should be reopened. A new concept of phasing all experienced 93d Bomb Wing B-47 "E" System operators through the Radar Equipment Air Maintenance upgrading course (No. 152003 at Mather AFB) is under study. This could best be accomplished prior to their reporting to the 4017th Squadron for training, and would allow the 4017th Squadron to concentrate their ITI instruction on location of units, changes in equipment, distribution of power and such other items as are peculiar to the B-52.	1 Jun 55
15. Observers Reports		ODC	COMPLETED - See Progress Report #3.	
16. Bombardment and Navigation Records, 93BW		ODC	COMPLETED - See Progress Report #2.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
17. Bombs and Ammunition	Determine type of bombs and ammunition peculiar to requirements of B-52 operations and take action to procure in coordination with Director of Materiel.	ODC	This headquarters has not yet received information on the availability of the new 750# practice bomb. The 250# practice bombs now in use in B-47s are available and will be ordered in sufficient quantites for the B-52 conversion program. These will be used until the 750# bombs become available. There is sufficient 20mm ammunition on hand, and 50 calibre type ammunition will be requisitioned accordingly.	1 May 55
18. Selection B-52 Stand Board, 93d Bomb Wing		ODC	COMPLETED - See Progress Report #2.	
19. Gunnery	Make a study of and establish a gunnery indoctrination course for all gunners on the B-52.	ODC	Progress Report #2 states that this project was completed; due to other information received, it is felt that this project should be reopened. Course outlines are completed on the A-3A FCS and MD-5 FCS. The B-52 MTD is programmed to instruct the gunners on the following subjects on the A-3A FCS: Operational procedures, modes of operation, energency procedures and in-flight maintenance. Latest information available at this base indicates that the A-3A Trainer will not be available until 31 October 1955. The MTD has one Staff Sergeant attending the General Electric Factory Course on the MD-5 FCS at the present time. The MTD is not presently authorized an MD-5 Trainer. The 4017th Training Squadron will conduct aerial gunnery indoctrination. The gunners in-flight checkout will also be administered by the instructor gunners of the 4017th Squadron. The latest information on the conversion of the T-1A Trainer to MD-5 configuration indicates that the APG-41 Radar will be received on an automatic distribution basis.	Unknown
20. Altitude Indoctrination	Set up and monitor an altitude indoctrination schedule for all B-52 aircrews of the 93d Bomb Wing and Phase VI crews.	ODC	A flow of nine personnel per week is planned for the Fairchild AFB High Altitude Chamber. Twenty-five 4017th and SAC Phase VII personnel were trained during March. On 20 March 1955, Fifteenth Air Force Physiological Training Officer informed 93d Bomb Wing Ground Training Officer that no quotas were available due to lack of pressure suits and quotas	Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
20.			for Castle AFB personnel would be announced by SAC Physiological Training Officer when suits were available. Close liaison is being maintained with Capt Kadanar, Fifteenth Air Force Physiological Officer.	
21. Advanced Survival for 93d Bomb Wing Crews	Set up and monitor an advanced survival schedule for B-52 crews of the 93d Bomb Wing.	ODC	The present status of Advanced Survival for the 93d Bomb Wing B-47 crews is approximately 90 per cent completed. Addition of one observer, one ECM man and one tail gunner will require additional quotas. Quotas will be requisitioned as needed.	Indefinite
22. Synthetic Trainers	Coordinate with Base Ground Training Officer on installation and conversion of synthetic trainers necessary for the B-52 program.	ODC	Synthetic trainer status is as follows:	1 Apr 55

Trainer	In Place	On Automatic Distribution	Add Units Req by 4017th Sq	Remarks
B-52 Simulator	0	1	1	Scheduled for delivery Sep 55, per TT NCPHDC-2-112E, 18 Feb 55 from OOAMA.
C-11 Inst Trainer	2	0	2	
T-2A K-Nav & Bm Tnr	1	0	1	
T-3A Converted to K-System	1	0	0	
ECM Tnr ANG PQ-T1	0	1	0	SAC CINC queried OOAMA by TT 30 Mar 55 on date of delivery.

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DIRECTOR OF OPERATIONS		

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION

Trainer	In Place	On Automatic Distribution	Add Units Req by 4017th Sq	Remarks
Gunnery Tnr, T-1A	1	1 MD5 Kit for T-1A	0	MD5 kit converts T-1A to MD5 due in MTD Section October 1955
A-3A Gun Tnr	0	1	0	

4017th Squadron requests for additional trainers are being coordinated and reviewed by Air Base Group personnel.

23. Physical Conditioning Unit 93d Bomb Wing	Check on adequacy of local Physical Conditioning Unit. Consider location, size and strength of staff to handle B-52 crews after landing from long missions.	ODC	It has been determined that the present physical conditioning unit is inadequate to handle B-52 crews. A plan has been submitted to 15th Air Force requesting the funds in the amount of $10,000.00 to convert building T-703 into a physical conditioning unit.	1 Aug 55
24. Special Weapons, 93d Bomb	Set up a special weapons program for B-52 crew personnel.	ODC	Flight crews will be given a B-52 special weapons indoctrination and basic course which is similar to the present B-47 program during the conversion phase. Combat crew members are tentatively scheduled to attend a two-week course of instruction at Lowry AFB on thermal-nuclear weapons beginning in June 1955.	1 May 55
25. Navigational Aids	Coordinate with 93d Air Base Group to establish navigational aids necessary for this program.	ODC	Coordination with 93d Air Base Group has been accomplished and B-52 type aircraft can be handled with the navigational aids presently available. These installations will be supplemented by the projected program.	

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25.			The Merced VOR range is in daily use. There is no change in the status of the UHF/DF facility; final acceptance of this facility is dependent upon the installation of primary UHF equipment in the UHF Communications Building. The UHF installation is scheduled for completion on 15 April 1955.	
			There is no change in the status of the ILAS since the February report. Installation of this facility is still delayed due to runway construction and lack of two major supply items.	15 Sep 55
			A temporary GCA Unit is installed and operating. A conventional approach control is scheduled to be functional on 1 February 1955. Target date for a RAPCON is 1 September 1955. An interim RAPCON will be provided by this date. The RAPCON will be in operation as a fixed GCA on approximately 15 March 1955.	1 Sep 55
			The operational plan for the TACAN facility is being formulated. The facility has been approved and is being engineered by the 1st AACS I & M Squadron from Tinker AFB, Oklahoma. Date of scheduled installation is unknown.	Unknown
26. ECM & Communications Procedures for 93d Bomb Wing	Make a study and establish Communications & ECM indoctrination courses for all B-52 aircrew members. Establish Standing Operating Procedures.	ODC	A basic communications and ECM training outline for the B/RB-52 was completed on 27 December 1954. Communications and ECM SOPs will be established when the equipment arrives at this station. The conversion of the ECM-equipped C-47 to B-52 type of ECM equipment at this station is not feasible in that a modification of the C-47 airframe would be required. Six ECM operators (30174) completed a one-week course of instruction on B-52 ECM equipment at Edwards AFB, California. Lesson outlines, operational procedures and examinations have been completed on all ECM equipment. Plans have been submitted for ECM classroom and mock-up room for ground training of ECM operators.	15 Jun 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
27. [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28. Standard Operating Procedures for 93d Bomb Wing	[illegible]	[illegible]	[illegible]	1 Jun 55
29. Operations Forms for Use by 93d Bomb Wing	[illegible]	[illegible]	[illegible]	1 Jun 55

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29.	4. Training under SAC Reg 50-43 5. Stand Board Check 6. Emergency & Proficiency Examinations.			
30. Target Materials for 93d Bomb Wing	Make a study of special target materials for use in the B-52 program.	ODC	Current information indicates that the K-System in the B-52 models to be received by the 93d Bomb Wing will have three changes from present radar systems. This will affect target material. There will be 50-mile cross-hair range and double offset capability with 100,000' limits. Also, the antennae will be redesigned to compensate for higher altitude flying. The crosshair and offset changes are being anticipated in target information sheets now being produced. Offset Aiming Points and greater distances from targets are being chosen as well as finer points at closer ranges. The longer offset components will be utilized to extend the length of the bomb run and to identify a final offset point at most desirable location relative to the target. If PPI presentation is sufficiently improved by redesigned antenna, it will require replacement of all current 0-15 photography. Since it is anticipated that the B-52 will use RBS sites farther from the home base, a quantity of target folders and complete target information sheets are being prepared for all domestic RBS sites.	1 Nov 55
31. Phase VI Program	Monitor results of the Phase VI Test Program and effect on B-52 operational flying.	ODC	The two Phase VI aircraft are in place at Edwards AFB and are being utilized in the initial tests of the program. The following 4017th Squadron and Phase VII personnel are in place at Edwards: 3 Tail Gunners; 3 ECM Operators and 2 Observers. According to the SAC Phase VI Liaison Officer, the tentative reporting date for the remainder of the first increment of 4017th instructor crews and the SAC Phase VII Crew is 18 April 1955.	15 Nov 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Personnel to 4017th CCTS	Commander, 4017th CCTS will monitor the selection and assignment of all personnel	4017th CCTS	The Commander, 4017th CCTS, continues to monitor the selection and assignment of all officer and airman personnel to the squadron. All 36 officer spaces are filled with carefully chosen individuals, and those who have not reported to duty will do so in accordance with the overall plan for accomplishment of the primary mission of the squadron. Airman spaces are being filled as they are required by close screening of personnel considered eligible by the Wing Director of Personnel. Highly qualified individuals are being obtained for key NCO positions. 60 percent complete. Officers on Morning Report 28; Programmed 8 Airmen Present For Duty 35; Vacant spaces 21	Continuing
2. Buildings for 4017th CCTS	Make a study of facilities needed in the way of buildings and equipment for the following sections and units: Administrative Section, Academic Section, Flying Training, Synthetic Training, Supply & Personal Equipment. Monitor the assignments of these buildings.	4017th CCTS	This study was completed in early January and complete details furnished to the 93d Air Base Group Commander. Action by the base on this subject is dependent upon the pending PCS move of the 90th Air Refueling Squadron. The 4017th CCTS is still operating out of one building and space is becoming very critical as the squadron grows bigger each month. It is expected that this situation will be resolved shortly, before the problem becomes acute. 50 percent complete.	Continuing
3. Training of Flight Instructor Crews of the 4017th CCTS	Qualify flight instructors to perform their primary mission of instructing in the B-52 program.	4017th CCTS	The first increment of Phase VI instructor crews have completed the factory training courses applicable.	After Phase VI

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3.			Physiological training including Altitude Indoctrination and partial pressure suit fittings for the first increment has been completed as of March 21st with the exception of one man. This training will be accomplished on the next available quota. All Instructor Air Crew Members of the 4017th Combat Crew Training Squadron are attending ground school courses set up by MTD covering B-52 systems and operating procedures. In this manner they will not only stay current but will further their training and background prior to actually flying the B-52. Two observers, three ECM operators and three gunners are in place at Edwards AFB. The six pilots and four additional observers will proceed to Phase VI when aircraft availability dictates. Since no flying training has been accomplished and due to the fact that the majority of second increment personnel have not completed altitude indoctrination, the status of the instructor crews' overall training is about 40 percent.	
4. Flying Training Course Outline	Establish flying training course outlines necessary for implementation of the flying training program.	4017th CCTS	These course outlines for all aircrew members assigned to the 4017th CCTS have been established and were published in the first edition of the 4017th CCTS Manual, dated 15 February 1955. A special course outline involving twelve additional instructor pilots and observers to be trained concurrently with the first twelve crews, was written and completed in March and will be Appendix "D" to this Manual. It is anticipated that these course outlines will be revised and corrected as information is attained from the results of Phase VI Test; therefore, this project will be continual. 100 percent complete.	Continuing

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
5. Checklists for Flying Crew Members	Devise and keep current all checklists required by flying crew members.	4017th CCTS	Suitable checklists for use of all crew members are being devised with the aid of the Pilot's Handbook, T.O. 1B-52(R)B-1, and the Boeing Service School Checklist. The necessary revisions will be made during Phase VI Test Operations. 20 percent complete.	1 Jul 55
6. Certification Form for Flying Training	Devise and procure necessary forms for certification of crew member checkouts, safety of flight checks, and standardization checks.	4017th CCTS	Existing B-47 forms for certification of crew member checkouts, safety of flight checks, standardization checks, and other operations forms are being revised and adapted for use in B-52 operation. Certain forms have been adapted to B-52 use, such as mission instruction grade sheets, Pilot's and Observer's Standardization Proficiency Check Forms. Other forms have been adapted to B-52 operations as far as possible contingent upon the revisions of SAC Reg 51-19. Primary among these are the mission requirements for initial checkout of pilots and observers. 30 percent complete.	1 Jun 55
7. Technical Orders	Provide flying training section with the necessary Technical Orders.	4017th CCTS	Pilot's Handbooks, T.O. 1B-52(R)B-1, and binders have been requisitioned in sufficient quantity for issue to each crew member. T.O. 1B-52(R)B-2 and other Technical Orders pertinent to flying training have also been requisitioned. Forty-five (45) copies of T.O. 1B-52(R)B-1 and one (1) copy of T.O. 1B-52(R)B-2 have been received. 75 percent complete.	1 Jul 55
8. Questionnaires and Examinations of 4017th	Provide the flying training section of 4017th CCTS the necessary questionnaires and examinations.	4017th CCTS	The preliminary questionnaires and examinations to be used by the Instructor Crews Flying Phase VI Test, are being prepared by the 4017th CCTS Standardization Crew, and will be revised as experience is gained in actual operation. 30 percent complete.	1 Jul 55
9. Forms for Flying Training	Devise and print necessary forms for recording and reporting flying training accomplishments of the student crews of the 4017th CCTS.	4017th CCTS	Methods for recording and reporting the student flying training accomplishments are being analyzed and necessary forms will be printed as soon as the format is clearly defined.	1 Jun 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
10. Standing Operating Procedures for 4017th CCTS	Make a study and establish SOP's and operations memoranda for the B-52 training program.	4017th CCTS	B-47 SOP's and B-52 factory operating memoranda is being screened to determine their applicability to B-52 operations. It is planned to have periodic conferences, during Phase VI Test, by the flying crew members to determine new B-52 SOP's and operations memoranda. This information will be published and disseminated before B-52 flying training starts at Castle Air Force Base. 15 percent complete.	1 Jun 55
11. Training Charts for 4017th CCTS Flying Training Section	Make a study and establish a series of charts that will reflect the B-52 crew training progress in flying training.	4017th CCTS	A chart reflecting both ground and flying training proposed, based on a nine (9) week course, has been completed. The chart indicates the scheduled subjects per hours of training as well as the periods scheduled for flying training. The information on this chart will be revised based on the predication of weather and abort factors. These factors will change the flying schedule slightly, necessitating changes in the ground training schedule. A large wall chart is in the process of construction. This chart will reflect the progress of all crews and crew members receiving 4017th CCTS training at any given time. The chart will be invaluable as an aid to scheduling flights and for discerning any backlog of training which might accumulate. Estimated 10 percent complete.	Continuing
12. Personal Equipment for 4017th CCTS	Take action to procure personal equipment for 4017th CCTS.	4017th CCTS	Personal Equipment has received many of their critical items. Items that are not considered adequate, substitutes are being or have been turned in. The following is a breakdown of essential items. These items are reported individually since the overall percentage of equipment on hand of 69 percent, does not reflect the situation adequately. 1. Ten (parachute, chest) authorized, ten (parachute, back) substituted. 2. Fifty (P-42 raft) authorized, none on hand.	Continuing

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
17.			3. One hundred (K-2B summer flying suits) authorized, eight on hand, twenty-two (I-1A winter suits) substituted. On the new UAL dated 15 February 1955, 100 summer flying suits are authorized and no winter flying suits. This situation will be surveyed and I/R's submitted if necessary. 4. Fifty (jacket flying MA-1) authorized, 20 on hand, three B-15C transferred in, and 29 B-15D substituted. 5. Fifty (boots flying A-11) authorized, thirty-seven on hand. Seventeen (boots flying A-1) substituted. 6. Fifty (oxygen mask MS22001) authorized, thirty-eight on hand. 7. Eight (helmet type P-4 size small) authorized, two on hand. Eight (P-1B size small) substituted. The eight P-2B small helmets have been modified locally and are a suitable substitute item. Forty-two (helmet type P-4 size large) authorized, three on hand. Eight (P-1B size large) substituted. The eight P-1B large helmets have been modified locally and are a suitable substitute item. 8. Thirty-four briefcases authorized, six on hand. 9. Thirteen (computer air navigation, 5 transparent scales) authorized, none on hand. 10. Thirty-two (computer, type E-10) authorized, one on hand. 11. Thirty-two (plotter, type D-2A) authorized, seventeen on hand.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
12.			The lack of partial pressure suits in the proper size is delaying altitude indoctrination. The adequacy of the partial pressure suit as a mission completion item is considered dubious by those trainees returning from Fairchild AFB. Estimated 69 percent complete.	
13. Training Aids Necessary for 4017th Flying Training Section	Make a study to determine what type training aids will be required by the Flying Training Section and initiate action to procure.	4017th CCTS	A simplified fuel panel mock-up to be used by the Operations Section personnel to explain to students problems encountered during training flights is in the process of being planned. Enlarged systems charts will be drawn by the 4017th draftsman. The first chart completed in this series is the pneumatic systems charts. Enlarged charts of approved approach systems is another flying training aid under consideration. Aids to briefing are now being made. Work orders for podiums and chart stands have been submitted. A briefing map, with all danger and prohibited areas, ADIZ's and GCI sites conspicuously marked. Estimated 50 percent complete.	Continuing
14. Reporting Procedures for the Flying Training Section	Establish procedures for reporting flying training activities to insure timely submission by the Flying Training Section.	4017th CCTS	A Reports Control Chart has been constructed which will reflect all reports required, with information as to suspense dates, agency requiring report, and designation of responsibility for completion of report. The portion of the Progress Report, B-52 Conversion Program (93d Bombardment Wing Programing Plan 2-54), prepared by the 4017th CCTS for submission to the 93d Bombardment Wing, has been revised. The purpose of the revision is to include: new criteria pertinent to the program; expansion of subjects which have assumed greater proportions of importance; and combining subjects of lesser importance. It is expected that the revisions will cause the report to reflect a clearer, more concise, and accurate description of progress attained and to sharply define areas of activity requiring further development or clarification.	Continuing

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14.			At this time the 4017th CCTS is conferring with the 93d Bombardment Wing to determine the reports of 4017th flying training activities that will be required by higher headquarters. Estimated 10 percent complete.	
15. Safety Programs	Establish an effective safety program for the 4017th CCTS. CCTS	4017th	An organizational Flying Safety Program is now in the initial phase of development. Flying Safety series of regulations and all other regulations pertinent to Flying Safety have been requisitioned for use in the Squadron Pilot's Information File. This program will be devised to satisfy the provisions of the 1955 SAC Aircraft Accident Prevention Campaign. Coordination and distribution channels have been established between the 4017th CCTS Flying Safety Section and the 93d Bomb Wing Flying Safety Section. It is felt that the complexities involved with the initial operation of the B-52 will be numerous. A system that will keep each crew member well informed of the malfunctions, accidents and incidents experienced by his fellow crew members, will be highly desirable. It is planned that extensive use of incident reports, unsatisfactory reports and periodic conferences on B-52 operation will be implemented upon starting Phase VI Test and be continued during B-52 operations at Castle AFB. Regulations have also been requisitioned to accommodate an organizational Ground Safety Section. An active ground safety program encompassing handling of the B-52 ancillary equipment is highly necessary. Some of the more important areas of ground safety being safety precautions used with the pneumatic air cart, proper safety measures in handling liquid oxygen, and ways to minimize the noise levels involved in B-52 ground operation. Coordination and reporting procedures have been established between the Ground Safety Section of the 4017th CCTS and Ground Safety Section of the 93d Bomb Wing. Estimated 10 percent complete.	Continuing

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
16. SAC Regs 51-19 and 50-43	Make recommendations in the form of draft proposals for supplements to SAC Regs 51-19 and 50-43.	4017th CCTS	Draft proposals for supplements to SAC Regulations 51-19 and 50-43 are being prepared in compliance with TWX from CINCSAC. Part of the information will be forthcoming from Phase VI Training obtained at Edwards AFB. This information will be compiled and forwarded to SAC Headquarters so as to arrive there NLT 15 July 1955. 15 percent complete.	15 Jul 55
17. 4017th CCTS Supply	Make a study of the supply problems, requirements and availability of all critical items required by the 4017th CCTS to establish adequate facilities necessary to carry out its assigned training mission.	4017th CCTS	A new unit authorization list has been published for this organization and was received 18 March 1955. This list has been reviewed and equipment of various types have been omitted. For example, classroom furniture to include tables, chairs, blackboards, and podiums. Although the need for this equipment will not exist until the actual instruction of students commences, it is felt that immediate action should be initiated in order that adequate facilities will be available at that time. SAC Forms 144 have been submitted in an effort to have the unit authorization list rectified. It should be pointed out that the first students are scheduled to arrive during the month of May. Office furniture for the organization has been authorized but not in sufficient quantity. SAC Forms 144 are being submitted in an attempt to remedy this situation. Flying equipment, as presently authorized, is not available. Non-uniform items have been issued to include flying jackets, trousers, boots, gloves, and caps. P-4 flying helmets are not available. The majority of the flying equipment for Phase VI crews has been borrowed from the Bomb Squadron of the 93d Bomb Wing. Much of this equipment is badly worn and needs replacing. Uniformity of flying dress for instructor personnel cannot be overemphasized. It is highly important that these instructor crews present a uniform neat appearance, and have adequate and proper equipment with which to work.	Continuing

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17.			The training program as established for the 4017th CCTS is comparable to the mission assigned to McConnell Air Force Base, Kansas, and Pinecastle Air Force Base, Florida. To conduct a comparable program at squadron level, additional funds should be made available to the B-52 program for student training. Items such as Training Prospectives Outlines, Manual Revisions, Instruction Handbooks, Lesson Plans, Reproduction Plates, Charts, Graphics, Transparencies, Animated Training Aids, and Flight Training Devises are a few of the items which must be funded. Again it will be noted that the first students are scheduled to arrive in May. Estimated 65 percent complete.	
18. Manuals for B-52 Ground Training	Obtain all training manuals for use in academic training.	4017th CCTS	Requisitions have been submitted for the following Air Force and Strategic Air Command Manuals required for instructor and student use in the Ground Training Program. AFM 10-1 Correspondence Preparation and Procedures AFM 35-15 Air Force Leadership AFM 50-7 Air Force Unit Training Standards SACM 50-38 B-47 Observers Standard Operating Procedures AFM 51-38 Theory of Instrument Flying AFM 51-40 Air Navigation AFM 51-45 Instrument Flying Techniques and Procedures for Jet Aircraft AFM 52-19 Antenna Systems ANC Manual - Procedures for Control of Air Traffic The following manuals have been received: AFM 11-3 Guide for Air Force Writing AFM 50-8 Conference Leadership AFM 50-9 How to Instruct AFM 51-6 Electronics and Radar AFM 51-7 Your Body in Flight AFM 52-5 Jet Propulsion Power Plants	1 May 55

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18.			AFM 52-7 Elementary Electricity AFM 52-8 Radar Circuit Analysis AFM 52-13 Instructor's Manual, Physiological Training AFM 101-6 Airborne Shoran In addition, requests have been submitted for all applicable TO's. 80 percent complete.	
19. Ground Training Report Forms	Devise and publish necessary forms in accordance with local directives for reporting all ground training accomplished by the 4017th CCTS.	4017th CCTS	A study has been made of all forms currently in use by the 93d Bomb Wing and higher headquarters to determine applicability to this program. Additional forms will be devised and submitted for approval as necessary. 40 percent complete.	15 May 55
20. VIP Briefing Charts	Establish a series of charts that will reflect the B-52 crew training progress for the 4017th CCTS.	4017th CCTS	All basic charts have been devised and prepared. Additional charts and revisions to the present charts will be made as required. 100 percent complete.	Continuing
21. Training Aids for Academic Training	Make a study to determine what type training aids will be required by the Ground Training Section for the B-52 and initiate action to procure.	4017th CCTS	Each instructor is designing such training aids as required to support his phase of the training. Many of these training aids will be mock-ups of the various components and systems used in the B-52. Construction of a proper training aid calls for knowledge of both the subject and educational principals, therefore, it is anticipated that some initial difficulty will be encountered as an experienced training aids section is not available at this station. Base Shops have been given the additional responsibility for the construction of training aids required by the 4017th CCTS.	Continuing
22. Instructor Handbooks	To compile and prepare a handbook for each adademic	4017th CCTS	Instructors are currently in the process of gathering data to be included in these handbooks. The actual publication will be held in abeyance until	1 Sep 55

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22. for Academic Training	subject for instructor reference and standardization. These handbooks will include specific hourly objectives, scope of instruction, current list of training aids, and a bibliography.		student handouts and training aids are completed. An Instructor's Handbook will be prepared for the following subjects. B-52 Performance Instruction at Aircraft Radio Technique Questionnaire Emergency Procedures Instrument Techniques AFR 60-16 Refueling Weather Strange Field Maintenance Navigation At a later date, it is anticipated that the 4017th CCTS will present those subjects now scheduled to be taught by the MTD. At such time an instructor's handbook will be prepared for those subjects. 5 percent complete.	
23. Student Handouts for Academic Training	To prepare handout material for each subject of academic training. These handouts will assume various forms dependent upon the subject being taught. They will be issued to each student for permanent retention.	4017th CCTS	Each instructor is surveying his requirements and is preparing necessary student handouts. 20 percent complete.	1 Jun 55
24. Qualifying Academic Instructors	To set up the procedure for insuring that each instructional hour is developed	4017th CCTS	The Educational Specialist is preparing ground rules for evaluating instructor presentations. He is working individually with the assigned instructors. This project has an estimated completion date based solely	15 Jun 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
24.	and tested for maximum quality and effectiveness prior to presentation to the student.		on scheduled class presentation dates, but for all practical purposes the project will be continuous. 10 percent complete.	
25. Visual Aids Shop	To establish a Visual Aids facility within the Ground Training Section for use by the 4017th CCTS. This shop will be required to prepare all posters, illustrations, graphics and other visual media for use in classroom presentation and briefings.	4017th CCTS	One airman draftsman has been assigned and is present for duty. A job description for a civilian Artist Illustrator has been prepared by Civilian Personnel Office authorizing the grade of GS-4. At the present time, a state-wide recruitment is under way to obtain a qualified artist illustrator. It is anticipated that difficulty will be encountered in finding one who meets the qualifications who will accept the grade of GS-6. A request has been made to the Civilian Personnel Office to have the position upgraded to a higher job level. A request has also been submitted to the MAL to have the required equipment made available. 70 percent complete.	15 Mar 55
26. Reproduction Section	To establish a reproduction section within the 4017th CCTS capable of publishing training materials and student handouts by means of off-set printing.	4017th CCTS	The Base Adjutant has been contacted and a formal request has been made to him to have a multilith Model 80 physically located in the 4017th CCTS Ground Training Section. This machine will be operated in conformance with all regulations and policies established by regulations and the Base Printing Control Officer. Plans have been completed and a request submitted to Base Shops to have a correlator built to be used in this section. 5 percent complete.	15 Apr 55
27. Synthetic Trainer Training Materials	To prepare Course Outlines and Instructor Handbooks for the applicable synthetic trainers. These include the B-52 Simulator, C-11 Instrument Trainer, T-2A Ultrasonic Trainer, ECM Trainer, and the Gunnery Trainer.	4017th CCTS	Hourly course objectives have been determined for all trainers with the exception of the ECM Instructor Handbooks for C-11 and the T-2A trainers are being prepared at the present time. The other instructor handbooks will be prepared prior to the time the other trainers arrive on this station and all phased into the course of instruction. 30 percent complete.	Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
28. Adequacy of Synthetic Trainers	To determine the adequacy of synthetic trainers at Castle AFB to support the training mission of the 4017th CCTS and the 93d Bomb Wing.	4017th CCTS	A study was made to determine the maximum number of training hours necessary to support the 4017th CCTS mission and the needs of the 93d Bomb Wing during the conversion in the period 1 May 55 to 1 January 56, and for the period after 1 January 56. CONCLUSIONS: In addition to currently authorized trainers (1 B-52 Simulator, 2 C-11 Instrument Trainers, 1 T-2A High Speed Navigation Trainer, 1 T-1A Gunnery Trainer) the following action be taken: a. That one (1) C-11 Trainer and one (1) T-2A Navigation Trainer be procured and in place as soon after 1 June 1955 as possible. b. That one (1) additional B-52 Simulator be contracted for and made available for training on this base early in 1956. c. That one (1) additional C-11 Trainer be made available for training on this station by 1 January 1956. 100 percent complete.	15 Mar 55
29. Master Training Schedule	To develop a master training schedule integrating ground training, flying training, and synthetic training into a master training plan.	4017th CCTS	At the present time, a master training schedule is being made. This schedule graphically outlines the hourly breakdown of academic and flying training by training day. The schedule aids in integrating the ground and flying training into an effective sequence of instruction and will insure better student acceptance of the program. It will provide a system for better utilization of instructor personnel. 10 percent complete.	1 Jun 55
30. B-52 Mobile Training	To provide facilities for B-52 MTU and integrate into the 4017th CCTS.	4017th CCTS	Facilities are being provided by the Base Ground Training Section. Coordination is being affected with the MTD to integrate their subjects into the overall course of training for aircrew members. Completion of this project to be determined by arrival of the MTD equipment at this station. The B-52-1 and B-52-2 MTU's are scheduled for delivery to the MTD on or before 13 May 55, except for the following components which are scheduled to be delivered as indicated:	12 Dec 55

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30.

Trainer Component	Trainer Number	Delivery Date
ETI Radar	B-52-1	1 Aug 55
MD-9 Fire Control System	B-52-1	1 Dec 55
K-3A Bomb Navigation System	B-52-1	12 Dec 55
A-3A Fire Control System	B-52-2	28 Sep 55

The B-52-1 ITU will be held at the factory to be used in training ITD instructors. This unit should be available for delivery to this station on 30 May 1955. 75 percent complete.

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Phase VI Personnel	Take action to assure that necessary personnel are assigned to Phase VI Training Course.	MDCM* MDCAE	The first increment of Phase VI personnel are now receiving training at Edwards AFB. A period of delay in the training has been experienced due to a gear malfunction of the B-52 at Edwards AFB. It is contemplated the second increment personnel will be integrated into Phase VI training during the latter part of April and first part of May. The second increment will consist of 119 maintenance personnel and six crew members.	Continual
2. Retention of Frozen Personnel	Take action to assure that all maintenance and supply personnel that are frozen are retained at this station.	MDCM* MDCS MDCAE	List of personnel considered critical to the B-52 program was subditted this month to higher headquarters. No approval action received to date.	Continual
3. Manning in Accordance with Applicable B-52 T/O's	Assure that necessary personnel are assigned in accordance with manning documents under B-52 program and report critical shortages which will adversely affect conversion.	MDCM* MDCS MDCAE	Ten gas generating specialists (56250 and 56230) are presently assigned and performing duties of apprentice petroleum handlers until such time as liquid oxygen equipment becomes available. Low skill levels (64330) is now adequately manned as the result of upgrading (4GIO's. It is anticipated five apprentice level petroleum handlers will be upgraded to specialists level during April, however, a shortage of the specialist level will still exist. Hydraulic specialists (42152) and electrical specialists (42350) continue to be short in the Field Maintenance Squadron. Low skill levels in these specialities will soon be manned adequately by a projected input of 33 apprentice electrical repairmen (42330) and six hydraulic repairmen (42132). It is anticipated a minimum of eight months on-the-job training will be required for upgrading to specialist level. Shortages of Armament-Electronics personnel have been reduced considerably. Auxiliary radar ECM and clerical field are still inadequately manned in the 5 and 7 level.	Continual

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4. Adequate Manpower Availability for Operation of B-52 and B-47 Aircraft during all Phases of Conversion	Insure that all necessary maintenance and supply personnel are available for successful conversion to B-52 type aircraft.	MDX* MDCAE	The shortages of personnel as indicated in project #3 and project #6 have not been alleviated. Headquarters 15th Air Force is aware of personnel shortages through normal personnel reporting channels.	Continual
5. Specialized Training for Maintenance and Supply Personnel	In coordination with the Director of Personnel, insure that all maintenance and supply personnel requiring specialized training off base are processed into available schools at the appropriate time.	MDX* MDCS MDCAE	The manual on the packaged training program has arrived this station. No difficulty is anticipated in filling quotas for the month of April. The necessity for special course of instructions in B-52 fuel cell handling and repairing is recognized. A course of instructions similar to that offered at Amarillo but for a B-52 would be desirable. It is still considered mandatory that additional petroleum handling personnel be provided training in handling liquid oxygen and liquid oxygen equipment. Of the presently assigned gas generator specialists, one half have less than eight months retainability. No additional information has been furnished this station concerning liquid oxygen handling school being established at Francis E. Warren AFB. Quota for the supervisors and planners training conducted at Boeing - Seattle has been filled and training completed satisfactorily.	Continual
6. Projected Input of Key Maintenance and Supply Personnel	In coordination with Director of Personnel, monitor projected input of key maintenance and supply personnel, to insure that they are sufficiently qualified for this program.	MDX* MDCS MDCAE	The shortage of Maintenance Officers in Periodic Maintenance, Field Maintenance and Quality Control still exists. Of the presently assigned maintenance officers, eight are of the entry level. The projected input (one 4334 in May) will not alleviate this shortage. The shortage of Unit Supply Officers will be relieved somewhat by the projected input of two 6424's in May. The petroleum and Supply Officer (6454) projected for February has not arrived this station.	Continual

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6.			Current officer projection thru June 1955 shows probable loss of 5 each 4344 and 6 each 6424 with projected gain of 2 each 4344, 2 each 6424 and 1 each 8616. Current outstanding officer requisitions cover 4 each 4316, 3 each 4334, 2 each 4344 and 3 each 6424.	
7. Changes Required to Authorize Personnel Commensurate with Requirements	Coordinate with Manpower changes required to authorize personnel commensurate with requirements.	MDCM* MDCS MDCAE BM	The proposed Table of Organization changes submitted by the 93d Supply Squadron was disapproved by Headquarters SAC; however, overage manning was authorized as requested. A request for evaluation of proposed changes in the Field Maintenance Squadron's Table of Organization has been submitted to the Base Manpower Board. If, following a study, the changes are justified, the proposed Table of Organization changes will be forwarded to higher authorities. The Armament and Electronics Squadron is in process of gathering data to request change in B-52 T.O. of certain career fields, which include Radio, Aux Radar Bomb Nav and Instrument.	Continual
8. Authorizations for Contractor Technicians	Insure that required contractor technicians are authorized and assigned at the appropriate time.	MDCAE* MDCM	A letter dated 11 January 1955, Headquarters 15AF, DM4A, Subject: B-52 Contractor Technical Representation has been received outlining approximately 41 Technical Representatives to be assigned for Phase I. No change to this letter has been received; however, a change is anticipated on assignment of some Technical Representatives pertinent to Armament-Electronics. Informal information received from Mr. Morrissey, Pratt-Whitney Field Representative, indicates assignment of 1 J-57 representative on/about 15 April 1955.	Unknown
9. Distribution of Equipment and Facilities	Take necessary action to insure an equal distribution of equipment and facilities among all converting squadrons.	MDCM* MDCS BM	B-52 UAL for the 93d Bomb Wing have been distributed within the wing. Copies of the UAL's have been forwarded to 15AF and SAC Headquarters. Addendums to the B-52 UAL are now being printed in final form. The addendums will contain all B-47 equipment not peculiar or not required to support the B-52 program. It is anticipated all items peculiar only to B-47 aircraft will be shipped when aircraft are transferred.	Unknown

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SECTION: DIRECTOR OF MATERIEL	PROGRESS REPORT NO. 4			MONTH OF: MARCH 55
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
10. Equipment Changes	Review B-52 EUL's and make recommendations to SAC EUL Team for changes in equipment.	MDOS*	The UAL's (Unit Authorization Lists) for the 328th, 329th, 330th, Field Maintenance, Periodic Maintenance, Armament and Electronics and Wing Headquarters Squadrons have been received. Review has been completed and minor errors corrected. This completes required action.	Completed
11. Pre-issue and Bench Stocks	Develop Pre-issue and Bench Stocks in support of B-52 aircraft.	MDCM* MDCAR	Bench stock requirements have been received from all organizations and are being researched for accuracy of stock number and unit cost. Upon completion of this action, all lists will be forwarded to the Base Supply Officer for review and approval prior to publication of authorized levels. Similar action is being taken for pre-issue items for Field Maintenance and A&E Shops. Target date for completion of this action and publication of authorized bench stock and pre-issue levels is 15 May 1955. This date has been established to permit inclusion of consumption experienced during the test phase at Edwards AFB.	Continual
12. Transfer of B-52 and B-47 aircraft	In coordination with the Director of Operations take action to effect transfer of B-47's on a gradual basis and at such a time as it is anticipated enough personnel are not available to adequately maintain a projected number of B-47's and B-52's assigned.	MDCM*	B-47 aircraft will be transferred in proportional numbers so as to coincide with arrival of B-52 aircraft. The present plan is to Phase-Out 3 B-47 aircraft for each 2 B-52's received. School quotas are being received on a gradual basis, and graduates are returning. This will continue over a long period of time. Present information on school quotas does not allow an evaluation of the overall situation.	Continual
13. Disposition of Spare, Built-up and Raw Engines	Request disposition instructions of spare built-up and raw engines not required and/or used during B-47 phase-out.	[illegible] MDCM	Not applicable at this time, however, Hq SAC is maintaining complete control of all jet engines applicable to SAC aircraft. Proper action will be taken appropriately when phasing out of B-47 aircraft becomes a reality.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
14. Use of Built-up Engines Now in Flyaway Kits (J-47)	Request authority to use built-up engines now in Flyaway Kits (J-47) to prevent unnecessary teardown and shipping or delay in the establishment of the B-52 Jet engine build-up facility.	BM* MDCN*	Not applicable at this time, however, appropriately Base Supply will effect necessary coordination with Field Maintenance and Headquarters 15th Air Force to obtain authority to use built-up engines now in B-47 Flyaway Kits.	Continual
15. Airlift of Engines Built-up to Flyaway Engine Change Status	Request authority to airlift engines built-up to flyaway engine change status to prevent requirements for disassembly, teardown, preservation and canning.	BM* MDCN*	Not applicable for action at this time.	Continual
16. Installation of J-57 Test Stand	Take action to insure installation of J-57 Test Stand prior to receipt of J-57 engine.	BIO*	Phase I of 10,000 pound test stand completed 13 August 1954. Subsequent design changes received January 1955 indicate that a completely new 20,000 pound test stand will be required. It has been requested in Fiscal Year 56 M&O Program now being reviewed at Headquarters 15AF.	Dec 55
17. Hydrant Refueling Modification and Installation	Monitor the proposed hydrant refueling modification and installation program to insure readiness of the system.	BIO*	Present system now operative. Proposed Fiscal Year 57 MCP project will modify system to provide an outlet for each stub.	Jan 57
18. Painting Runways, Taxi-strips and Stubs	Insure runways, taxi-strips and stubs are painted as required for efficient and safe operation of B-52 aircraft.	BIO*	Pavements will be striped as required when increments of airfield paving contract are completed. First increment to be completed on or about 1 April 1955 (Delayed by wet weather). Original scheduled completion date was 31 December 1955, however, the contractor now estimates that the final increment will be completed on or about 1 September 1955.	1 Sep 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
19. Modification of Shop Facilities	Take action to modify shop facilities as required.	MIO*	Project for office partitioning and electrical work in new hangar to be accomplished by Corps of Engineers. Design completed 21 February 1955. Work scheduled to start 1 April 1955.	20 Jun 55
20. Assignment of B-52 Aircraft to individual squadrons	In coordination with the Director of Operations assign B-52 aircraft to individual squadrons in accordance with PCAF conversion plan.	MOOP	Under present conversion plans, the 329, 330 and 328 Bombardment Squadrons will convert in order listed. A letter has been forwarded proposing the loss of 3 each B-47 aircraft prior to receipt of each 2 B-52 aircraft.	Unknown
21. Support of the B-52 OMS	Provide facilities and liaison in support of the B-52 OMS.	MOOP	Office space has been allotted the Operational Engineering Section in the Maintenance Hangar. This section will occupy the second floor of the propeller tower. Office furniture is being provided on an as needed basis.	Unknown
22. Review assets under all authorization documents	Review present assets program redistribution of excesses and requisition or receive on AFSD equipment and supplies authorized by Equipment Component Lists, Table of Authorization, Unit Authorization List, and special authorization. Process required changes to the authorization lists.	MDCS*	All assets have been reviewed. Requisitioning action for shortages has been completed. Detailed follow-up action will be initiated as shortages become known. Lists have been forwarded to Headquarters Strategic Air Command and furnished to the depots at the Weapons Planning Group Conference 21 to 25 March of all known "ZI" Account problem areas.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
23. Stockage of Aircraft Spares	Requisition and/or receive on AFND necessary stockage of aircraft spares to support the B-52 type aircraft.	BM*	AFSD 5640010 originally received totaled approximately 6200 line items. Amendments subsequently received brings the total line items to 8,539. Total line items received as of 25 March 1955 are 5,903.	Continual
24. Stockage of Electronic Equipment Spares	Requisition and/or receive on AFSD stockage applicable to sets of electronic equipment installed in the B-52 type aircraft.	BM* MDCAE	Electronic spares are contained in AFSD 5640010. It has now been determined by OCAMA that the Armament spares are included in Prodpak #2. These items in cited prodpak are on AFSD 5640010 with the exception of Code 1 and 5 type items. Necessary action has been taken to determine which code 1 and 5 items are required and requisitions have been submitted to obtain Base stockage.	Continual
25. Obtaining raw engines	Insure receipt of sufficient raw engines concurrent with the arrival of aircraft.	BM* MDCAE	Headquarters Strategic Air Command is monitoring the input of raw engines and no further information has been received pertaining to the input of engines applicable to the B-52 aircraft.	Continual
26. Budget estimate for local procurement	Review and prepare budget estimates for local procurement of equipment, supplies, and petroleum products for initial equipping and stockage for the B-52 program.	BM*	Funding for local procurement of supplies, equipment and petroleum products have been most acute. Following is a reprogrammed budget for minimum requirement submitted by Base Supply 11 March 1955 for period 1 April 1955 through 30 June 1955.	Continual

1.	POL	$43,643.27
2.	LPS	76,167.75
3.	Other (Tires, batteries, spark plugs, etc.)	5,450.00
4.	Office furniture	18,191.95
5.	Class 17-B	27,754.80
6.	Services, Non-personal	1,625.00
	TOTAL	$172,832.77

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27. Publications	Obtain sufficient quantities of stock lists, manuals, TO's technical publications and current directives applicable to the B-52 and allied equipment.	BM* MDCM	Requisitions for publications are prepared as requirements become known. MDCMC is in receipt of a preliminary B-52 publications list. Numerous unpublished technical orders, applicable to the B-52 or its equipment have been prelisted in this compilation. This list is being used as a guide in screening 93D Bombardment Wing B-52 publication requirements to check availability and applicability of requested technical orders. The initial requisition of binders for the sectionalized B-52-2 technical order has been received and distributed. Binders and tabs have been received for the flight handbook and performance data hand books and the necessary distribution has been made.	Continual
28. Vehicles and Materiel Handling Equipment	Request sufficient number and types of vehicles and materiel handling equipment to provide adequate transportation.	BM* MDCM	Survey has been completed for determining requirements for vehicles and materiel handling equipment. UAL changes for additional equipment requested was forwarded to the Western Area Equipment Evaluation and Audit Team 1 March 1955.	Continual
29. Requirements for storage	Review requirements for storage to provide adequate facilities for storing B-52 supplies and equipment.	BM*	Base quantity requirement for bulk warehouse storage is 240,000 square feet with existing warehouse space of 130,232 square feet. Building T-51, which is included in this space available has been converted to warehouse storage for B-52 items. Programmed additional space includes construction of a 45,000 square feet addition to Building 1360 and use of Building T-54 (25,540) square feet when vacated by engine build-up. Present schedules indicate that Building T-54 will not be available until October 1955 when the new engine build-up building will be completed. Paragraph 3d of 93D Bombardment Wing Letter (Confidential) dated 3 Sep 54, subject: 1956 Public Works Program for B-52 Facilities, stressed the urgency of an early completion of the 45,000 square feet addition to Building 1360. The 1st Indorsement thereto from Fifteenth Air Force concurred. However, until the item is approved by Congress, it cannot be reprogrammed.	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
29.			A continuing survey of base facilities will be made to provide interim storage of supplies pending completion of above projects.	
30. Disposition of Surplus B-47 Spares and Equipment	Obtain disposition of surplus B-47 spares and equipment either concurrently with transfer of aircraft or as the requirement is reduced.	[illegible]	Not applicable at this time. Base Supply will initiate appropriate action concurrently with the phase-out of the B-47 type aircraft.	Continual
31. Re-distribution of Surplus Equipment	Re-distribution of surplus between units when the operational requirement permits to fill shortages.	[illegible]	Re-distribution of surplus between units has been completed. Additional re-distribution will be accomplished after conversion of the 329th Bombardment Squadron and after conversion of the next squadron.	Continual
32. B-47 Flyaway Kits	Obtain disposition of B-47 flyaway kits.	[illegible]	Not applicable at this time. Base Supply will initiate necessary action at the appropriate time.	Continual
33. Prepare Aircraft Forms, Records 263 Property, etc., for Aircraft due to Phase Out	Screen all aircraft records for accuracy, completeness and legibility. Insure 263 property required for B-52 operation is retained on station.	[illegible]	All equipment which is interchangeable between B-47 aircraft and B-52 aircraft and listed on special equipment list is being inventoried and upon completion a request will be forwarded for retention of these items.	Continual
34. Ammunition Requirements	Determine type and quantity of ammunition required to obtain stockage objective.	[illegible]	20mm ammunition is on station in sufficient quantity. Determination for Cal 50 ammunition requirements will be made upon receipt of information requested from higher headquarters. (Ref Project No. 46, Director of Materiel.)	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
37. Space and Facilities for 4017th CCTS	Monitoring of organization moves in accordance with letter Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subj: Space assignments for conversion program, 27 Oct 54.	B/S*	Interim space for the 4017th CCTS is available and being partially utilized. The new location in the training area is contingent upon the movement of the 90th Air Refueling Squadron. Reference Project 13, Director of Operations (4017thS).	Aug 55
38. Utilization of B-47 MTD Facilities for B-52 MTU	In coordination with the Director of Operations, take action to insure that the present facilities being utilized by the B-47 MTD are prepared for the B-52 MTU prior to the arrival of that unit on this base.	B/S*	B-52 MTD is to be phased into current space being utilized by the B-47 MTD as that function is phased out. The additional mechanical portion was programmed into Building T-52. Due to the delay in moving shops into the new hangar the project has been reprogrammed for Building T-54. Work will be started as soon as approval for transferring the project is received. Reference Project 14, Director of Operations (4017thS).	May 55
39. Housing and Administrative Space	Take action to insure that sufficient housing and administrative space is available and distributed in a logical and equitable basis consistent with the projected population at this base during 1955 and 1956.	B/S*	In accordance with letter, Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subj: Space assignments for conversion program, 27 October 1954, the known housing space requirements are programmed therein. Sufficient housing and administration space is being made available consistent with the projected population at this base during 1955 and 1956. One barracks building T-354 is available for utilization by the three Bomb Squadrons. This was being utilized for base commitments such as athletic teams and bands. The operational space requirements can be met upon movement of the 90th Air Refueling Squadron. Reference Project 13, Director of Operations (4017thS).	Aug 55

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DIRECTOR OF MATERIEL		MARCH 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
40. Construction and Coordination	Coordinate with and advise contractors to insure adequate, timely construction of runway, taxi-strips, wash-rack, compass rose, docks and hangars.	BIO*	Airfield construction interfering with aircraft operations is well coordinated with Installations Officer, Corps of Engineers, Contractors, and Wing and Base Operations. Schedule gives maximum usage of airfield to Air Force yet permits ample freedom to contractor.	Continual
41. New Construction	Insure that all other necessary new construction and modification of existing structures are provided for in current construction programs.	BIO*	All foreseeable new construction and alteration projects have been programmed up to and including FY56 MCP. Critical items are as follows:	Continual

Project	Actual or Scheduled Start	% Complete Scheduled	% Complete Actual	
**Crash & Struct Sta	25 Sep 54	100	100	9 Mar 55**
Tech Training Bldg	7 Apr 55	0	0	30 Sep 55
Hq Bldg Wing	5 Apr 55	0	0	29 Oct 55
Shop AH/Elect	10 Nov 54	24	40	4 Sep 55
Shop, Engine Blds-up	24 Nov 54	23	23	31 Aug 55
Shop, Maint, Orgnl, Std	24 Nov 54	61	61	31 Aug 55

** Occupancy awaiting installation of signal equipment

42. Fire Training	Insure that fire and crash personnel receive required training on B-52 aircraft,	BIO*	A request has been submitted to higher headquarters for additional authorization of personnel for heavy Bomb Wing, and the equipment has been authorized and awaiting command distribution. TTAF currently making	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
42.	and that all authorized fire fighting equipment is on hand prior to receipt of the B-52 aircraft.		arrangements with Boeing Aircraft Company, Seattle, for establishment of B-52 firefighters training course. It is tentatively planned to conduct three classes of three days each in duration with classes starting 19 April, 26 April and 3 May 1955. Training programmed for civilian chief, 3 assistant chiefs and 3 airmen.	
43. Flying Clothing and Personal Equipment	Take action to insure that suitable flying clothing and personal equipment is provided for combat crew and staff personnel as required for the B-52 aircraft.	MDCS* BM	Re-distribution of equipment for the 4017th CCTS has been accomplished to cover B-52 Phase VI and Phase VII Program. Detailed follow-up action is being taken to obtain shortages of personal equipment.	Continual
44. Assigning Supply Representative to OCAMA			COMPLETED - See Progress Report No. 2	
45. Assignment of Project Officers			COMPLETED - See Progress Report No. 1	
46. Armament-Electronics Systems Installed on B-52	Determine the type and configuration of all Armament-Electronics systems which will be installed on B-52 aircraft.	MDCAE*	93d Bomb Wing message MDCAE 208, 8 March 1955 transmitted to Hq 15AF. It was requested in this message that detailed information be forwarded this wing as to types and configuration of Armament-Electronics systems which will be installed on B-52 aircraft. Pending receipt of this information, planning progress for Armament-Electronics spares, support equipment and training is hindered.	1 May 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Status of Funds	Monitor the status of funds in all the various projects to insure that no over-obligation occurs and that actual versus programmed expenditures are consistent.	DC	The Annual Budget Authorization for Project 458 was increased $100,000 by the Third Quarter Revision to cover additional fund requirements imposed by the B-52 conversion program. This amount will not support all the additional requirements of the conversion, but will cover the immediate priority items. The remaining items will be held in abeyance until after 1 July for funding from the Fiscal Year 1956 Financial Program.	Continual
2. Reprograming of Funds	Reprogram funds when and if necessary.	DC	This item is continually monitored and funds are reprogrammed when necessary.	Continual
3. Fiscal Year 56 Budget Estimate	Take action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.	DC	Calls for Fiscal Year 1956 estimates in all projects was received. Annual Financial Plan is being prepared and will be submitted to Headquarters 15th Air Force on 6 April 1955.	Apr 55
4. Conversion Project Officers		AAC	COMPLETED - See Progress Report #1.	
5. Conversion Programs	Evaluate the progress of the various areas of the conversion against the plan and keep the Wing Commander and staff advised by monthly progress reports, charts, graphs, and special briefings, if necessary.	AAC	Monthly reports are rendered on the conversion programs and are continually being analyzed and evaluated. A special 4h chart briefing was prepared by the Comptroller for presentation to the Civilian Armed Services Committee of the Omaha Chamber of Commerce. This briefing was given on 30 March 1955 by the Wing Commander.	Continual
6. Progress Reports	Prepare and submit reports as required by 15AFR 27-1.	AAC	Being done monthly	Continual

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HEADQUARTERS 93D BOMBARD WIT WING (H)
Castle Air Force Base, California

CO

11 April 1955

SUBJECT: Unit Management Control System - March 1955

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Management Control System Scores for March 1955.

2. Inclosure 2 is an organizational summary of the recorded delinquencies for March 1955.

BY ORDER OF THE COMMANDER:

A. T. REID
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores - Mar 55
2. Summary of Delinquencies

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UNIT MANAGEMENT CONTROL SYSTEM SCORES - MARCH 1955

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d A&E Maint	93d Fld Maint	93d Per Maint	Med	2d SSS	90th Air Rflg	4017th COMS	Hq 93d ABGp	93d Opns	93d Air Police	93d Intel	93d Food Svc	93d Supply	93d Mtr Veh
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	100	100	100	100	100	70	100	100	100	100	100	100	100	100	60	100	100	
2. AWOL	100	100	100	100	100	100	100	90	50	50	100	100	100	100	100	10	100	100	100	100
3. Serious Incidents	100	100	60	100	100	100	100	100	100	100	80	100	100	100	100	30	100	10	100	50
4. Drunk and/or Disorderly	100	80	80	100	100	100	100	100	100	100	100	80	100	90	100	100	60	60	80	100
5. Uniform Violations	20	100	100	100	70	40	90	100	100	100	60	90	100	100	100	100	100	100	100	100
6. Minor Accidents (Other)	50	80	100	100	80	100	90	90	60	100	100	100	100	100	80	70	100	30	80	100
7. Major Accidents (Other)	100	100	60	60	100	100	50	90	100	50	100	100	100	100	100	70	60	60	80	50
8. Moving Traffic Violations	20	80	70	100	60	30	80	80	70	100	60	30	10	90	80	80	70	80	30	60
9. Driving While Intoxicated	100	100	60	100	100	100	100	100	100	100	80	100	100	100	100	100	100	100	80	100
10. Major Vehicle Accidents	100	100	100	100	10	70	80	90	100	100	100	100	100	100	100	70	100	100	80	100
11. Minor Vehicle Accidents	50	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
12. NCO Mess Membership	30	50	90	70	70	70	50	50	80	60	30	30	100	60	90	60	30	100	60	40
13. Delinquent MPOs	60	40	90	90	80	90	70	90	80	70	100	80	100	60	10	80	90	50	70	70
14. M/R Errors	60	100	80	100	100	100	90	80	90	90	70	80	70	80	60	60	100	90	80	100
15. Reports of Survey	50	100	30	100	100	100	40	100	100	100	100	60	100	100	100	100	100	40	100	100
TOTAL (% of Maximum)	1000	92	80	95	87	93	85	91	90	77	91	90	96	94	91	71	89	70	85	86
Total Points Received		915	798	945	865	929	850	910	900	774	905	899	964	940	905	713	887	701	854	856
Total (% of Max) January		94	93	86	83	92	95	91	89	77	97	87	99	95	85	87	76	89	90	82
Total (% of Max) February		92	83	87	84	84	87	91	94	93	87	80	86	92	91	85	89	81	88	79

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UNIT MANAGEMENT CONTROL SYSTEM - MARCH 1955

(Summary of Delinquencies)

ORGANIZATIONS	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Acdts (Other)	Major Acdts (Other)	Moving Tfc Violations	Driving While Intoxicated	Major Veh Accidents	Minor Veh Accidents	NCO Membership (Non-Members)	Delinquent MPOs	M/R Errors	Reports of Survey
Hq 93d Bomb Wing	168	0	0	0	1	0	1	0	1	0	0	0	25	8	1	0
328th Bomb Sq	197	0	0	1	1	0	0	1	2	1	0	0	3	2	3	1
329th Bomb Sq	186	0	0	0	0	0	0	1	0	0	0	0	8	2	1	0
330th Bomb Sq	190	0	0	0	0	1	1	0	3	0	3	0	8	3	1	0
93d Air Refueling	238	0	0	0	0	2	0	0	6	0	1	0	86	4	1	0
93d A&E Maintenance	363	0	0	0	0	1	1	2	2	0	1	0	40	5	3	2
93d Field Maintenance	530	2	1	0	0	0	2	1	3	0	1	0	45	5	7	0
93d Periodic Maintenance	174	0	1	0	0	0	2	0	2	0	0	0	6	3	2	0
Medical	173	0	1	3	0	0	0	1	0	0	0	0	12	2	2	0
2d SSS	316	0	0	1	0	2	0	0	4	1	0	0	38	2	6	0
90th Air Refueling	282	0	0	0	2	1	0	0	8	0	0	0	37	11	4	1
4017th CCTS	50	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
Hq 93d Air Base Gp	300	0	0	0	1	0	0	0	1	0	0	0	28	16	4	0
93d Operations	154	0	0	0	0	0	1	0	1	0	0	0	5	17	4	0
93d Air Police	246	0	4	2	0	0	2	1	1	0	1	0	11	3	7	0
93d Installations	208	0	0	0	2	0	0	1	2	0	0	0	16	1	1	0
93d Food Service	189	1	0	2	2	0	3	1	1	0	0	0	0	7	2	1
93d Supply	287	0	0	0	2	0	2	1	7	1	1	0	24	4	4	0
93d Motor Vehicle	153	0	0	1	0	0	0	1	2	0	0	0	15	4	1	0
TOTAL		3	7	10	11	7	15	11	49	3	8	0	407	99	55	5

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California
Base OJT Administrative Section

AIRMEN ELIGIBLE FOR BUT NOT ON OJT
31 March 1955

MANNING				OJT				
SKILL LEVEL	AUTH	ASSIGNED NO	% of AUTH	SKILL LEVEL	ELIGIBLE NO	% of ASSND	ON OJT NO	% of ELIGIBLE
1	253	267	(106%)	3	236	(88.4%)	234	(99.2%)
3	999	1374	(138%)	5	995	(72.4%)	957	(96.2%)
5	2685	2285	(85%)	7	121	(5.3%)	102	(84.3%)
TOTAL	3937	3926	(99.7%)	TOTAL	1352	(34.4%)	1293	(95.6%)

(32.9% of ASSIGNED "1", "3", and "5" skill level airmen are on OJT)

REASONS FOR ELIGIBLE AIRMEN NOT BEING ON OJT:	3-Level	5-Level	7-Level	Total
Performing duty out of career field	-	4	-	4
PERAM pending	1	30	9	40
Attending School	1	-	7	8
Discharge due in near future	-	4	3	7
SUB TOTAL	2	38	19	59
REASOND FOR QUALIFIED AIRMEN NOT CONSIDERED ELIGIBLE:				
Waiver pending	18	3	1	22
Not considered qualified	-	1	2	3
No vacancy	-	-	211	211
Not authorized in the Squadron	-	-	127	127
7-Level frozen	-	-	23	23
Waiver disapproved	-	-	1	1
TOTAL	20	42	384	446

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

PCJT 14 March 1955

SUBJECT: Airmen Eligible for On-the-Job-Training (RCS 15-F26)

TO: See Distribution

1. The on-the-job-training program is being more closely monitored by higher headquarters through ing reports and staff inspection visits. A monthly report is now required by unclassified message from Headquarters, 15 Air Force, DPPDT 15493, 6 March 1955, which will require a change in the information reported by the squadron each month.

2. A report of airmen eligible for OJT will be submitted monthly as of the last day of the preceding month to reach this headquarters ATTN: PCJT, not later than the first working day of each month effective 1 April 1955. The report will be submitted in one copy on AMG Form number 26 (Sample form attached) signed by either the Squadron Commander or the Squadron Adjutant.

a. To determine the number of airmen eligible (section I) for OJT by skill level, the following will be considered:

(1) Airmen who are directed duty to the apprentice level.

(2) A/3C and A/2C possessing a three level specialty. (Airmen possessing a primary AFSC at the three level will be placed on OJT at the five level.)

(3) Staff Sergeants who possess a five level specialty.

(4) Airmen who are presently undergoing cross or lateral training as authorized by project guidance or approved by Headquarters, USAF.

b. To complete Section II enter the number by skill level of those airmen eligible in Section I but not on OJT.

(1) Airmen with helper level USAFSC who are eligible for OJT in present career field but not on OJT and the reason.

(2) Airmen with three level USAFSC who are not on OJT and the reason. (Normally, there will be no entry in this column of the report.)

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AF, 93 BOMG (M), POJT, Subject: Airmen Eligible for On-the-Job-Training

(3) Airmen with five level UTC that are eligible for but not on OJT and the reason. (This will include those eligible to train for the seven level but not authorized because of the 12% manning restriction of seven level skills.)

3. The above report supersedes the present report required by letter Hq 93 BOMG (M), POJT, Subject: Airmen Eligible For But Not On OJT, dated 16 December 1954. A report control symbol number, 15-P26 is assigned this report.

4. This letter will remain in effect until 1 January 1956, unless sooner rescinded or superseded, at which time it will be removed from the files and destroyed.

BY ORDER OF THE COMMANDER:

1 Incl
93 AFG Form 26

DISTRIBUTION: C
1 copy each Squadron
10 copies POJT

A. T. REID
Major, USAF
Assistant Adjutant

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328th Bombardment Squadron (Org)
Castle Air Force Base, California

20 February 1955
(Date)

SUBJECT: Report of AIRMAN ELIGIBLE FOR OJT (ROS; 15-P26)

I. NUMBER ELIGIBLE FOR OJT				II. NUMBER ELIGIBLE BUT NOT ON OJT			
AFSC	SKILL LEVEL			SKILL LEVEL			REASONS FOR ELIGIBLE NOT ON OJT
	3	5	7	3	5	7	
431-L3	44	30	61	2	10	50	2- Waiver pending 2- Due for discharge 3- Attending school 5- PERAR pending 19- No 7 level authorization 20- 7 level "FROZEN" 11- No vacancy
432-0	4	25	12	1	--	4	1- Waiver pending 1- Performing duty out of career field 3- No vacancy
471-0	--	3	19	--	--	17	1- Not considered qualified 16- No vacancy
601-0	--	1	4	--	1	--	1- PERAR pending
702-0	2	1	6	--	--	5	5- No vacancy
732-0	--	1	2	--	--	1	1- No vacancy
522-0	1	6	2	1	4	1	1- Waiver pending 1- Not considered qualified 2- PERAR pending 1- Attending school 1- No vacancy
521-0	1	4	2	--	--	--	

(Signature of Sq Comdr or Sq Adj)

(SAMPLE COPY)

FORM
93aBG 26
1 APR 55

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

ODCT 21 February 1955

SUBJECT: Flying and Ground Training for March 1955

TO: See Distribution

PART I. FLYING TRAINING PROGRAM

1. Bombardment Squadrons:

a. The objectives for March 1955 are as follows, in the priority indicated:

(1) Proportionate share of Air Force Regulation 60-2 training, including all instrument checks due in March.

(2) Completion of probation items for lead and select crews required by SAC Regulation 51-26.

(3) Accomplishment of special missions directed by higher headquarters.

(4) Completion of standardization checks due in March.

(5) Completion of seventy-five (75) hours flying time for each non-combat ready crew during the training quarter ending in March 1955.

(6) Completion of the quarterly SAC Regulation 50-8 requirements.

(7) Completion of sixty (60) hours flying time for each lead and select crew during the training quarter ending in March 1955.

b. Higher headquarters commitments for March are as follows:

(1) "Sign Board"

(2) "Fly Trap"

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(3) Lead Crew Evaluation at Davis-Monthan Air Force Base:

(a) 328th Bombardment Squadron - 1 crew / spare.

(b) 329th Bombardment Squadron - 1 crew

(c) 330th Bombardment Squadron - 2 crews

c. The allocated flying time for March is 458 hours per squadron. The allocated time cannot be underflown, but may be overflown by 5%. If additional flying time is required above the allowed 5%, it will be requested from Wing Operations not later than 18 March 1955.

d. The Salt Lake City RBS site is available for use on the RBS schedule starting 7 March 1955 and there are open periods available almost daily. All crews are encouraged to make runs on the Salt Lake City RBS site in preparation for Operation "Parade Ground", a projected evaluation mission in April, which will include that site.

2. 93d Air Refueling Squadron:

a. The objectives for March 1955 are as follows, in the priority indicated:

(1) Proportionate share of Air Force Regulation 60-2 training, including completion of instrument checks due in March.

(2) Accomplishment of special missions directed by higher headquarters.

(3) Completion of standardization checks due in March.

(4) Completion of ninety (90) hours flying time for each non-combat ready crew during the training quarter ending in March.

(5) Completion of the quarterly SAC Regulation 50-8 requirements.

(6) Proficiency training for staff personnel.

b. Higher headquarters commitments for March are as follows:

(1) "Sign Board"

c. The allocated flying time for March is as follows:

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ODCT, Subj: Flying & Grd Tng for Mar 55

(1) KC-97F - 285 hours

(2) KC-97G - 350 hours

The allocated time cannot be underflown, but may be overflown by 5%. If additional flying time is required above the allowed 5%, it will be requested from Wing Operations not later than 18 March 1955.

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PART II. GROUND TRAINING PROGRAM

1. Off Base Commitments.

a. OQ Gunnery Training: Squadrons will schedule pilots to the Sahuarita Gunnery Range in accordance with the following schedule. Personnel will contact the CQ, 803d Operations Squadron, upon arrival at Davis-Monthan AFB, to arrange transportation to the range. Personnel report to Base Operations at 0900 hours on day preceeding scheduled date for transportation to Davis-Monthan AFB.

March	Each Bombardment Squadron
4	1
11	1
18	1
25	1

b. Advanced Survival: Advanced survival commitments are as follows. (Assignment of quotas to each bombardment squadron will be announced at a later date).

March	Conventional Course 90th Air Rflg Sqdn	Jet Course Bomb Wing
14	7	
31		6

c. Physiological Training: Squadrons are scheduled below for personnel to attend a one-day course at Mather AFB, California. All squadrons are reminded that personnel attending this course must have a current flight physical. Transportation will be arranged by the Wing Ground Training Officer. Squadrons will be advised on this at a later date.

March	328th	329th	330th	90ARS	93ARS	A&E	PMS	Base Flight
24	2	2	2	3	3	2	3	3

d. KC-97 Flight Simulator: Air refueling squadrons will schedule experienced crews as indicated below. Crew integrity must be maintained. Students carry current copies of SAC Manual 50-16 and T.O. 01-20-6 AN-1. Report to the OIC, KC-97 Flight Simulator, Building T-265, March AFB, California, no later than 0730 hours on Monday of scheduled week. Course length is five (5) days. Authority is: 15AF TWX DOTG 23598, 22 Dec 54.

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March	Squadron
7	93
14	90
21	93
28	90

2. Wing Level Schools:

a. Basic Survival Refresher: All combat crew personnel are required to complete a basic survival refresher course in the calendar year of 1955. (Personnel who have completed a basic survival course, or advanced survival course this year are not required to attend a basic refresher). Report to the Basic Survival School, Building T-171, at 0730 hours on scheduled dates. Course length is five (5) days.

March	328th	329th	330th	90ARS	93ARS
14	3	3	3	7	7

b. Instrument School: A five-day course will start 14 March. The location will be announced at a later date. All pilots whose instrument certificates expire within 90 days of that date will attend.

c. SAC Organizational Supply Refresher Course: This is a 5-day course, conducted in Building T-703. Company grade officers and airmen who have a primary or utilization AFSC in the supply career field, must complete this course. Classes are from 0900-1100 hours daily, of the scheduled week. Starting date for the March class is 14 March.

d. Power Unit Fire Guard School: This is for personnel who are required to appear on orders as qualified fire guards. Squadrons needing this training coordinate with the Base Fire Department.

e. Character Guidance Lectures: The Base Chaplain will conduct classes at the Base Theater as indicated below. All personnel are required to attend once each month. Officers and NCOs may be excused from this requirement if they are given a "moral leadership" talk, scheduled by the squadron commander.

Officers	-	0900	5 and 12 March
NCOs	-	0900	19 and 26 March
Airmen	-	1000	5, 12, 19 and 26 March

f. Block Training: Squadrons will schedule the number of personnel as shown in attachment to CAFB Regulation 50-1, 23 Dec 54. Administrative procedures are outlined in this regulation.

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g. Special Weapons: This training will be scheduled at a later date for crews who did not complete the required training during January and February.

h. Pre-Evaluation Training: Training schedule will be published as required by Wing Operations.

i. EWP Target Study: The schedule for March will be published at a later date.

j. K-System Training: This training, for newly assigned B-47 observers, has been published by ODCOB.

k. K-System Inflight Maintenance: Squadrons will schedule observers as indicated in Inclosure #8. Each observer will attend two hours per month. The A&E Squadron will submit a weekly attendance report to ODCT.

l. B-47 Flight Simulator: Alloted periods are in Inclosure #1. The emergency procedures course will be conducted on dates indicated in Inclosure #1.

m. T-2A Trainer: Alloted periods are given in Inclosure #3.

n. T-3 Trainer: Will be scheduled as required.

o. T-1A Trainer: Alloted periods are given in Inclosure #2.

p. T-4 Loran Trainer: Alloted periods are given in Inclosure #5. Two observers may be scheduled per period.

q. Instrument Trainers: Alloted periods are given in Inclosure #4.

r. Physical Conditioning: Alloted periods are given in Inclosures #6 and #7.

s. Pre-NCO Academy: A Pre-NCO Academy course of instruction will be conducted 14 through 25 March. Squadrons will be notified of quotas at a later date.

3. Squadron Level Training.

a. Flying Safety: Flying safety meetings will be conducted by squadron flying safety officers. All rated, or flying personnel, will attend at least 2 hours monthly; maintenance personnel, 1 hour monthly.

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ODCT, Subj: Flying & Grd Trng for Mar 1955

b. Commanders Call: "Commanders Call" is required once monthly. 93d Bombardment Wing Letter, Subject: Commanders Call, dated 27 October 1954, outlines the requirement.

BY ORDER OF THE COMMANDER:

SAM J. BYERLEY
Colonel, USAF
Director of Operations

9 Inclosures
1. B-47 Sim Scd
2. T-1A Tnr Scd
3. T-2A Tnr Scd
4. Inst Tnr Scd
5. T-4 Tnr Scd
6. Phys Cond Scd
7. Cmbt Meas Scd
8. K-Sys Tnr Scd
9. Tower Off Scd

DISTRIBUTION:

Comdr 93BW	- 2
328S	- 5
329S	- 5
330S	- 5
ODC	- 15
MDC	- 5
90ARS	- 5
93ARS	- 5
2dSSS	- 5
93PMS	- 3
93FMS	- 3
93AES	- 3
HSQ Wg	- 3
BOQ	- 2
BOQO	- 2
BOQA	- 13
4017S	- 5
Wg Hist.	- 4

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B-47 FLIGHT SIMULATOR

MARCH	0730-1130	1230-1630
9	330	328
10	329	330
11	328	329
14	330	328
15	329	330
16	328	329
17	330	328
18	329	330
21	328	329
22	330	328
23	329	330
24	328	329
25	330	328
28	329	330
29	328	329
30	330	328
31	329	330

EMERGENCY PROCEDURES COURSE

Each squadron will schedule one (1) crew on Monday of each week for ground school, and a simulator flight the following day. The balance of the required three (3) flights will be completed during regularly scheduled periods.

Captain Catlin will advise squadron operations officers of place of training weekly.

March	0730-1430
14	328-329-330
21	328-329-330
28	328-329-330

Incl #1

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T-1A TRAINER

Each bombardment squadron is alloted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Extension 294.

March	0800 & 0900	1000 & 1300	1400 & 1500
9	328	329	330
10	329	330	
11	330	328	329
14	328	329	330
15	329	330	328
16	330	328	329
17	328	329	330
18	329	330	328
21	330	328	329
22	328	329	330
23	329	330	328
24	328	329	330
25	329	330	328
28	330	328	329
29	328	329	330
30	329	330	328
31	330	328	329

Incl #2

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T-2A TRAINER SCHEDULE

OPEN PERIODS ARE AVAILABLE

March	0730-0930	0930-1130	1230-1430	1430-1630
9	330	328	329	330
10		329	330	328
11		330	328	329
14	330	328	329	330
15	328	329	330	328
16	330	328	329	329
17	328	329	330	328
18	329	330	328	329
21	330	328	329	330
22	329	330	328	328
23	329	330	328	329
24	330	328	329	330
25	328	329	330	328
28	329	330	328	329
29	330	329	328	330
30	328	329	330	328
31	329	328	330	329

Incl #3

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INSTRUMENT TRAINER SCHEDULE (C-11)

Squadron in the AM will utilize both trainers. The squadron in the PM will utilize one trainer for the entire afternoon. All pilots will get a minimum of two (2) hours per month. Periods are 0730-0930, 0930-1130, 1230-1430, 1430-1630.

March	AM	PM	March	AM	PM
9	328	329	21	329	330
10	330	328	22	328	329
11	329	330	23	330	328
14	328	329	24	329	330
15	330	328	25	328	329
16	329	330	28	330	328
17	328	329	29	329	330
18	330	328	30	328	329
			31	330	328

(C-8 and P-3)

Each squadron will utilize three trainers during assigned periods. Each pilot is to get a minimum of two (2) hours per month. Open periods are available.

March	AM	PM	March	AM	PM
1	SSS		7	SSS	
2		Base	8	93	Base
3		SSS	9	Base	
4	Base		10	93	SSS
11		90	21	Base	90
14	93	SSS	22	90	Base
15	90		23		Base
16	SSS	93	24		90
17	90	Base	25	90	93
18	93	SSS	28	93	90
			29		93
			30	90	
			31		93

Incl #4

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T-4 LORAN TRAINER

March	0800-1100	1300-1600
9		93
10	SSS	
11	93	90
14	SSS	93
15	90	
16	93	SSS
17	90	93
18	SSS	
21	93	90
22	90	93
23		90
24	90	SSS
25	90	93
28	SSS	90
29	93	
30	90	SSS
31		93

Incl #5

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute period. Personnel report with gym shorts and tennis shoes. Periods beginning at 0750, 0930 and 1250 required eight (8) personnel; those beginning at 0830, 1010 and 1330 require twelve (12) personnel. Staff personnel may attend the 1430-1530 period.

March	0750	0830	0930	1010	1250	1330
1						SSS
2				SSS		
3		SSS				
4		SSS				
7				SSS		
8						SSS
9		90	330	93	328	
10		90		93	329	SSS
11	328	93		90	330	
14	329	SSS		90		93
15	330	93	328			90
16		90	329	93	330	
17	329	93		SSS	328	90
18		90	330	93	329	
21		90		93		
22	328	93			329	93
23		90		93	330	
24	329	SSS	328	93		90
25	330	90		93		90
28		90	329		328	93
29	328	93	330	90		
30		93		90		
31	330	90	328		329	93

Incl #6

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a 15-hour course in combative measures. The 90th ARS and 2dSSS are to supply 9 crewmen for each period assigned; the 93d ARS will send 4 crewmen for each period assigned. The 328th, 329th and 330th Bomb Squadrons are to supply a minimum of 3 crewmen each for a total of 9 for each period indicated as BS.

March	0800	0900	1000	1400	1500
1				SSS	
2					
3	SSS				
4					SSS
7				SSS	
8		SSS			
9	93	BS	SSS		93
10	BS	90	BS	93	SSS
11	90	93		SSS	BS
14	93	90		BS	
15	SSS	BS	90	93	
1	BS	93	BS	90	
17	90	93			BS
18	93	SSS	90	BS	
21	BS	90	BS	93	
22	90	93	90	SSS	BS
23	93			BS	90
24		BS	93	90	
25	BS	90	BS	93	SSS
28	90	93	90	SSS	BS
29	BS	93	90		
30	BS	93	90		
31	BS	93	90		

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K-SYSTEM INFLIGHT MAINTENANCE SCHOOL

This school is conducted in Building T-25, A&E Squadron area. Four (4) observers from each bombardment squadron will be scheduled. The course is conducted on Mon-Wed-Fri, 0800-1000 hours, each week. A&E squadron submit a weekly attendance report to CDCT.

March	0800-1000
2	329
4	330
7	328
9	329
11	330
14	328
16	329
18	330
21	328
23	329
25	330
28	329
30	329

Incl #8

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TOWER OFFICER SCHEDULE FOR MARCH 1955

1. Tower officer assignment is for a 24-hour period and begins at 0800 daily.

2. The assigned tower officer will report to the Wing Flying Training Officer for briefing at 0730 on the day that he is scheduled for tower duty. The tower officer scheduled for Sunday will be briefed at 0730 on Saturday.

3. Bombardment squadrons are scheduled for tower officer assignment in accordance with the following schedule:

1 March	330th	17 March	328th
2 March	328th	18 March	329th
3 March	329th	19 March	330th
4 March	330th	20 March	328th
5 March	328th	21 March	329th
6 March	329th	22 March	330th
7 March	330th	23 March	328th
8 March	328th	24 March	329th
9 March	329th	25 March	330th
10 March	330th	26 March	328th
11 March	328th	27 March	329th
12 March	329th	28 March	330th
13 March	330th	29 March	328th
14 March	328th	30 March	329th
15 March	329th	31 March	330th
16 March	330th		

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
NUMBER 73) Castle Air Force Base, California
2 March 1955

TECHNICAL ORDER DISTRIBUTION AND COMPLIANCE PROCEDURES

1. PURPOSE: The purpose of this Maintenance Instruction Letter is to establish Technical Order distribution procedures required by SAC message DM3806, 17 Jan 55, Uncl and DM6568, 26 Jan 55, Uncl.

2. SCOPE: The provisions of this Maintenance Instruction Letter are applicable to the 2nd Strategic Support Squadron, Base Flight, Maintenance Control, 93d Bombardment Wing, 90th Air Rflg Sq and the Base Supply Officer.

3. PROCEDURES:

a. One copy of each Technical Order, except Immediate Action and Urgent Action Technical Orders, received pertaining to assigned aircraft will be forwarded by the Base Supply Officer to Maintenance Control, 93d Bombardment Wing (marked attention: Aircraft Records & TOC Unit), Engineering Officer, 2nd Strategic Support Squadron, Engineering Officer, Base Flight as applicable. Upon receipt of each Technical Order, the recipient organization will take one of the following actions:

(1) If no parts or kits are required, the Base Supply Officer will be notified in writing by the Aircraft Records and TOC Unit or the Engineering Officer of 2nd Strategic Support Squadron or Base Flight as appropriate to release all copies of the Technical Order for general distribution. The appropriate maintenance organization will schedule compliance with the Technical Order in accordance with maintenance directives and requirements.

(2) If the Technical Order is for information only or if the mofification is to be accomplished at the depot or modification center, the Technical Order will be returned to the Base Supply Officer indicating no action is required and distribution of the Technical Order is not necessary.

(3) If the Technical Order requires parts or kits and can be accomplished at base level, the Aircraft Records and TOC Unit or Engineering Officer of 2nd Strategic Support Squadron or Base Flight will place the required parts or kits on order in accordance with Section V, SAC Manual 65-2. Upon receipt of notification from the Service Unit that eighty (80) percent of the kits are on hand, the appropriate maintenance organization will notify the Base Supply Officer to effect general distribution of all copies of the Technical Order.

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b. Immediate Action, Grounding (Red Cross) and Urgent Action Technical Orders will be fully distributed upon receipt by the Base Supply Officer to preclude any delay in accomplishing necessary modification or inspection. Copies of Technical Orders not pertaining to aircraft or installed equipment will not be affected by this Maintenance Instruction Letter and will be distributed upon receipt.

c. The following are the only two categories of time compliance Technical Orders.

(1) "Outstanding Technical Orders".

(a) Immediate Action - Grounding (Red Cross).

(b) Urgent Action - which has become grounding (Red Cross) Technical Order.

(c) Routine Action Technical Order if no kit is required and time specified in Technical Order for compliance has expired or kit is required and time specified in Technical Order for compliance has expired after 80 percent of total kits required on base. Compliance time begins upon reaching 80 percent kit availability at base.

(2) "Not Due for Compliance" Technical Orders.

(a) Urgent Action Technical Orders which have not yet become grounding since period for compliance has not expired.

(b) Routine Action Technical Orders if no kit is required and time period for compliance has not expired.

(c) Routine Action Technical Orders if kit is required will be carried as "Not Due for Compliance" from time 80 percent of required kits are available until expiration of period specified in Technical order.

d. Only outstanding Technical Orders as defined above will be carried on AF Form 781, Part 2 and/or 3. Both outstanding and not due for compliance technical orders, as defined above, will be entered in AF 60 series forms. All other technical orders will not be entered in AF Form 60 series or AF Form 781 until they meet the requirements set forth above.

BY ORDER OF THE COMMANDER:

DISTRIBUTION "C"

MARTIN E. RILEY
Lt Col, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 84)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
10 Mar 55

SAFETY OF FLIGHT DISCREPANCIES
(This MIL supersedes MIL No. 84, 18 Jun 54; 84A, 22 Jul 54; 84B, 7 Oct 54; 84C, 9 Feb 55)

1. PURPOSE: To establish procedure for reporting safety of flight discrepancies.

2. SCOPE: Maintenance personnel of the 93d Bombardment Wing will be responsible for complying with the provisions of this directive as it may pertain to them.

3. GENERAL: Several recent aircraft accidents have been attributed to improper corrective action being initiated on safety of flight discrepancies recorded on Part II of DD Form 781. Close supervision to insure that positive corrective action has been taken to correct all safety of flight discrepancies is a most important phase of aircraft maintenance and can not be over-emphasized.

4. RESPONSIBILITY: Each individual or activity will be responsible to insure compliance with this directive as outlined below:

a. COMMANDERS OF ORGANIZATIONS POSSESSING AIRCRAFT: Responsible for insuring that supervisory maintenance personnel (Maintenance Officers, Line Chief, Flight Chiefs, as pertains to their respective scope of responsibility) daily examine and review the Part II of the DD Form 781 to insure that positive corrective action has been or is being taken on all safety of flight discrepancies prior to release for further flight of aircraft.

b. AIRCRAFT MAINTENANCE OFFICERS (FLIGHT LINE): Responsible for completing and reviewing the Safety of Flight Discrepancies Analysis Form (93BW Form 163), and forwarding same to the Maintenance Control Office (hand carry). Maintenance Officers will insure that Analysis Form is typed, if practicable. If not practicable to type, form will be prepared in neat, legible written form. (These forms are prepared for the personal attention of the Wing Commander). NOTE: 93BW Form may be requisitioned through Base Publications..

c. MAINTENANCE CONTROL OFFICER: Responsible for reviewing the Safety of Flight Discrepancies Analysis Forms and insuring that necessary corrective action has been or is being taken by flight line maintenance officers to properly correct all safety of flight discrepancies and/or recurring discrepancies before further flight of aircraft.

d. CHIEF OF MAINTENANCE: Responsible for reviewing the Safety of Flight Discrepancies Analysis Forms, and briefing the Wing Commander daily in accordance with 15AF message DM4P3 3154 dated 23 June 1953.

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5. PROCEDURES:

a. The Flight Line Maintenance Officer will insure that a Safety of Flight Discrepancy Analysis 93MBG Form 168 is completed for each aircraft that is scheduled for the following day. This report will be submitted regardless of whether or not a safety of flight malfunction has occurred. The analysis form will be completed and hand-carried to the Maintenance Control Officer not later than 1200 hours the day previous to the scheduled flight. The DD Form 781, Part II will be hand-carried to the Quality Control Section, Maintenance Control Unit, not later than 1200 hours the second day after a flight. Special attention will be given to recurring discrepancies. The Flight Line Maintenance Officer will insure that proper corrective action is entered on the Form 781, Part 2 and discrepancy sheet.

b. The Maintenance Control Officer will review the Safety of Flight Discrepancies Analysis Forms and insure that corrective action has been or is being taken to correct all safety of flight discrepancies or recurring discrepancies.

c. The Chief of Maintenance will brief the Wing Commander, in accordance with 15th AF message DMAP3 3154 dated 23 June 1953. In the absence of the Chief of Maintenance, the Maintenance Control Officer will brief the Wing Commander.

BY ORDER OF THE COMMANDER:

PETER J. HOWSK.
Major, USAF
Act Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 3)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
17 March 1955

POSTFLIGHT INSPECTION OF B-47 RADAR RADOME CONDITION
(This MIL supersedes MIL Nr 3, 14 Jan 54 and MIL Nr 53, 8 Sep 54)

1. PURPOSE: To establish a uniform procedure and guide for inspecting radomes.

2. RESPONSIBILITY: The AME Flight Line Maintenance Officer and Tactical Squadron Maintenance Officers are responsible for compliance with the content of this MIL.

3. PROCEDURES:

a. After each flight, AME specialist will lower and inspect the radomes for soft spots, damage, oil, hydraulic fluid, grease, moisture and obstruction of the drain hole.

b. In case a soft spot is located or the radome is damaged or soaked with oil or hydraulic fluid, the crew chief and AME supervisor will be notified immediately.

(1) The AME supervisor will inspect the radome to determine necessary action for cleaning or replacement.

(2) The crew chief will determine the source of the leak and take immediate corrective action. The new or cleaned radome will not be closed until it has been determined that the leak has been repaired.

(3) Necessary precautions will be exercised to prevent wind damage to the radome while open.

c. Soft spots of 200 square inches or more than three spots requires immediate replacement of the radome. When soft spots are noted a constant check will be made and a record maintained to note progression to insure removal when 200 square inches is reached. Past experience indicates that soft spots progress an average of 2 square inches per normal training mission. If soft spots are detected in neoprene covered radomes a MR will be submitted immediately.

d. If oil or hydraulic fluid is found in the radome it will be cleaned with either Toulene Spec Nr TT-T-584 or soap and water in accordance with TO 1B-47-387. After cleaning a thorough inspection will be made to determine penetration or deterioration.

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c. If excessive moisture is found, the radome will be dried, checked and processed in accordance with TO 1B-47-387 and 387A. In cases of slight amounts of moisture, the radome will be wiped dry and remain lowered until dry. During inclement weather, the radome will be dried and then closed.

f. Due caution will be exercised by ground crew members when removing the urine can and water drain screw which drains the forward compartment to prevent spillage of water and/or hydraulic fluid on the radome. If fluid contacts the rim of the radome it will seep into the structure since the rim is not protected against seepage.

BY ORDER OF THE COMMANDER:

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MARTIN E. KILEY
Lt Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 24)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of the Chief of Maintenance
Castle Air Force Base, California
25 March 1955

ARMAMENT-ELECTRONICS CALENDAR INSPECTION
(This MIL supersedes MIL Nr 24, 30 Dec 54)

1. PURPOSE: To establish responsibilities and procedures necessary for an effective calendar inspection of armament-electronics equipment.

2. REFERENCE: SAC Regulation 137-9.

3. RESPONSIBILITY: It is the responsibility of the 93d Armament and Electronics Maintenance Squadron Commander to insure compliance with the provisions of this directive and SAC Regulation 137-9 as pertains to the armament-electronics equipment contained within the 93d Bombardment Wing. It is the responsibility of the Commander of the Hq Sq Sec, 93d Air Base Group, 2d Stratetic Support Squadron and Base Supply Officer, to insure that the provisions of this directive and SAC Regulation 137-9 are complied with as pertains to armament-electronics equipment contained within their respective squadrons.

4. SCOPE: This directive is applicable to all airborne armament-electronics equipment with the exception of aircraft guns.

5. GENERAL: This system has already been implemented in this wing and the following procedures need only be set up to insure its continuance in a uniform manner.

6. PROCEDURES FOR 93D BOMBARDMENT WING: Procedures within the Armament-Electronics Maintenance Squadron are as follows:

a. Field Maintenance:

(1) Personnel of this branch complete the actual required inspection, alignment, lubrication or whatever may be required by the handbook or Tech Order concerning the particular piece of equipment.

(2) All equipment entering the field maintenance shops for routine repair will be checked for the "inspection due" date. If this date is within 30 days, the calendar inspection will be performed before the equipment is released from the shop.

(3) Upon completion of the calendar inspection a label or decal AF Stock #3700-387600 or equal, will be affixed with glyptol to the unit. This label will have on it the date that the next inspection is due, as determined from the current list maintained by the AGE Maintenance Squadron. No one other than field maintenance branch personnel will remove or alter the information on this label.

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b. Periodic Maintenance Branch: Personnel of this branch are responsible for the checking of armament-electronics equipment installed on aircraft being processed through the docks. They will remove and replace all equipment which is due for calendar inspection within 30 days as indicated by the date stamp.

c. Flight Line Branch: Personnel of this branch will check the date stamps on equipment whenever they perform maintenance on it to insure that items due for inspection within 30 days are replaced. Exception may be made to this procedure if the aircraft is scheduled for periodic maintenance within 15 days after the expiration of the date stamp.

d. Pre-Issue Section:

(1) This section will process through the AIE Field Maintenance branch shops as soon as practicable after receiving it, any unit requiring calendar inspection. This processing can be accomplished at the same time as the operational bench check normally given to units received from base supply.

(2) Equipment in this section will be reviewed twice each month and those items due for calendar inspection within 30 days will be processed for the necessary maintenance.

7. PROCEDURES FOR 2D STRATETIC SUPPORT SQUADRON: Commander of the 2d Strategic Support Squadron will initiate procedures to insure that SAC Regulation 137-9 is fully implemented. The facilities of the Field Maintenance Branch of the 93d Armament-Electronics Squadron may be used to support any maintenance beyond the capabilities of this squadron.

8. PROCEDURES FOR HQ SQ SEC, 93D AIR BASE GROUP: Commander of Hq Sq Sec, 93d Air Base Group will insure that all components utilized for trainers which are listed in attachment #1 will be forwarded to the Armament-Electronics Field Maintenance Section for initial calendar inspection and all subsequent calendar inspections when they become due.

9. PROCEDURES FOR BASE SUPPLY OFFICER: The Base Supply Officer will maintain a record of all items in F.A.K's which are listed on attachment #1. This record will indicate the date on which each item in F.A.K's is due a calendar inspection. A record of this type will prevent the necessity of digging into all F.A.K's in order to examine each item to determine if a calendar inspection is due. All items due a calendar inspection will be turned into Armament-Electronics Field Maintenance for inspection.

10. PROCEDURE FOR MAINTENANCE QUALITY CONTROL AND STANDARDIZATION TEAMS. MQC and MST will perform periodic inspections of each responsible organization listed in paragraph 3 above in order to determine if the contents of SAC Regulation 137-9 is fully implemented and that all procedures are standard within the 93d Bomb Wing.

BY ORDER OF THE COMMANDER:

Calvin A. Williams

1 Atchmt (Insp Items)

CALVIN A. WILLIAMS
Major, USAF
Act Chief of Maintenance

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CALENDAR INSPECTION TIME

ITEM	POSITION OF DATE ON ITEM	TIME
	C-3 AUTO PILOT	
B-18 AMPLIFIER	[illegible] CALIB PANEL	9 MONTHS
B-9 AMPLIFIER	TEST PANEL COVER	9 MONTHS
VERTICAL GYRO E-2	[illegible] PLATE	9 MONTHS
SERVOS [illegible]	BOTTOM OF CASE COVER	9 MONTHS
RUDDER AND ELEVATOR	[illegible] L. C. PLATE	9 MONTHS
FLIGHT CONTROLLER	PITCH TRIM WHEEL LEFT SIDE	9 MONTHS
E-1 REMOTE TURN CONTROLLER	LEFT SIDE	9 MONTHS
SERVO CONTROL	FRONT CASE	9 MONTHS
	E-1 AUTO PILOT	
A-1 AMPLIFIER	TOP	6 MONTHS
C-1 AMPLIFIER	FRONT	6 MONTHS
B-2 AMPLIFIER	TOP	6 MONTHS
	M-1 COMPASS	
M-1 AMPLIFIER	JUST ABOVE CANNON PLUGS	3 MONTHS
	CAMERA	
K-38 CASE DRIVE	BESIDE NAME PLATE ON BODY OF CAMERA	3 MONTHS
K-38 SHUTTER	NAME PLATE ON CONE	3 MONTHS
O-15 CAMERA	ABOVE RECORDING CHAMBER DOOR	4 MONTHS
P-8 CONTROL BOX	LOWER RIGHT HAND CORNER OF FACE	4 MONTHS
O-23 CAMERA	ABOVE RECORDING CHAMBER DOOR	4 MONTHS
B-8A INTERVALOMETER	LOWER RIGHT HAND CORNER OF FACE	3 MONTHS
M-1 CONTROL BOX	UPPER CENTER OF FACE	4 MONTHS
	WEAPONS & RELEASE	
C-9 HOIST	FWD OF CENTER MOUNTING BRACKET	6 MONTHS
U-2 BOMB RACK	ABOVE NAME PLATE	6 MONTHS

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C-9 HOIST	LEFT OF NAME PLATE	6 MONTHS
	AUX RADAR	
APX-6	R.F. OF IF STRIP COVER	6 MONTHS
APN-76 (RT-114)	F OF AUTO TUNER SECTION	9 MONTHS
APN-12 (RT-114)	F OF AUTO TUNER SECTION	9 MONTHS
ID-169/APN-12	OF FRONT OVER CRT	9 MONTHS
R-65/APN	OVE R.F. CHANNEL SW	12 MONTHS
SN-59/APS-42	FRONT OVER NAME PLATE	6 MONTHS
RT-156/APS-42	FUSE BLOCK (ON SIDE)	6 MONTHS
IP-35/APS-42	CONTROLS, ON FORWARD SIDE	6 MONTHS
I-152/SCR-718	UNDER CRT	9 MONTHS
BC-788/SCR-718	LOWER FRONT UNDER INDICATOR PLUG	9 MONTHS
RT-275/APS-42A	ON SIDE NEAR SPARE FUSE BLOCK	6 MONTHS
SN-59A/APS-42A	UNDER FRONT OVER NAME PLATE	6 MONTHS
IP-217/APS-42A	NEXT TO CONTROLS ON FORWARD SIDE	6 MONTHS
AS-428A/APS-42A	FRONT OF BASE SECTION	6 MONTHS
C-818/APS-42A	PULSE DELAY CONTROL	12 MONTHS
IP-58/APN-70	BLOCK OF HIGH VOLTAGE SIGN ON TOP FRONT	6 MONTHS
R-277/APN-70	ABOVE "CLIM" MARKING ON LOWER RIGHT FRONT	6 MONTHS
CU-308	ON SIDE OF UNIT	6 MONTHS
APN-1	UPPER LEFT FRONT	6 MONTHS
	A-5 GUN/BOMB SYSTEM	
COMPUTER	ON R SIDE OF RANGE INPUT DIAL, ON COVER	9 MONTHS
GYRO DRIVE	FACING TOWARD FRONT OF A/C ON L SIDE OF LOWER FRONT OF BOTTOM COVER	12 MONTHS
RESOLVER	UNDER NAME PLATE ON COVER	9 MONTHS
CONTROL PANEL	ON FACE OF PANEL NEXT TO CENTER KNOB	12 MONTHS

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R.F. HEAD	ON TOP OF H.T COVER	3 MONTHS
MODUL.TOR	BACKSIDE OF H.T COV R	6 MONTHS
R.D.R CENTR.L		
M.IN CH.SSIS	ON LOWER SIDE OF M.IN CH.SSIS ON LEFT	12 MONTHS
LOW VOLT.GE RECTIFIER	ON TOP OF ALUMINUM SHIELD ON LEFT SIDE	6 MONTHS
SYNCHR.NIZER	NEXT TO ALARM SENSITIVITY ADJ R-417 ON R SIDE	6 MONTHS
INDIC.TOR CIRCUITS	ABOVE AND TO THE LEFT OF JIZZLE PHASE ADJ SCREW R-511	6 MONTHS
[illegible] CONTROL AMP	ON BOTTOM OF ALUMINUM SHIELD JUST ABOVE THE [illegible] ON L SIDE	6 MONTHS
[illegible] BOX	[illegible] ON LOWER L SIDE	12 MONTHS
[illegible] BOX	ON P.N.L O/ FRONT COVER	12 MONTHS
[illegible] CONTROL	ON BOTTOM OF COVER FOR SC.LE [illegible]	6 MONTHS
[illegible] CONTROL	UNDER [illegible] PL.TE	12 MONTHS
W[illegible]	ON [illegible] WAVE GUIDE ASSY TOWARD THE REAR	6 MONTHS
[illegible]	ON DISH OF ANTENNA	12 MONTHS
[illegible]	EACH SIDE OF BOX TOWARD THE TAIL	6 MONTHS
AC VOLT.GE REGUL.TOR	ON [illegible] TOWARD THE TAIL	6 MONTHS
SERVO AMPLIFIER	ON FACE OF COVER	6 MONTHS
TARGET DRIVE MOTORS AZ & EL, IN DOCKS	UNDER METAL PLATE	6 MONTHS
[illegible]PLIDYNES AZ & EL	UNDER [illegible] CONNECTOR ON CAP	9 MONTHS
COMPRESSED AIR SYSTEM	VISUAL INSP IN DOCKS, REMOVE ONLY WHEN FAULTY	
	RADIO	
[illegible]-26	REMOTE CONTROL PANEL	3 MONTHS
AM-300	FRONT PANEL ON/OFF SW	3 MONTHS
DE-323/[illegible]IC	TOP	3 MONTHS

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DY-76/AIC-10	TOP END PLUG IN SIDE	9 MONTHS
DY-77/AIC-10	TOP END PLUG IN SIDE	12 MONTHS
R-77/ARC-3	FRONT CRYSTAL COMPARTMENT COVERS	3 MONTHS
T-67/ARC-3	FRONT LOWER RIGHT SIDE	3 MONTHS
J-68/ARC-3	TOP RIGHT SIDE FILTER	3 MONTHS
DY-21/ARC-3	TOP	3 MONTHS
DY-22/ARC-3	TOP	3 MONTHS
C-626/[illegible] 27	UPPER FRONT RIGHT CORNER	6 MONTHS
[illegible] 27	FRONT ABOVE NAME PLATE	45 DAYS
[illegible]	[illegible] ABOVE NAME PLATE	6 MONTHS
R [illegible]-12	[illegible] FRONT SIDE	12 MONTHS
R-25[illegible]/ARN-14	FRONT VENTILATOR COVER	3 MONTHS
R-540/ARN-14	FRONT [illegible]	3 MONTHS
DY-[illegible]/ARN-14	FRONT ABOVE HANDLE	9 MONTHS
DY-[illegible]/ARN-14	FRONT ABOVE HANDLE	45 DAYS
R-[illegible]/ARN-18	FRONT APP COVER	6 MONTHS
T-47/ART-13	CENTER BELOW OSC	6 MONTHS
T-47[illegible]/ART-13	CENTER BELOW OSC	6 MONTHS
DY-17(2[illegible])/ART-13	TOP	6 MONTHS
BC-348	RIGHT OF TUNING DIAL TOP	9 MONTHS
BC-454	ABOVE TUNING SHAFT R R/H SIDE	9 MONTHS
RT-128/ARC-21	BENEATH NAME PLATE	6 MONTHS
PP-298/ARC-21	ON SIDE AFT PLUG J-1702	6 MONTHS
C-45C ARC-21	ON PRE-SELECT DOORFRONT	12 MONTHS
C-451/ARC-21	BACK SIDE	12 MONTHS
18S-4	BENEATH NAME PLATE ON FRONT	3 MONTHS
180L-2	FRONT SIDE LEFT OF HANDLE	3 MONTHS

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CALENDAR INSPECTION TIME FOR "K" SYSTEMS

TRACKING COMPUTER	LEFT OF CABLE 116	6 MONTHS
INDICATOR	LEFT SIDE BELOW BIAS KNOB	6 MONTHS
RT-124	ON TOP COVER (FACES DOWN) ON LEFT OF CABLE NUMB R 11	6 MONTHS
MD-152	BELOW AND LEFT OF CABLE 12	6 MONTHS
PP-259	LEFT SIDE (SIDE SHOWING FROM PASSAGE)	12 MONTHS
POWER CONVERTER	TO LEFT OF CABLE AND ABOVE WORD CAUTION	12 MONTHS
SN-47	FRONT COVER	6 MONTHS
SN-57	LEFT OF NAME PLATE	6 MONTHS
AS-361 (ANTENNA)	BELOW AND LEFT OF NAME PLATE	12 MONTHS
C-413	RIGHT OF RANGE KNOB	12 MONTHS
AM-193	RIGHT SIDE	12 MONTHS
PERISCOPE DESICCATOR	TOP OF FILTER CAN	6 MONTHS
COORDINATE CONVERTER B-1	ANYWHERE NEAR NAME PLATE	6 MONTHS
COOR CON POWER SUP B-1	ANYWHERE NEAR NAME PLATE	6 MONTHS
MK-65	FRONT	12 MONTHS
METER UNIT	TOP	12 MONTHS
STAB UNIT & GYRO ASSY	TOP	12 MONTHS
A-1 POWER SUPPLIES	FRONT COVER	12 MONTHS
PP-352	FRONT COVER	12 MONTHS
PP-353	FRONT COVER UPPER LEFT CORNER	12 MONTHS
PLUG-IN AMPLIFIERS	FRONT	6 MONTHS

AS OF OCTOBER 1954

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 2)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
29 March 1955

AIRCRAFT AND GROUND EQUIPMENT FIRE EXTINGUISHERS

1. PURPOSE: The purpose of this MIL is to establish procedures for inspection of aircraft and ground equipment fire extinguishers.

2. SCOPE: The provisions of this MIL are applicable to all maintenance activities on Castle Air Force Base.

3. PROCEDURES:

a. All fire extinguishers, CO2, A-20, installed CO2 bottles etc., will be routed to the fire station for refilling, weighing, or minor repair prior to placing a requisition to the service unit.

b. If the extinguishers can be repaired or refilled, the same item will be placed in use on aircraft equipment from which removed.

c. If the item cannot be repaired or refilled, it will be returned to the line after a Form 50D or Form 50E has been signed by the Fire Station Inspector and a request will then be submitted to the Service Unit by the responsible organization. When the new item is received, the reparable or condemned item will be turned into reparable processing, Building T-47, for a credit receipt.

4. When an aircraft is being readied for flight on a maintenance priority 1A and time does not allow a bench check at the Fire Station, a requisition may be submitted for a like item prior to bench check.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
LT COL, USAF
Chief of Maintenance

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MAINTENANCE INFORMATION BULLETIN

93D BOMB WING
CASTLE AFB

NUMBER 3-55 10 MARCH 1955

"O" RING SEAL IDENTIFICATION

1. Reference (h) requested information on the color marking of "O" rings.

2. ANA Bulletin, dated 17 Mar 1953, gives in part the following information:

   All "O" rings will be identified as to their system usability by dots. A red dot indicates that the ring should be used in fuel systems only. A blue dot indicates that the ring is suitable for hydraulic systems only. A yellow dot indicates the ring should be used in oil systems only. Following the dot indicating system usage will appear two or more dots which have been assigned by the government to the manufacturer of the ring. The codes are read clockwise, left to right. Non-standard "O" rings are identified in the same manner except that a white dot precedes the other dots.

3. Former identification markings are listed below:

Ring	Identification
AN 6227 and AN6230 Packing and Gasket "O" Rings - Use for Hydraulic Systems	Two or more dots. A blue dot indicating conformance with MIL-P-5516 plus one or more colored dots to indicate the manufacturer.
AN6290 Gasket Straight Thread Tube Fitting, Boss - Use on Hydraulic Systems	Blue stripe 1/32 inch minimum width around entire outer circumference of ring.
AN123851 thru AN123950 Seal, "O" Ring - Oil Resistent	White stripe around 1/8 the outer circumference to indicate use with oil systems.

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Kits	Identification
AN[illegible]761 thru AN[illegible]770 Seal, "O" Ring -Fuel Resistant	Red stripe around 1/3 the outer circumference to indicate use with fuel systems.
MS29512, Gasket, Fuel Resistant, Straight Tube Thread Fitting, Boss	Red stripe approximately 1/32 inch wide around entire outer circumference of ring.
MS29513, Packing, "O" Ring Hydrocarbon Fuel Resistant (Formerly AN934)	Two or more dots. A red dot indicating conformance with MIL-P-4315 plus one or more colored dots to indicate the manufacturer.

DROP TANK DAMAGE

1. Two drop tanks were damaged at another activity by attempting to remove the tanks without completely defueling them. The damage was incurred to the tanks when they fell from the supporting dolly. The tanks fell from the dollies because the center of gravity was moved by the sloshing of fuel.

2. The dollies have separate controls for each supporting frame. This permits one end of the tank to be lowered or raised independently of the other. The above described damage was caused by one end of the tank being lowered, and the on-rush of fuel moved the center of gravity of the tank sufficiently to cause the tank to tip off the dolly.

3. There are instructions on the side of the dolly stating that only empty tanks should be handled. It is recommended that these instructions receive strict adherence.

LEAKAGE OF NAVIGATOR'S AND WING LIGHTING WINDOWS

1. There have been several instances of rain water entering the fuselage through the navigator's window installation, P/N 5-50502, and the wing lighting window installations P/N 5-59054,-1 and -2. The corrective action taken by this activity to stop the leakage has been to seal around the edge of the windows with BMS 5-16 sealant. The instructions in the Erection and Maintenance Handbook for window installation have been revised to use BMS 5-16 and will be reflected in the April 1955 revision of the handbook.

2. In addition, ECP 1969 B entitled "Revision of Method of Sealing Windshields and Windows" has been incorporated in production beginning with B-47E airplane serial number 53-546. At the present time no retrofit program has been recommended by the Contractor, but is to recommended that the remedial action taken heretofore be continued as necessary.

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FUEL QUANTITY GAUGE CALIBRATION

The approximate amounts of unavailable fuel in the tanks and therefore not indicated by fuel tank gauges are as follows:

Forward Main	87 to 100 pounds
Center Main	100 to 130 pounds
Aft Main	10 pounds
Bombay	20 to 30 pounds
Aft Auxiliary	150 to 200 pounds
Fwd Auxiliary	6 to 60 pounds

MATCHING OF AIRCRAFT TIRES

The question has arisen at this activity as to whether or not it is necessary to match tires of the same tread patterns. It is the opinion of the Contractor that this is not necessary and has no effect on the airframe provided the tires are alike in other respects.

A-5 FIRE CONTROL SYSTEM, COMPRESSED AIR SYSTEM SAFETY PRECAUTION

An airman at another activity was fatally injured as a result of using improper servicing procedures for the A-5 system high pressure air bottle. In addition, two other occurrences have resulted in near fatal accidents at other activities. In each of the cases, the crewman has removed the adapter chuck from the supply hose to make the attachment to the vent fitting. The connection of the air hose to the vent fitting results in pressurizing the RF head, modulator, and wave guide assembly to whatever pressure is available in the air hose. These units normally operate under 15 to 18 PSI pressure. The extreme pressurization results in the RF head blowing off with great force. It is recommended that all personnel at this activity who are involved in servicing this system be warned of the possible consequences of making the above described mistake.

PROPELLER REPLENISHING VALVE ICING

Closely associated with the blade seal leakage, and a subject which requires equal dissemination to flight crews to alert them of probable difficulties, is the possibility of failure of the propeller auxiliary oil replenishing valve. After an occurrence of excessive blade seal leakage the engineer of an airplane found that he could not get any replenishing action. It was later established that accumulations of moisture had frozen in this solenoid type replenishing valve making it inoperable. This condition attributed to an aircraft accident. The condition has been reported to the contractor and the sub-contractor involved and an Air Force Unsatisfactory Report was submitted by the activity investigating the accident.

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HYDRAULIC FLUID LOSS, AR SYSTEM

Several months past an inexplainable loss of several gallons of hydraulic fluid from the AR system of a KC-97G airplane was experienced in flight. The lost fluid was apparent around the Al panel and beneath the flooring of the lower compartments of this airplane. A thorough search of the airplane hydraulic plumbing did not reveal a cause for the fluid loss. A recent similar occurrence gave the explanation for this loss of fluid. It is possible for the person monitoring the Al panel to inadvertently strike the hydraulic reservoir drain valve and cause the loss of considerable fluid before he becomes aware of the situation. It is therefore recommended that all AC-97 airplanes have a one time inspection on the installation of drain valve, P/N [illegible], to insure that the valve is installed in such a manner that the handle will not be inadvertently moved to the open position. This problem is being locally resolved thorough action of the Maintenance Standardization Team.

ESCAPE HATCHES FREEZING CLOSED

Several crews operating KC-97 airplanes under cold weather conditions have reported their inability to open the escape hatches and sliding windows upon landing. The latching mechanism appears free and unlatches but the hatch cannot be removed due to ice accumulation around the aperature periphery. The contractor has been advised of this cold weather problem.

SURFACE CONTROL LOCK SEIZURE

Crews that operated the KC-97 under cold weather conditions have reported difficulty in freeing the surface control locks after the airplane has cold soaked for several hours. Heavy application of force on the cabin controls will eventually free the surfaces. The contractor has been advised of this cold weather problem.

J47 ENGINE OIL COOLERS

A few J47 engine oil coolers have been damaged because Clifford Mfg Co. oil cooler plugs are being used interchangeably with Airesearch plugs at the oil cooler drain boss. Because of the nature of their design these plugs are not interchangeable and will result in damaged threads and oil leaks at the drain fitting or internal damage in the form of rupture to the cooling tubes.

COMBUSTION CHAMBERS AND TRANSITION LINERS

It has been noticed that when combustion inner and outer chambers and transition liners are sent for rework to the sheet metal or welding shops, they are not always being returned and reinstalled in their previous aircraft and engine position. It appears that in a number of cases a part for part exchange is made at the repairing shops. Since the hot section components tend to mate and seal after usage it is suggested that they be reassembled together when feasible to help eliminate leaks.

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CAC MSG QUOTED FOR YOUR INFORMATION

/UNCLASSIFIED/ DOPS 13[illegible]. FLY SAFE MSG [illegible]-21. [illegible] MAJOR ACFT ACDTS, ONE MINOR ACFT ACDT AND NUMEROUS INCDTS HAVE OCCURRED WITHIN THIS COMD AS A RESULT OF TURBINE WHEEL FAILURES. ALL PLTS AND MAINT PERS INVOLVED IN THE OPERATION OF JET ENGS MUST AGAIN BE CAUTIONED ON THE ABSOLUTE NECESSITY FOR RECORDING EA CASE OF ENG OVERTEMPERATURE OPERATION. THIS IS NECESSARY FOR THEIR OWN SAFETY AS WELL AS FOR THE SAFETY OF ANYONE ELSE WHO WILL OPERATE THAT ENG. EXPERIENCE HAS PROVEN THAT THE PREDOMINANT CAUSE OF TURBINE ROTOR ASSY FAILURE IS OPERATION UNDER EXCESSIVE TEMPERATURE CONDITIONS. REQ THAT THE CONTENTS OF THIS MSG, PLUS THE ARTICLE "HOT STARTS" WHICH APPEARED IN THE JANUARY [illegible] ISSUE OF COMBAT CREW MAGAZINE, IMMEDIATELY BE BROUGHT TO THE ATTN OF ALL JET PLTS AND MAINT PERS UNDER YOUR COMD.

BT

[illegible]/2237Z FEB JEDMH

Peter J. Howska

PETER J. HOWSKA
Major, USAF
Act Chief of Maintenance

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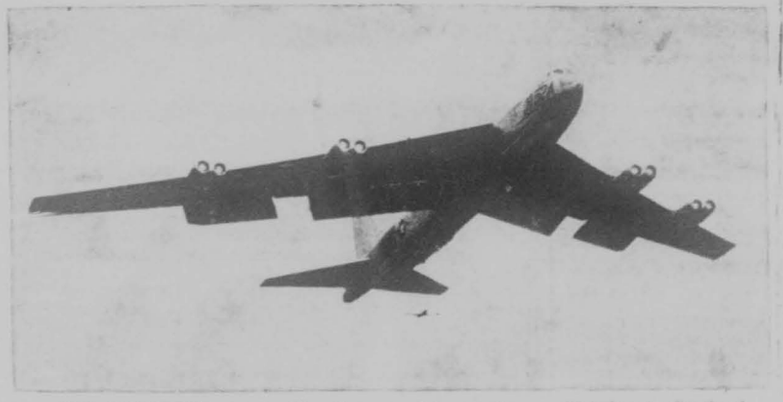
Castle To Receive Nation's 1st B-52s

175 Ton Stratofortress To Arrive This Spring

Secretary of the Air Force Harold E. Talbott announced Wednesday that Castle's 93d Bombardment Wing will be the first organization to be equipped with the new heavy jet bomber, the Boeing B-52 Stratofortress. Arrival of the B-52 at Castle is scheduled for the late spring.

The eight-jet, swept wing bomber was ordered into production by the Air Force in 1951, and the first prototype model, the YB-52, made its maiden voyage on April 15, 1952. Basic requirements for the B-52 had been set up by the Air Force as early as January, 1946.



BIG EIGHT-JET planes, like the one pictured above, will bring to Castle the distinction of being the first spot in the nation to be designated a B-52 Base. Just below the horizontal tail of the B-52, a Lockhead T-33 chase plane is seen. The large, four segment, wing flaps are seen in the takeoff position as the four landing gear doors are closing.

SPECIFICATIONS

The powerful bomber has a wingspan of 185 feet, with wings swept back 35 degrees. It is 159 feet long and has a tail 48 feet high.

Each of the Stratofortress' eight Pratt and Whitney J57 turbojet engines is rated in the 10,000 pound thrust class. Its gross take-off weight is over 350 pounds.

The giant bomber, successor to the jet-jet B-36, is designed to deliver super weapons and return safely over ranges of 3000 to 5000 miles, or with the aid of air to air refueling, to any spot on the globe from bases in the United States.

The huge ship cruises at better than 600 mph and has a service ceiling of over 50,000 feet. The Air Force describes the range of the B-52 as "very long." Other details of the intercontinental bomber, newest in the Strategic Air Command's expanding arsenal, remain classified.

Last August 5, the first production model, the B-52A, made its initial flight from the Boeing Airplane Company's Seattle plant where it was constructed.

This is the model which will be delivered this spring to Castle Air Force Base.

Castle crew members and maintenance personnel are attending B-52 specialists schools.

FLEET OF 300 DUE

Air headquarters said that, with full production of the swept wing intercontinental bombers now in sight, a fleet of more 300 B-52s should be in the air within two to three years. The first combat wing of thirty planes will be completed in less than a year.

In addition to production at Seattle, the giant bomber will soon be produced at the Boeing Wichita, Kan., division. The number of B-52s ordered has not been divulged by the Air Force.

Brig. Gen. William E. Eubank, Jr., commander of the 93d Bomb Wing, has already flown the new jet bomber. He accompanied Maj. Gen. Robert H. Terrill, deputy commander of the Fifteenth Air Force, on a test flight last fall when the two went through B-52 indoctrination at the Seattle plant.

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BIRTHDAY CAKE in honor of the Strategic Air Command's ninth anniversary last Monday is cut by Brig Gen. William E. Eubank, Jr. Joining the General in the cake-cutting ceremonies are, from left to right, Mayor Frank Arnold of Merced, Councilman Joseph MacDonald of Atwater and Lt. Col. Floyd R. Creasman, deputy base commander. (Photo by Assad, base photo lab).

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April 2, 1955

Contractor: Boeing Airplane Company
P.O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 31 March 1955.

TO: Commander
93rd Bombardment Wing (H)
Castle Air Force Base, California

1. Following is Technical Report for month ending 31 March 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. Classroom: Training was conducted on airplane operation, ground handling, carburetion, performance. Approximately 12 instructor hours were utilized in this instruction.

2. OJT: On Job Training was conducted daily as new and different problems arose. Training was conducted on Turbo Control System, Airframe and Control Systems, Aerial Refueling Systems, Hydraulic Systems and General Technical Information pertinent to the KC-97 airplane. Approximately 70 instructor hours were utilized in this instruction.

3. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 airplanes.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (H) sections which support the KC-97 airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits through expedited solutions to maintenance engineering, design, and operational problems thereby promoting increased utilization of the concerned airplanes.

2. It is estimated that the services of a KC-97 Boeing Field Service Engineer with the 93rd Bombardment Wing (H) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-518, For Month Ending 31 March 1955. KC-97 Airplanes.

V. EQUIPMENT MALFUNCTIONS:

1. Generator Failures: Bearing failures on Westinghouse generators with relatively low operating time have occurred in several instances during the past month. It is believed that the generator manufacturer is aware of the problem and that corrective action has been initiated on newly manufactured units. However, no field fix has been initiated, so installed units continue to fail creating unscheduled maintenance problems and in some cases, mission aborts. A reduced time change on the affected generators appears warranted if consistent failures persist.

2. Flexible Tube Assembly, Boom to Pod: An occasional failure of the flexible tube, P/N 91012, continues to occur. However, many of the assemblies are removed because of "soft spots" which the flight crews are prone to write-up. Contractor advises that wall flexure will [illegible] in this type of tube construction, and that "soft-spots" [illegible] be cause for tube rejection unless the liner or outer [illegible] shows evidence of cracking or abrasion. An improved tube assembly carrying the same part number as the ones [illegible] installed was placed in service at this station during the month. This new tube can be identified as lacking the 360 degree turn of reinforcing spring adjacent to the tube mounting flanges on either end, a red painted stripe on the side of the tube and a rubber covering over the reinforcing spring at each flange. The reinforcing spring goes immediately into equally spaced spirals from the mounting flanges on the improved tubes. It is believed that this new tube will alleviate the failure problem appreciably.

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Rich Operating Engines: During recent operation of locally assigned airplanes from fields where ground temperatures ranged approximately minus 5 to plus 15 degrees Fahrenheit, several reports of excessively rich running engines have been received. The richness was noted on engine start as evidenced by clouds of dense black exhaust and high fuel flow indication usually occurring on only one engine of an airplane but appearing on numerous airplanes. There was no reported fuel pressure fluctuations and primers were checked as functioning properly. Increased carburetor air temperatures or sustained induction air heating would not alleviate the problem. When heat was impinged directly upon the carburetor fuel regulator and fuel control units, the excessive richness was corrected. In some instances the richness did not re-occur in flight. However, some crews reported that after off-loading fuel and going into manual mixture adjustment the richness re-occurred. Mixture reportedly could be drawn almost to fuel cut-off before a drop in fuel flow and change in exhaust could be noted. In one instance the richness developed when changing from a cruise to climb power settin

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The fuel flow indication rose so rapidly and the engine discharged such heavy exhaust that a fuel line rupture was suspected therefore, the engine was feathered. Richness would re-occur on ground starts of the same engines after periods of cold soak (between operations) until heat was applied externally to the carburetors. Upon return of the airplanes to the home station, this over rich operation is not evidenced. The over-rich condition was corrected in some instances by removing and cleaning of the manual mixture control valve when it was noted to be binding. Some fuel flowmeters were found to be reading high and were removed and replaced. Carburetor fuel filters were removed and in some cases evidence of water noted. This led to a complete draining of the fuel section of the regulator and control units. Such action would cause the richness on engine starting to disappear for a distinct interval. The carburetors affected all had the split bleed orifice relocation incorporated and were parts list numbered [illegible] through -9. Participants in these missions where rich [illegible] encountered were inclined to believe that water content [illegible] fuel was the primary cause. However, lack of consistent richness across the board leads to speculation on the probability [illegible] water causing the noted condition. The most logical cause appears to be icing of the lower bleed orifice in the split bleed configuration. Icing of this lower bleed alone could give an approximate 10 % enrichment. The reason why manual leaning could not improve the trouble goes unexplained to date. The condition is open for further analysis and study.

2. Elevator Interchangeability: While changing control surfaces on an aircraft, the replacement set of elevators was noted to be out of symmetry, that is, when the left elevator faired with the trailing edge of the horizontal stabilizer the right elevator drooped 11/16 inches. This lead to a rather puzzling situation as the elevators are bolted securely to a common torque tube and there is no possible correcting adjustment without rework. It was concluded that a build up of tolerances in opposite directions had occurred. Another set of elevators was installed resulting in a satisfactory installation. Apparently through the removal and resurfacing of controls over an extended period of time an odd set of controls can show up on reinstallation.

3. Fuel Fumes From AR Boom: Recently missions have been prematurely concluded or cancelled because of fuel fumes entering the airplane from the vicinity of the tail cone during intervals of unpressurized flight. Accumulations of fuel have been found in the unpressurized tail cone compartment presumedly entering through drain holes. The source of fuel was traced to the lower forward boom fairing. Fuel could have accumulated at this point either from seal leakage or from inadvertent fuel spillage during the dump linkage check. Precautions have been instigated locally to preclude re-occurrence of these fumes.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For Month Ending 31 March 1955. KC-97 Airplanes.

4. Wiring Discrepancy, Jet Pump TOC: It was recently noted that two airplanes which had 1C-97(K)-51 accomplished at IRAN were incorrectly wired. This resulted in placing the battery on the DC bus (with battery switch off) whenever the fuel dump and the pump operators master switch were placed on. This resulted from incorrectly running wire P140B10 from pin N to the ruddevator anti-ice circuit breaker instead of as shown in figure 22 of the above noted TOC. Wire P140C12 was also incorrectly run from the fuel dump to the ruddevator anti-ice circuit breaker.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Take-Off Crosswinds: A question on the maximum allowable crosswind for take-off and landing was presented during the past month. Contractor advises that the crosswind correction chart, Figure A-37 of 1C-97(K)C(T)-1 will be revised shortly to include a note stipulating a 90 degree maximum landing crosswind component of 25 knots. This max[illegible] will be based on "no brakes" and "nose wheel steering inoperative". No information will be included on a maximum cross wind for take-off. However, consideration should be given towards having to make an emergency landing shortly after take-off when establishing take-off cross-wind maximums.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

IX. SPECIAL DEVELOPMENTS:

1. Solar Turbine APU Installation, KC-97: Approximately six weeks after installation of the Solar turbine it is noted that substantial corrosion of the airplane skin is occurring from the units exhaust trail. The corrosion starts as a three foot wide area at the exhaust outlet and extends back in a gradually narrowing spiral band to the boom pod. At this point where the gases impinge, the entire forward end of the pod is covered with speckled corrosion. Corrosion control is being effected at this station.

X. GENERAL REMARKS:

None.

Walter T. Hansen
Field Service Engineer
Boeing Airplane Company

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1 April 1955

CONTRACTOR: Boeing Airplane Company

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for the month ending 31 March 1955.

TO: Commander
93rd Bombardment Wing (H)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 31 March 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. J. HILL*
J. L. ROBISON

* E. J. HILL spent 21 March 1955 through 25 March 1955 at Wichita, Kansas for B-47 familiarization.

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane.

III. TRAINING ACTIVITIES:

1. The Boeing representatives assigned to this activity spent the major portion of their time during the period covered by this report conducting informal classroom and on-the-job training for maintenance and operations personnel. The subjects were of a wide and varied nature but, principally, consisted of correct maintenance and operation of the systems on the B-47 airplane. In addition a great deal of time was spent in teaching and demonstrating the use of equipment related to the B-47 airplane.

2. Numerous visits were made to the various sections of the wing and squadron organizations. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, squadron engineering officers, and other key personnel in the maintenance organizations, bomb squadrons, field maintenance, and armament and electronics section to provide assistance in solving problems related to the B-47 airplane and related equipment.

IV. UTILIZATION:

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance to maintenance and operational crews at this activity and to demonstrate and instruct in good maintenance practices

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for B-47 airplanes and related equipment. These representatives are available to all concerned on a 24 hour basis to assist and advise wherever possible toward getting the most efficient and safest utilization of the airplanes. In addition the representatives also provide a direct contact between the Contractor and using activity to facilitate the interchange of information which may be useful.

2. It is estimated that the services of the Boeing Technical Representatives will be required for the B-47 airplanes until two years after the beginning of Phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. Power Plant Hoisting Sling Assembly. There has been a failure of the subject sling, part number F65928, at this activity. The failure occurred at the two F65928-32 attaching links. The links failed through bolt holes for the attaching bolts. Similar failures have been reported from other using activities. In one of the reported failures an airman was injured.

The most probable cause of the links having failed is over loading of the sling while the engine is still on the airplane. When relieving pressure on the engine mount bolts by hoisting the engine, it is very easy to by-pass the no-load condition. The slings were designed for 8,700 pounds and have been proof loaded to 5,800 pounds. This proof load was established to be twice the normal working load of the sling.

However, to avoid future failures of these F65928-32 links, it is recommended that the links now in use which are made of 24ST-4 aluminum be replaced with similar links fabricated from 4130 normalized steel. The old links may be used as a pattern for the fabrication of the steel links. If further steps to prevent the subject failures are taken it is recommended that a scale be installed on the hoist used for engine changes.

2. Alternator Over-voltage Operation. An alternator, part number A 35A9118, was found at this activity to produce an over-voltage condition at high engine speeds even though the field relay was tripped. This condition is believed to be caused by residual magnetism in the field of the excitor generator. The voltage produced by the excitor generator is used for the field of the alternator. In this case it is believed that a field of sufficient intensity existed in the excitor generator to increase the field of the alternator until an over-voltage condition existed. This condition has been found on alternators at other activities.

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VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Drop Tank Side Strut Attachment Cartridge. Two cases of the subject cartridge becoming locked in the extended position has occurred at this activity. This locking is caused by the ball bearings within the cartridge becoming dislodged. The bearings are released when both the inner and outer cylinders are pulled out together. If the outer cylinder is held up when the inner cartridge is pulled down this locking action cannot occur.

The subject cartridge is changed on airplane serial numbers 52-508 and on. This change makes it impossible for this lockihg action to occur.

2. Use of 14 Ply Outrigger Tires. The B-47 technical orders 1B-47B-2 and 1B-47B-4 are being revised to specify the use of 14 ply outrigger tires for all B-47 type airplanes. Several cases of 12 ply tires blowing out have been reported by other activities. It is recommended that no more 12 ply tires be installed and that special emphasis be used to avoid installing 12 ply tires on airplanes with wing tanks installed.

3. Non-interchangeability of Bomb Bay Fuel Tank Boost Pumps. It has been brought to the attention of this office that there is a difference in the airplane wiring for the forward and aft bomb bay fuel tank boost pumps. This difference in wiring makes interchangeability of the pumps impossible unless the boost pump plug wiring is changed before installation.

The forward boost pump circuitry is wired correctly but the aft pump circuitry is wired so that the ground lead and power lead are crossed as compared to the forward pump. Special care should be taken when installing an aft pump to ensure that the wiring of the pump agrees with the airplane wiring.

The Contractor has recommended a technical order to revise the airplane wiring to agree with the standard pump wiring.

4. Deletion of Heated Vortex Generators. It has been brought to the attention of these representatives that heated vortex generators may now be replaced with non-heated generators. However, in order to do this, the heating wire should be disconnected from the terminal strip and taped to eliminate arcing of the loose terminal.

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The decision to delete heated vortex generators was brought about by flight tests performed by the Contractor. These flight tests demonstrated that non-heated type generators do not create hazardous flight operation during icing conditions.

The entire heating system has been deleted from future production airplanes by ECP 1943. The Contractor has recommended that a technical order be published to remove the heating provisions from airplanes now in service.

5. Oil Cap "O" Rings. It has been discovered on a few occasions that oil caps were ordered when replacement of the "O" rings on the old cap would have made a serviceable cap. The "O" ring part number for the top location is AN 6227-32 and for the bottom location is Parker Corp. number 1-1345-4-37. Part numbers for these "O" rings are not listed in T.O. 1B-47B-4. It is recommended that whenever these rings are available they be replaced if a serviceable cap will result.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Flaperon Pre-flight. It has been brought to the attention of these representatives that several flight crew members still make it a practice to push up on the trailing edge of the flaperon during pre-flight inspection. There is no justified reason for this test and it is possible to damage the flaperon control linkage by this action.

If, during the bleed-down operation of the flaperon accumulator, the flaperon linkage is released from the normally spilled position and allowed to snap to the unspilled position the flaperon disconnect unit becomes locked. When upward pressure is applied to the flaperon very large mechanical advantage exists on the movement of the control linkages. If the disconnect unit is locked, severe damage to the control linkage can result. In view of this possibility it is recommended that this portion of the pre-flight be omitted.

2. Fuel Vent Spillage. A few instances of fuel being found in the aft fuselage compartments and on the bottom of the fuselage have occurred at this activity. This problem has been much more prevalent at some of the other B-47 activities. Considerable flight testing and research has been done by the Contractor to determine the origin and the cause of spillage of this fuel.

The latest and most important discovery for the cause of this fuel spillage is expansion of air suspended in the fuel during climb after take-off. The theory behind this discovery is that a certain amount of air is constantly

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suspended in the fuel. During climb to lower barometric pressures the air expands and escapes through the vents. If the boost pumps are turned on during this exit of air a large amount of air will be discharged at once and will cause foaming of the fuel causing it to spill out of the vents for a short period of time.

The auxiliary tanks were proven to be the main offenders because the boost pumps are not normally turned on in these tanks until cruise altitude has been reached. It was found to be possible to eliminate this spillage by turning on the boost pumps in the auxiliary tanks and leaving the "Aux Fuel to Engine" switch off before take-off throughout climb. It has been recommended that the fuel management procedures be modified to include this step.

3. Navigator's Seat Ejection Sequence. A recent accident at another activity pointed out the possibility of the navigator's being misled by the alarm bell during the ejection sequence. The specified procedure for preparation for bail out is three short rings on the alarm bell. Upon this signal the navigator was instructed to prepare himself for ejection which included unlocking and raising the leg guards. This action depressurizes the cabin and causes continuous ringing of the alarm bell.

It is believed in the above mentioned case that this continuous ringing was mistaken for the ejection signal which is normally one long ring of the alarm bell. It is believed by the Contractor that the preparation for ejection should stop short of the raising of the leg guards. This precaution would prevent needless ejection if the airplane was brought back under control after the initial signal for ejection preparation was given. The additional time required for actual ejection to unlock and raise the leg guards is believed to be very slight.

4. Reduction in Minimum Airspeed For Maintaining Engine Anti-icing. Safety of Flight supplement 1B-47E-1R reduces the minimum airspeed from 250 knots to 200 knots for maintaining engine anti-icing. The change to 200 knots was made at the request of WADC who suggested that 250 knots was generally applicable to jet aircraft while 200 knots was more applicable to the B-47. This is due to the higher efficiency of the engine air inlets of the B-47.

5. Low Temperature Operation. The Flight Handbook, 1B-47E-1, in the cold weather operation section makes the statement that at extremely low temperatures it may be possible to exceed EGT limitation before obtaining one hundred per cent engine RPM. The question has arisen as to

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whether or not full rated thrust would be realized under these conditions. It is pointed out by the Contractor that operation for long periods of time at these temperatures without re-tabbing the engines is not recommended. However, for one-time operation it may be feasible to take off without re-tabbing the engines. If a take-off of this nature is attempted the power setting should be held to a point where the EGT would not exceed 695 degrees C. Under these conditions the aircraft commander can be assured of more than normal standard day engine thrust.

VIII. SPECIAL DEVELOPMENTS:

1. Monthly Technical Report, dated 1 March 1955, described a condition wherein fuel is being found in the parachute compartments of the subject tanks. This report stated that fuel from the tank vent re-enters the tank cavity around the tail cone seal. Another possible point of entrance of this fuel into the parachute compartment has been brought to light. This point is the recess where the aide strut cable conduit enters the parachute compartment. The Contractor has initiated SECP 2626 T.O. which will seal the recess.

2. Water Injection Operation. Monthly Technical Report, dated 1 March 1955, pointed out that the restriction on water injection operation had been lifted on B-47 airplanes with 450 to 500 pounds per minute flow.

In an effort to prepare [illegible] airplanes assigned to this activity for 650 pounds per minute flow water injection, technical orders 1B-47-469 and 2J-J47-312 are being complied with on many of the airplanes assigned to this activity. A great deal of difficulty has been experienced by the Contractor during 650 pound per minute flow water injection operation.

As a result of the difficulty encountered, Safety of Flight Supplement, 1B-47E-1Z, was issued to restrict operation with water injection until technical orders 1B-47-445, 1B-47-469, 2J-J47-312, and 1B-47-745 were complied with. Technical Order 1B-47-445 establishes an operable 450 pound per minute system. Technical Order 1B-47-469 modifies the water pumps by replacing air orifice plates, part numbers 3-56681-509 and -510, with orifice plates numbers 3-56681-511 and -512. Technical Order 2J-J47-312 removes the water orifice, part number 164A791 and installs low pressure drop water nozzles. An airplane with these three technical orders complied with is capable of 650 pounds per minute flow water injection operation.

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Technical Order 13-47-746 is to be issued in the near future for the purpose of returning the airplanes to a 450 pounds per minute flow configuration. The purpose of this technical order will be to provide airplanes for water injection operation training. It is recommended that as many as possible of the 3-56681-509 and -510 air orifices and 164A791 water orifices be retained for re-installation in accordance with this technical order if the decision is made to return to the 450 pounds per minute configuration.

At the present time the Contractor is conducting a water injection test program to try to determine the cause of the difficulty encountered with 650 pounds per minute flow operation. In addition, the airplanes being delivered are being run once at 650 pounds per minute flow for tabbing purposes. Tabbing is permissable under the present restrictions, but a very thorough inspection of the engine compressor section for blade interference is being performed on each engine after tabbing.

E. J. Hill

E. J. Hill
Technical Representative
Boeing Aircraft Company

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Subject: Monthly Technical Report 1 April 1955

Contractor: General Electric Co.
Aircraft Gas Turbine Division
Evendale, Ohio

To: Commander
93rd Bomb Wing
Castle AFB, Calif.

Reference: Air Force Regulation 66-18
RCS 3AMC-U19 (SAC-1)

The following is the Technical Report for the month ending 31 March 1955. Submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. Submitted: James W. Anderson

II. Equipment: J47-GE-25, J47-ST-25, J47-[illegible] Turbo-jet Engines and the BH4-B1 Turbo Superchargers.

III. Training Activities:

1. Informal classroom instruction consisted of 24 instructor hours spent with personnel of minor repair, periodic maintenance and engine build-up. Instruction was given on assembly proceedures, maintenance and trouble shooting.

2. Approximately 80 hours was spent in direct contact with flight line maintenance engineering and unit change personnel. Instruction consisted of OJT on trouble shooting maintenance practices, engine conditioning and engine operation. In addition 10 hours were spent with various sections of the office of the chief of maintenance during which time advice was given concerning maintenance difficulties that have arisen.

IV. Utilization:

1. It is the intent and purpose of the General Electric technical representative to provide technical assistance and instruction in the proper maintenance and operation of the J47 turbo-jet engine and the General Electric turbosupercharger and to provide a direct contact between the contractor and the using activity.

2. The services of one General Electric technical representative will be required for the completion of Phase II.

V. Equipment Malfunctions:

1. The following listed engines were removed from aircraft this month because of compressor nicks and dents beyond

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V. continued:

the repairable limits of minor repair. These engines were sent to overhaul, other engines were installed and the aircraft were returned to flight status.

Engine#	Model	Time	Pos.	A/C
076-961	J47-GE-25	152:00	6	52-450
701-938	J47-ST-25	287:50	6	52-475
077-567	J47-GE-25	335:50	2	52-510
702-078	J47-ST-25	265:05	2	52-471
702-931	J47-ST-25	266:55	6	52-461

2. Engine# 702-372, Model J47-ST-25, Time 367:15, Pos.#2 A/C 52-459. This engine was removed from the aircraft because of a severe compressor seizure during flight. It was reported by the flight crew that shortly after an IFR they noticed a deep gash in the 12 o'clock position of the nose cowling on this engine. It was suspected that some object had fallen from the refueling aircraft and struck the cowling. This engine performed normally for a continued six hours of flight after which a sudden seizure occurred. After landing the engine was removed and inspected, the compressor rotor and stator blade damage was extensive and necessitated the return of this engine to overhaul. Due to the condition of the rotor and stator blades the compressor casing was not removed for further inspection as it was probable that it could not be reassembled for return to overhaul. Another engine was installed and the aircraft was returned to a flyable status.
It is this representatives opinion that some object had fallen from the refueling aircraft and after striking the nose cowling had wedged itself in the air guide section and eventually entered the compressor. A request has been made to the General Electric representative at OCAMA to follow the teardown of this engine and advise me as to his findings.

3. Engine# 702-044, Model J47-ST-25, Time 263:50, Pos.# 5, A/C 52-456. It was reported that on 3 consecutive flights considerable vibration could be felt in the throttles of this engine. The engine was run through various throttle settings up to 100% rpm and there was no visible evidence of vibration. However a slight vibration could be felt in the compressor rear frame. No vibration was felt on either the pilot or copilots throttles. Occassionally the #4 engine hydraulic pump will cause an engine vibration so this engine was runup and checked for vibration, none was evidenced. Both engines were runup together to see if a harmonic vibration was occurring and again there was no vibration evidenced. On the next flight the pilot was requested to isolate the vibration to one engine by changing

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V. continued:

power settings on #4 and #5. They reported that #5 engine definitely was the vibrator. Due to the fact that the only evidence of vibration that could be found was in th area of the #2 bearing this engine was returned to overhaul. Another engine was installed and subsequent flight was satisfactory in that vibration had been eliminated.

4. Engine# 062-190, Model J47-GE-25, Time 112:15, Pos.#2, A/C 52-438. In compliance with TO 2J-J47-312 it was noted that there was excessive oil coming from the #2 air-oil seal and the turbine frame vents. The turbine casing drain assembly was disassembled and it was found that the gasket was intact and the screen was clean. The ejector drain line from the turbine casing drain assembly to the ejector assembly was free of obstruction. The turbine frame breather was found to be in an operable condition. Since there was no malfunction found which would lead to a loss of the negative pressure in the turbine frame it was decided to remove this engine for further inspection. Another engine was installed and the aircraft was returned to flight status.

5. Engine# 700-749, Model J47-ST-25, Time 00:00, Pos.#1, A/C 52-459. During conditioning of this newly installed engine it was found that 32% rpm was the maximum obtainable when the throttle was advanced to the 100% position. The fuel flow and egt were normal for this rpm. The flow divider piston was removed and investigated for signs of galling and none was found. The main fuel regulator was reprimed and the engine was runup, 32% rpm again was all that could be obtained. The main fuel regulator was then suspected of malfunctioning in the governor section so it was replaced. Subsequent runup was satisfactory.

6. Engine# 25-1156, Model J47-FM-25, Time 257:10, Pos.#6, A/C 52-482. During climb to altitude it was reported that rpm fell off to approximately 80%. Fuel flow and egt were within limits for this rpm. After landing engine was ground checked and found to operate normally. The altitude compensating section of the main fuel regulator was suspected of failing so the regulator was changed. Subsequent flight at altitude was reported as satisfactory.

VI. Maintenance Engineering Difficulties Encountered:

1. Spraying of the compressor inlet guide vanes, to control corrosion has resulted in an unsatisfactory condition in that the paint is getting onto the compressor rotor and stator blades. This can result in affecting the balance of the rotor, also any rotor or stator blades that have previously minor repaired and dye marked can no longer

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VI. continued:

be identified. It is suggested that painting of the inlet guide vanes be done by brush until such time that a method is devised to protect the rotor and stator blad

2. Recently difficulty was encountered in determining the cause of fluctuating and eventual loss of lube oil pressure on an engine. All engine components and the lube oil tank and associated lines were inspected; there was no evidence of a failure, restriction or obstruction in the system. The engine was removed from the aircraft and ru on a test stand with a direct reading gauge installed a the oil pressure transmitter. The results of this run was satisfactory in that lube oil pressure was normal fo all throttle settings. The lube oil lines from the tank to the engine were again inspected and it was found that the flex oil inlet hose had been kinked approximately 3" from the connector for the engine oil tube assembly. This distortion of the hose could be caused by bending the hose on to small a radius and thereby weakening the walls. It is suggested that a periodic inspection be made of the fuel and lube oil lines also it is suggested that particular attention be paid to insure that these lines are in the clear when an engine is changed.

VII. Operational difficulties encountered:

N Comment

VIII. Special Developments:

No comment

IX. General Remarks:

1. It has been reported at other activities that there is a possibility that we might run across some undrilled large slot manifold connectors P/N 1240832. This can best be recognized by engine conditioning as engine acceleration runs will probably result in excessively long throttle burst time. Adjustment of the trimmer valve will have no effect. In the event that the above condition should occur it is suggested tube assembly P/N 414B111 be disconnected from the large slot manifold connector P/N 1240832 and examination be made of the connector to determine if the 0.175/0169" dia. hole has been drilled.

James W. Anderson
General Electric
Representative

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MONTHLY TECHNICAL REPORT
Ref. (AFR 66-18)

Contractor, American Mach & Foundry (2)

Subject: Monthly Technical Report, RCS 3 AMC. U19 for month Ending: 3/31/55

To; The Commander
93d Bomb Wing (H)
Castle Air Force Base,
California

1. Following is Technical Report for the month ending 3/31/55, submitted in accordance with AFR 66-18 and AFR Reg. 66-4.

I. Submitted by A.O. Brodie, Jr.
American Machine & Foundry Co.
1085 Commonwealth Ave.
Boston, 15, Mass.

II. Equipment: AN/APQ T2A

III. Training Activities;

a. Training Activities: 40 hour O.J.T. on training malfunction.

IV. Utilization:

1. Brief Description of Duties;

2. I estimate services of A.O. Brodie, Jr. can be terminated on or about, 7/31/55.

Equipment Malfunctions: TRACKER

1. Detail; Failure of Constant speed motor in A-L-A Tracking Computer.

2. Action to establish fixes: Replace faulty constant speed motor in A-L-A Tracking Computer.

a. Known fixes for production items: As the above mentioned item is a component part of the A-L-A computer system, the submission of a U.R. on this item, is prepared by the Base A & E Shops.

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SUBJECT: Monthly Technical Report, RCS; 3 AMC-U19 for month Ending, 3/31/55.

VI. Maintenance Difficulties Encountered.

1. Detail: Fluctuating D.C. Voltage on the output from D.C. generator #452

2. Recommendations: The seating of the brushes on this generator be checked for possible glazing of the commutator.

3. Action taken to correct. Cleaned and reseated brushes to eliminate voltage fluctuations.

VII. Operational Difficulties Encountered:

1. Detail: Presence of heavy spoking at 60 degrees heading on the radar indicators.

2. Recommendations: Slip rings on Sontenna be inspected at regular intervals for looseness or presence of carbon.

3. Action taken to correct: Repositioned Sontenna slip ring brushes to eliminate spoking.

VIII. Supply Problems Precluding Effective Maintenance Engineering Performance. None

IX. Special Developments:

At this present time this trailer is being prepared for its conversion for the B/52 program as this base will be using the new configuration and Aircraft.

X. General Developments: None

(Signed) [signature]

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CONTRACTOR: Avion, Inc.,
56-15 Northern Boulevard,
Woodside, 77, N. Y.

SUBJECT: Monthly Technical Report,
DCN: 3-MC-019, for Month
ending 31 March 1955.

TO: COMMANDER,
93rd Bomb Wing (H),
Castle Air Force Base,
Merced, Calif.

1. The following Technical Report for the month ending 31 March 1955 is submitted in accordance with AFP 55-10 and SAC Reg 55-4.

I. SUBMITTED BY: Wilson H. Tevdt.

II. EQUIPMENT: Avion Fuel Quantity Systems for MC-97 and B-47 aircraft.

III. TRAINING ACTIVITIES:

1. There was no classroom instruction given.

2. Approximately seventy-five hours were devoted to OJT on maintenance procedure shooting and operation of fuel quantity systems used on B-47 and MC-97 aircraft.

IV. UTILIZATION:

1. It is the intention of the Field Engineer assigned to provide any assistance and training to aid in the proper maintenance and operation of the Avion Fuel Quantity Systems, and to provide a direct contact between contractor and using activity.

2. It is estimated that the services of Avion Field Service Engineer for MC-97 and B-47 aircraft can be terminated on or about 30 June 1955.

V. EQUIPMENT MALFUNCTIONS:

1. Two fuel quantity amplifiers and one fuel quantity indicator failed in service.

2. These units were replaced with serviceable units. The defective units were sent to Depot for inspection and repair.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19,
for month ending 31 March 1955.
Avien, Inc.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. There were no serious maintenance-engineering difficulties encountered.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. There were no major difficulties encountered with the Avien Fuel Quantity Systems.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE-ENGINEERING PERFORMANCE:

1. None.

IX. SPECIAL DEVELOPMENTS:

1. None.

X. GENERAL REMARKS:

1. None.

Wilson H. Heydt, Tech Rep.
Avien, Inc.

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CONTRACTOR: Crosley Division of AVCO
Evendale Plant #8 - Box 116
Cincinnati 15, Ohio

1 April 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19, for month ending 31 March 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is the Technical Representative Report for month ending 31 March 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes - Senior Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47 Aircraft

III. TRAINING ACTIVITIES:

1. The training for the month consisted of sixty (60) hours of formal classroom training and seventy (70) hours of OJT. About seventy (70) percent of the OJT was given to Flight Line Maintenance personnel.

2. The packaged AFSC 32350 OJT program was completed during the past period. Of the fifteen (15) people completing the program, fourteen (14) passed the AFSC 32350 examination. The personnel that successfully completed both the training course and the examination are to elevated to a skill level of AFSC 32350.

3. At present there are five (5) airmen in 93d A&E Squadron Gunnery Section that have not attained a skill level of AFSC 32350. A training program has commenced in an effort to assist these airmen to attain this skill level.

IV. UTILIZATION:

1. Field Service Engineers stationed at Castle AFB, Calif for administration and instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO.

2. In accordance with SAC Regulation 66-4, Technical Services of Contractor Technicians will be required through Phases I, II, and III of the B-47 program. At present this wing is forty (40) precent through Phase II.

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SUBJ: Monthly Report for month ending 31 March 1955 (Cont'd)

V. EQUIPMENT MALFUNCTIONS:

1. A total of eight (8) malfunctions were recorded this past month. This is unusually low compared to an average for a typical month. The number of Gunnery Missions flown for the same period was more than average, therefore the low number of malfunctions indicates that the overall maintenance of equipment has improved. Malfunctions for the month are as follows:

FAULTY PART	LOCATION	NUMBER OF EACH
1. Tube 2050 (V-709)	Antenna Cont. Amp.	1
2. Tube 6AS6 (V-1704)	A.F.C. Strip	1
3. Tube 6J6 (V-501)	Indicator Circuits	1
4. Magnetron (V-1702)	R.F. Head	1
5. Resistor R-925	Computer Power Assy.	1
6. Tube 12AT7 (V-104)	Computer Servo Amp	1
7. TDM Brush Spring	Turret	1
8. Transformer (T-901)	Antenna Cont. Amp.	1

VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. Early in this period one of the two (2) required Harmonization Kits arrived. Instruction in proper Harmonization procedure was given to personnel who are to be performing this task in the Aircraft Maintenance Docks. Harmonization is now being conducted on each aircraft as it passes through the Maintenance Docks on its 200 hour pre-planned inspection. This is in accordance with SAC Resolution 66-55.

IX. GENERAL REMARKS:

1. Mr. A.T. Barker has been transferred from Castle AFB, to Lockbourne AFB. He is to become Field Engineer in charge of that location.

E. HAYES
Senior Field Engineer
Crosley Division of AVCO

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CONTRACTOR: RCA Service Company, Inc. 1 April 1955
Ellis & Essex Avenues
Gloucester, New Jersey

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 31 March 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is a Technical Report for month ending 31 March 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Pinsky RCA Technical Representative
Marvin A. Taylor RCA Technical Representative

II. EQUIPMENT: APS-42, APN-12(76), APN-11, APN-70, APX-6, AIC-10 and ARC-21

III. TRAINING ACTIVITIES:

1. CLASSROOM: Instruction in general operation and flight line maintenance procedures was given to three (3) airmen, AFSC's 30130, on auxiliary Radar equipment. A total of nine (9) instructor hours and twenty-seven (27) student hours were recorded.

2. FIELD, SHOP, AND LINE: OJT instruction was given to personnel on the flight line and in the field maintenance shop on APS-42, APN-12(76), APX-6, APN-70, AIC-10 and APN-11 equipment for a total of ninety-three (93) instructor hours and one hundred and seventy-six (176) student hours.

OJT instruction on ARC-21 equipment totaled seventy-five (75) instructor hours and one-hundred and thirty-five (135) student hours.

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force electronic equipment.

2. In accordance with SAC Regulation 66-4, Technical Services of Contractor Technicians will be required for eighteen (18) months minimum.

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V. EQUIPMENT MALFUNCTIONS:

1. DETAIL: Several IP-35/APS-42 and IP-217/APS-42A indicators have been turned into the field maintenance shop for repair for excessive "Spoking".

2. On inspecting these units it was found that the gears in the torque-servo unit were "chattering" producing "backlash".

3. CAUSE: The tendency of these gears to "chatter" is produced by the extreme sensitivity of the control transformer. This "chattering" is normally overcome by springs in gears 0504 (APS-42) and similar gears in torque unit of APS-42A, which provide the necessary tension to eliminate this vibration. However, as these springs lose their tension, this "chattering" will appear, which was the case in these indicators.

4. REMEDY: The indicators were returned to normal operation by stretching springs until "chattering" was eliminated.

5. It is recommended that in cases where abnormal "spoking" occurs that these spring be inspected and that the inspection of these springs become standard procedure during periodic maintenance.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. The test set for the AN-ARC-21 mentioned in this section of last months report has been completed and tested.

2. The test set was designed primarily for use on the flight line to facilitate rapid and more accurate trouble shooting.

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3. By utilizing a C-451 Control Box, RF Arrester, and series of 28 VDC Lamps and Switches, the RT-128/ARC-21 may be checked for proper operation when used either in conjunction with the ERA Coupler or completey isolated from Control Boxes C-451, C-455 and the ERA Coupler.

4. As an additional feature, facilities were provided in the test set for modulating the transmitter and listening to the receiver. Type H-78/AIC-10 Headset and Michrophone may be used for this operation.

5. The test set is, essentially, a portable mock-up which may be inserted into the plugs of the RT-128/ARC-21 and placed in operation in approximately two (2) minutes.

6. Detailed plans and drawings will be submitted when completed.

IX. GENERAL REMARKS:

1. A Rendezvous Malfunction Board was organized this month in accordance with SAC Regulation 137-5, 23 August 1954, in which this writer is participating.

BERNARD PINSKY
ROL Technical Instructor

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CONTRACTOR: Sperry Gyroscope Company 1 April 1955
Division of the Sperry Corporation
Great Neck, Long Island, New York

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 31 March 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Report for month ending 31 March 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Reg 66-4.

I. SUBMITTED BY: John Hopkins

II. EQUIPMENT: A-12D Autopilot, E-4 Autopilot, Engine Analyzer, J-2 Compass and Sperry Flight Instruments.

III. TRAINING ACTIVITIES:

1. No formal classroom training was given this month. Adequate formal training has previously been accomplished on the E-4 Autopilot, Engine Analyzer and Sperry Flight Instruments. Some additional A-12D training is desirable also, because some new flight engineers have been assigned in the 2nd S.S. Squadron, an Engine Analyzer operator's course is planned. The A-12D training material to be presented when classroom training is resumed next month will include a review of autopilot data flow and procedures for troubleshooting autopilot malfunctions in the aircraft.

2. OJT during the past month was mainly concerned with Field Maintenance Shop procedures and troubleshooting actual malfunctions in the aircraft.

IV. UTILIZATION:

1. The writer has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by the Sperry Gyroscope Company.

2. Technical assistance on the A-12D Autopilot will be necessary for approximately twenty-five (25) months.

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V. EQUIPMENT MALFUNCTIONS:

1. A-12D Autopilot: A total of thirty-three (33) in-flight malfunctions were reported. Eleven (11) aileron wallow and eight (8) altitude control malfunctions are included in this number. The remaining fourteen (14) malfunctions were of a random nature, mainly involving vacuum tube failures.

2. Nearly all the wallow malfunctions are the result of low cable tensions and/or loose eyebolts on the aileron power control units. The Quality Control Officer has issued a memo to the Engineering Officers in the Bomb Squadrons, advising them of the necessity for maintaining these eyebolts tight. The Boeing Technical Representative has given a special class for Hydraulic Shop personnel to explain the proper method for installing these eyebolts. The writer issued a bulletin to all flight crews explaining the reasons for the wallow conditions and the conditions and the corrective measures. During the past month there has been a 50% reduction in the number of loose eyebolts.

3. Altitude control malfunctions are mainly caused by static line leaks and low elevator servo cable tensions. The Autopilot Section has been instructed in the use of the Pitot-Static Tester for detecting leaks and in the importance of making tight connections.

4. Due to the fact that nearly half of all autopilot malfunctions are in whole or in part attributable to low cable tensions, the Autopilot Section has decided to make a wing-wide inspection of all cable tensions on those cables that influence autopilot operation. This inspection should be completed during the next month. Another month's time will probably be required to evaluate the effectiveness of this program in reducing the number of Autopilot malfunctions.

5. E-4 Autopilot: Servo Control, Stock Number 2240-658527, Serial Number 50-1610, was removed from C-124 Number 49-243 because of elevator jitter. The commutator on motor armature was slightly burned. It was turned down and brushes were replaced. Unit was returned to serviceable stock.

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VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None.

VIII. SPECIAL DEVELOPMENTS:

1. The autopilot section has initiated a request that in-flight A-12D and N-1 Compass malfunctions for B-47 aircraft be reported in detail on SAC Form 252. A detailed description of the In-Flight malfunctions will greatly aid the maintenance personnel in their troubleshooting and should result in less repeat malfunction reports. This method of reporting malfunctions has been approved by the A&E Squadron and the Squadron observers in each Bomb Squadron have been contacted and requested to devote a section of their 252's to autopilot and compass operation.

2. T.O. 17-15KB-15 was complied with on Line Analyzer, 7CAC-040220, Serial Number 48. The parts necessary to perform the modification were supplied by the Sperry Gyroscope Company at no cost to the government.

3. The second in a series of autopilot information bulletins was distributed to flight crew members this month. This bulletin was concerned with factors producing aileron wallow and operational characteristics of the A-12D Autopilot.

4. A Sperry Engine Analyzer is being installed in a Mobile Engine Test Stand. The necessary connon connectors have been received and the cables are now being fabricated in the Base Electrical Shop. This stand is used for testing R-4360-59B Engines.

JOHN HOPKINS
Field Engineer
Sperry Gyroscope Company

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, Long Island, New York

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 31 March 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. The following is the Technical Representative Report for the month ending 31 March 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Company
A. Larson	Western Electric Company
H. McGee	Sperry Gyroscope Company
W. Milani	Sperry Gyroscope Company
L. Ruple	Sperry Gyroscope Company
C. Zuluga	Western Electric Company

II. EQUIPMENT: K-4A Bomb-Navigational System

III. TRAINING ACTIVITIES:

1. The training activity for the month of March 1955 included formal training on the A-1A Computer portion of the K-System for 14-30E's and 9-50E's for a total of ninety-six (96) instructor hours and four-hundred and four (404) student hours. Instruction was also given in advanced maintenance training on the Y-4 Periscope to twelve (12) airmen. 4-30E's, 7-50E's and 1-70E received a total of one-hundred and twenty-two (122) student hours of instruction on the Y-4 with an expenditure of twenty-six (26) instructor hours. In addition forty-four (44) 1521B's received seventy-three (73) student hours of both formal and informal instruction on the K-4A operation with an expenditure of fifty-seven (57) instructor hours. As usual a large portion of the Field Engineers time was spent conducting OJT for the benefit of the AFF personnel. Approximately six-hundred and ten (610) instructor hours were recorded on OJT and about sixty (60) airmen of various AFSC's received thirteen hundred and eighty (1380) hours of instruction of an informal nature.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle AFB, Calif for administration and for duty in advising and instructing in the operation and maintenance of Air Force equipment (K-4A).

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2. In accordance with SAC Regulation 66-4, technical assistance of Field Engineers will be required for twenty-seven (27) months minimum.

3. During the period covered by this report Mr. W. Milani attended a conference at March AFB, Calif from 14 March to 23 March 1955. The purpose of this conference was to establish a "Standard K-System Course of Instruction" for the upgrading of 32130E mechanics. In addition, Mr. A. Calhoun visited the Sperry Gyroscope Company's home office for the period between 3 March thru 16 March 1955.

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the month of March 1955 were random in nature and displayed no unusual trend. In general, it is felt that the number of equipment malfunctions was not excessive.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES:

1. None

VII. OPERATIONAL DIFFICULTIES:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. Mr. Walter Renner, General Mills Inc. representative, visited this facility from 14 March thru 17 March 1955. The purpose of this visit was to provide some much needed advanced training in matters pertaining to the Y-4 optical portion of the K-4A System.

A. CALHOUN
Field Engineering Coordinator
Sperry Gyroscope Company
Division of the Sperry Corporation

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CONTRACTOR: Philco Corporation
22nd and Lehigh
Philadelphia, Pennsylvania

1 April 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 31 March 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 31 March 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

1. No formal training has been offered for the period covered by this report.

2. Informal OJT has been performed for the period covered by this report. Equipment covered was ARC-27, ARN-5, ARN-14 and Collins 18S-4. Training covered flight line and field maintenance levels.

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance for Air Force Communications and Navigational equipment.

2. An estimate of the time when contractor technician services will no longer be required by this activity will be six (6) months after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. Loss of pressure in ARC 27 RT Units. Ref Report 1 March 1955, paragraph V, sections 1 thru 4.

2. Since new gaskets were unavailable, home manufactured flat type gaskets were made to supplement the round type that presently exist on the equipment. The material used for this is a 3/64 inch neoprene, nylon backed material used for patching self sealing fuel cells. A template was made of the head of the case and the gaskets were cut using the template pattern. All holes were punched so as not to tear the material. In applying the gasket, the head of the case was thoroughly cleaned. Fifteen (15) RT Units have had these flat

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gaskets placed on over the round used gaskets and only two (2) have come back for maintenance to date. The two (2) RT Units that were returned still retained the pressure originally applied to them. On had a shorted P.A. Tube and the other has a bad 6J4.

3. Present indications show negligible leakage with RT Units so equipped, but if leakage occurs the connectors will also be checked for leakage.

VI. MAINTENANCE-ENGINNERING DIFFICULTIES ENCOUNTERED:

1. Complaints of sluggish or none hunting ARN-6 Compasses.

2. Investigation of this problem brought forth many difficulties not realized. A bad coax in the mock-up was found, this changed the impedance in the mock-up as compared to the aircraft thereby affecting Antenna & Loop R.F. alignments. This was changed and all other cables used in the mock-up were thoroughly checked for more damage.

3. Several 100 cycle filters were found to be faulty and audio was leaking into the drive control thyratrons causing the equipment to search on these audio frequency changes instead honing in steadily. This filter is in the grid circuit of Tube V-114 (12SK7). They were changed and the compass honed properly thereafter.

4. Noise was a large contributor to the alignment difficulties because of its extreme intensity. This noise was definitely being produced by other equipment and therefore a search was made as to its location. The radar shop was found to be radiating this noise, the loop indicated direction, and cutting power in each shop indicated the radar shop was the cource. A battery portable was used as a monitor. Western Electric's senior Technical Representative found the source to be the High Voltage Pulse Cable, No. 24 from MD-152A to RT-124, it had a broken ground shield causing high radiation of the 17,000 volt transmitter pulse. The shield was evidently acting as an antenna. Proper grounding of this shield eliminated the noise. Additional line noise in the 28 volt power leads was eliminated by a large capacity condenser across the line.

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VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. No new operational difficulties encountered for period covered by this report.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

RICHARD E. HUNT
Philco Technical Representative

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HISTORY

93D BOMBARDMENT WING

·HEAVY·

·CASTLE AIR FORCE BASE·

·CALIFORNIA·

1 APR. THRU 30 APR 1955

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CLASSIFICATION SECRET
AUTHORITY EXEC. 930 DW
DATE 27 MAY 55
NAME

(UNCLASSIFIED)

HISTORY OF THE

930 BOMBARDMENT WING, (H)

April 1955

Castle Air Force Base, California

This document was prepared by Technical Sergeant Bernard C. Renfro under the supervision of 1st Lt Charles S. Tillgman, Information Services Officer.

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

WILLIAM E. EUBANK, JR.
Brigadier General, USAF
Commander

8358

3-2890-6A

RSI Card No
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COVER: This B-52 crew of the 4017th Combat Crew Training Squadron, lines up before their B-52 Stratofortress for a pre-flight personal equipment check. The crew is on temporary duty at Edwards AFB, California, undergoing training in the eight-jet aircraft. The crewmen are: (from left) Major Pat R. Howard, aircraft commander; Captain Marvin F. Watkins, pilot; Major Arthur T. Brent, observer; Captain Edward A. Schindling, observer; Technical Sergeant William S. White, tail gunner; and Technical Sergeant Jimmy G. Rounds, ECM. (Photo by A/2C Louis Assad, Base Photo Lab).

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CHRONOLOGY

1 April 1955 - 90th Air Refueling Squadron departed for Temporary duty to Sidi Slimane, French Morrocco.

4 April 1955 - New crew appointed as Wing Standardization Board Crew.

6 April 1955 - Operation "Long Haul" completed.

8 April 1955 - Base Information Services Officer and airman from Base Photo Lab go to Edwards Air Force Base to photograph the first B-52 crew.

15 April 1955 - Training exercise, (base alert) conducted to test the capabilities of the Wing.

25 April 1955 - 93d Bombardment Wing wins top honors in B-47 phase of operation "Parade Ground".

28 April 1955 - Additional telephone trunk lines put into operation to Atwater, California.

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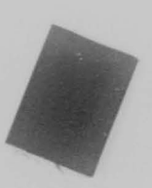

CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

ORGANIZATIONAL CHANGES:

The larger portion of the months' activities in the Base Manpower Office were devoted in keeping up with the influx of authorization changes on Unit Manning Documents. The changes occured in the following squadrons: 4017th Combat Crew Training Squadron: upgraded one Captain, Air Force Specialty Code (AFSC) 1525A to Major, upgraded one Captain, AFSC 3024 to Major, and upgraded one Captain, AFSC 4344 to Major. Headquarters, 93d Bombardment Wing: Administrative officer added, Lieutenant, AFSC 7024, for aide to Wing Commander. Headquarters, 93d Air Base Group: One officer space, Captain, AFSC 7524, and two Technical Sergeants, AFSC 75270, and one Airman First Class, AFSC 70250 were added for On the Job Training (OJT) Administration in Personnel Section. 93d Operations Squadron: Authorization and ranks for this section were changed to reflect the following breakdown:

TITLE	RANK	AFSC	TOTAL AUTH
Pilot, Bombardment	Captain	1234B	4
Flt Sim Bom Specl	S/Sgt	34230B	3
Flt Sim Bom Tech	T/Sgt	34270B	2
Flt Sim Bom Tech	M/Sgt	34270B	1
Clerk	A/1C	70250	1

On 4 April 1955, a Manning Authorization Program change request was dispatched to Headquarters Fifteenth Air Force requesting the following changes:

SQUADRON	RANK	AFSC	NO DEL	ADDITIONS
Hq 93d Bom Wg (H) Quality Control	Capt	4334	2	-

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93d Per Maint Sq Maint Supervision	Capt	4344	1	-
328th Bom Sq (H) Maint Supervision	Capt	4334	-	1
329th Bom Sq (H) Maint Supervision	Capt	4334	-	1
330th Bom Sq (H) Maint Supervision	Capt	4334	-	1
93d Field Maint Sq Fabrication	Capt	8616	1	-
	Capt	4364	-	1

On 13 April 1955, this office received Headquarters Strategic Air Command's (SAC) letter, file DPLMC, Subject: Report of Commercial Manpower - RCS: AF-C110 (OT), 8 April 1955, with an Indorsement from Headquarters Fifteenth Air Force, dated 12 April 1955. This letter requested that action be taken to submit a report of all transactions which procured commercial services during the period from 1 April 1954 through 31 March 1955. This report was a worldwide inventory initiated by USAF, with a due date in Headquarters Fifteenth Air Force of 5 May 1955. On 26 April 1955, this office dispatched to Headquarters Fifteenth Air Force the required report.

A letter forwarded to Headquarters Fifteenth Air Force during March 1955, requesting an additional 83 spaces in the Fire Department Unit Manning Document was returned with action taken. Headquarters Fifteenth Air Force requested 40 spaces from Headquarters SAC. Headquarters SAC requested from USAF the necessary spaces to man fire protection and aircraft crash functions in accordance with Headquarters USAF's letter, AFOMO, Subject: Revision and Use of Typical Non-Table Of Organization (T/O) Packages, dated 9 June 1954.

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Headquarters Fifteenth Air Force message DPLM 23491, Subject: B-47 Drag Chutes, 19 April 1955, requested that Headquarters Fifteenth Air Force be advised of the procedure and identity by function of personnel used to retrieve B-47 drag chutes from runways. A letter from this office, Subject: Pick Up of B-47 Drag Chutes, 22 April 1955, answered their message.

On 20 April 1955, this office dispatched to Headquarters Fifteenth Air Force a Manning Authorization Program Change request. It requested the changing of two AFSC's in the Unit Supply of the 93d Armrment and Electronics Maintenance Squadron, and three AFSC's in the Maintenance Control of Headquarters 93d Bombardment Wing. No increase or decrease in spaces were requested.

On 21 April 1955 this office dispatched to Headquarters Fifteenth Air Force a Unit Manning Request for the 93d Field Maintenance Squadron. It requested that four spaces, Apprentice Tow Reel Specialist, in the Inflight Refueling Equipment Section be changed to Apprentice Aircraft Hydraulic Repairman because of a disagreement between the February Unit Manning Document and the T/O for the 93d Field Maintenance Squadron.

On 23 April 1955, this office dispatched to Headquarters Fifteenth Air Force a Unit Manning Request for the 93d Operations Squadron. The following AFSC changes in the Ground Training Section were requested:

a. Add one Film Library Clerk, S/Sgt, AFSC 75230, (595)

b. Add one Projectionist, A/2C, AFSC 70230 (705)

c. Delete one Senior Motion Picture Specialist, S/Sgt, AFSC 23351.

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d. Delete one Apprentice Motion Picture Specialist, A/2C, AFSC 23331.

The above changes were in response to Headquarters Fifteenth Air Force Letter, Subject: Manning of Sub Film Library Projector Pools, 8 April 1955.

On 26 April 1955, Lieutenant Colonel George L. Miller reported for duty as Manpower Officer.

Headquarters Fifteenth Air Force 1st Indorsement (19 April 1955) to Headquarters SAC letter, File DPLMC, Subject: Food Service Personnel Authorizations, 5 April 1955, informed this base that effective April 1955 reporting, the 93d Food Service Squadron was authorized two officers, 118 airmen as indicated in Part 11P, T/O 1-8020, 1 October 1952 plus current authorized overage of 44 airmen. This indorsement answered a letter from this office, Subject: Manning Authorization Program, 15 April 1955, in which this office requested clarification of the March 1955 issue of Headquarters SAC Manning Authorization Program pertaining to the 93d Food Service Squadron.

Information received from Headquarters Fifteenth Air Force by this office showed that the base has been allocated 24 additional civilian positions in return for 24 military positions (eight A/1C and 16 A/2C), effective 1 May 1955. The above changes effect conversion of six 64130 Warehousemen in Base Supply and Commissary, and 18 70230/50 clerks in Headquarters 93d Air Base Group, 93d Operations Squadron, 4160th Hospital, and the 4017th Combat Crew Training Squadron.[1]

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1. Base Manpower historical Report, BISO files.

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WING COMPTROLLER:

Management Analysis. There was very little change in the officer manning status in comparison with the month of March. Assigned strength decreased by three officers and manned positions decreased by two. The Medical Career field contained a substantial portion of the shortages, 19 were filled, giving a Manning In Required Specialties index of only 52.8%.

In the Airman Category, the body manning percentage was 96.6% compared to 97.3% in March indicating a small net loss in assigned strength. Extensive on-the-job-training program in effect at this base was expected to reduce the percentage of unfilled positions at the senior level in the career fields reported as being below authorized strength.[2]

Conversion. The B-52 Conversion program progressed during April 1955, however, the phase VI test program was reported to be approximately five weeks behind schedule.[3] This delay was due to the various incidents and malfunctions that occurred during the initial flights of aircraft 52-005 and 006.[4]

BASE COMPTROLLER:

Management Analysis. The Headquarters Squadron Section 93d Bombardment Wing was rated the highest in Unit Management Control System Scores for April 1955. The Squadron received 99 percent of the total maximum.[5]

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2. See Forecast of SAC Management Control System Scores, Exhibit "A".
3. For complete details on B-52 Conversion see Progress Report # 5, Exhibit "B".
4. For Report of delay, accomplishments and status as of 30 Apr 55 in regards to B-52 Phase VI Test Program see Exhibits "C" and "D".
5. See Unit Management Control System Scores, Exhibit "E".

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Budget and Accounting. An informal staff visit was made by Captain Oliver Killian and one civilian from Fifteenth Air Force during April. This visit was made to determine what action had been taken on the write-up of the previous visit made by a group of inspectors from Headquarters SAC in January 1955. A brief conference was held with Major Paul G. Hallberg, Comptroller, and Lieutenant Colonel Floyd R. Creasman, Deputy Base Commander, on the findings of the visit. Captain Killian expressed his opinion that considerable improvement had been made since the last staff visit.

Second Lieutenant Vern Gross reported to this office during the month from National Guard Status to active duty. It was believed that Lieutenant Gross will contribute greatly to the supervision of the Accounting Section. His background in accounting was expected to be a definite asset to this office.

The Annual Budget Authorization for Project 458 and 478 remained unchanged. As of 30 April 1955, 81.1% of the funds had been obligated under Project 458, Base Maintenance and Operations.

Instructions were received stating that a representative from Budget and Accounting would attend a Commissary Stock Fund Account Conference at Norton Air Force Base, California, on 9 and 10 May 1955.

Finance. During the month of April the Finance Office completed changing the Military Pay Records to reflect the raise in pay authorized by Congress. The raise was computed in the pay disbursed 30 April 1955. This was accomplished in addition to meeting the pay day deadlines of 5, 15, and 30 April 1955 due to a change in pay day days by

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Headquarters USAF from 5th and 20th of the month to 15th and last day of the month.

The Finance Office also processed the Military Pay Records of the 90th Air Refueling Squadron and support personnel for a 90-day overseas TDY mission. The finance office supported this mission with one of its clerks to maintain the Military Pay Records for the duration of the TDY.

PERSONNEL SERVICES:

Information Services. The Information Services office operated under a critical shortage of personnel throughout the month of April. The Non-commissioned officer in charge (NCOIC) was on a temporary duty (TDY) assignment to Fort Slocum, New York attending the Public Information Course. The NCOIC position was filled by Technical Sergeant Bernard C. Renfro. Other drainage of manpower was felt by the reassignment of Staff Sergeant Robert Taylor to Los Angeles, and the 25 day annual leave taken by the editor of the Base newspaper.

There were five editions of the Base newspaper published during April. These editions were published with some difficulty inasmuch as only one Airman was assigned directly for duty on the newspaper.

This office conducted tours of the Base on 5, 14, 16 and 23 April 1955. The tours consisted of viewing B-47, KC-97 and C-124 type aircraft. Also included in the tours were trips through the Base Weather Station, Link Trainers, and lunch at the non-commissioned officers dining hall.

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A great deal of time was expedited on the Base "Greeter Booklet" during April. The Booklet was being finalized by the end of the month. A request for publishing the Booklet was made, however, nothing definite on publishing was known as of 30 April 1955.

During the month 64 hometown releases were made. Other releases totaled 36 and were made to local newspapers and radio stations.

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CHAPTER 11

PREAMBLE

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PERSONNEL

MILITARY PERSONNEL:

Combat Crew Resources Section. Crew changes occurring within the 93d Bombardment Wing for the month of April numbered seven. One pilot, Major Wayne L. Horr, lead crew 34, was reassigned to Headquarters Wing. Major Martin A. Speiser was upgraded from combat ready crew 41 to lead crew 34. Combat ready crew 41 then reverted to non-combat ready crew 41 due to Second Lieutenant Gerald A. Koop being an unqualified pilot who replaced Major Speiser. Non-combat crew 41's projected date of upgrading is approximately 10 May 1955. Lieutenant Stanley J. Jarrett, lead crew 71, departed for AOB School and was replaced by Captain Leonard D. Culbertson, combat ready crew 64. Four spare pilots were TDY to Wichita Air Force Base for AOB training. No crews were upgraded during the month of April; however, one crew, combat ready crew 41, was downgraded to non-combat ready crew 41 giving the wing a total of 43 combat ready crews of which 34 were lead crews, and five non-combat ready crews and three were complete training pool crews.

Crew changes in the 93d Air Refueling Squadron were heavy during April. One Aircraft Commander, Major John B. Reeves, was assigned as Squadron Operations Officer. One pilot was upgraded to Aircraft Commander and one pilot was removed from spares to fill the position vacated by upgrading. Two Boom Operators pending discharge and two engineers pending reassignment, were replaced by spares and one newly assigned engineer. One navigator from spare list was used to replace a navigator pending reassignment. No new crews were formed or upgraded, leaving

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the 93d Air Refueling Squadron combat strength at 19 combat ready crews and four non-combat ready crews.

Crew changes in the 90th Air Refueling Squadron were also extremely heavy prior to departure on extended TDY. One pilot and one radio operator pending discharge, plus one navigator and one engineer and one radio operator pending reassignment, plus two boom operators and one navigator for compassionate reasons, were all replaced from the spare list. In addition crew M31 was upgraded to T31 giving the 90th Air Refueling Squadron a combat strength of 20 combat ready crews and four non-combat ready crews.[1]

Officers' Branch. Actions during the month of April were for the most part routine. Gains and losses balanced out at 15 each. In addition to this, eleven nomination actions were processed during this month. Most of these nominations were for reassignment and in the majority of cases the Base was relieved of these commitments.

Manning continued at approximately the same level; however, there was a slight drop in effective manning for the month of April as compared to the month of March. Effective manning for this month was computed at 88.3 percent for the 93d Bombardment Wing and 81.8 percent for the Air Base Group.[2]

Headquarters Fifteenth Air Force issued instructions stabilizing the assignment of K-systems trained Armament and Electronics Officers, AFSC 32334. Although this specialty was no longer considered limited resource, Fifteenth Air Force would not permit reassignment into another

1. Combat Crew Resources Section Historical Report.
2. Officers' Branch Historical Report.

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career field unless complete justification was submitted to their headquarters for such action.

Airman's Branch. During the month of April 1955, 212 airmen were assigned to this station from overseas and zone of interior stations.

During the month 79 airmen were discharged by this headquarters of which 30 reenlisted to fill their own vacancy.

During the month 144 airmen were reassigned from this station to overseas and zone of interior areas. Of this total, 20 were from the Administrative and Personnel career fields and 39 were Air Policemen.

During the month 171 airmen were tested for the award of an AFSC. Of this total, 144 airmen were upgraded to the next higher skill level. Even though greater emphasis on testing and upgrading has been stressed and the results have been excellent the continued loss of qualified personnel by reassignment and discharge hurt the manning in required specialties for the Wing. The manning in required specialties for the Direct Support Specialties of the 93d Bombardment Wing for the month was 74.38%, Indirect Support for the 93d Bombardment Wing was 79.39%, and for the 93d Air Base Group was 83.23%. The Air Base Group was the only one to show an increase over last month.[3]

During the month a change to the T/O for the 93d Food Service Squadron was received. This change resulted in the loss of 82 airmen from the authorized strength.

The following additional changes to authorizations were received during the month:

a. 90th Air Refueling Squadron - Delete nine airmen AFSC 43171B and add nine airmen AFSC 43271.

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3. Airman's Branch Historical Report.

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b. 93d Air Refueling Squadron - Delete nine airmen AFSC 43171B and add nine airmen AFSC 43271.

c. Second Strategic Support Squadron - Delete nine airmen AFSC 43171B and add nine airmen AFSC 43271.

Edwards Air Force Base required 15 additional maintenance personnel to be sent to them for the remainder of the 1st Increment Phase VI Test Program.

Reenlistment Section. Thirty-three airmen reenlisted to fill their own vacancy. Three airmen reenlisted after staying out over 24 hours and three airmen reenlisted from other SAC bases. Thirteen airmen extended their enlistments and 93 airmen discharged and eligible to reenlist did not.[4]

A/C - OCS Section. During April three airmen applied for Officer Candidate School training. One airman applied for Aviation Cadet Observer training and one airman received reporting instructions and accepted attendance to OCS, Lackland Air Force Base, Texas.

Reserve Affairs Section. Major Rolland C. Starn and First Lieutenant David A. York, M-Day assignees, were promoted to the next higher grade. One airman completed his annual 15 day active duty tour. Letters from Headquarters Continental Air Command to inactive reservists living within this area have caused an increased interest in the M-Day Program at this station. The letters stated that the reservists must indicate their intentions to become a member of an active program or their commissions would be terminated. Six officers were interviewed concerning an M-Day Assignment. Five of these officers were interviewed

4. Reenlistment Section Historical Report.

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as a result of the letters the men had received from Headquarters Continental Air Command.[5]

Base OJT Administrative Section. During the month of April, 340 airmen were placed On the Job Training (OJT). Eighty-two airmen were removed from OJT and 140 airmen were upgraded or awarded an additional AFSC as a result of OJT.

Captain Harold F. McGehee, officer in charge of Base OJT Section, departed TDY to Warren Air Force Base for school, Course Number XX75000. The duration of the course was approximately three weeks.

An orientation meeting of all OJT officers and NCO's was held on 22 April. Emphasis was placed on getting all eligible airmen on OJT and closer relationship between trainer and trainee.

Accountability of all OJT package courses was transferred from various individuals to the OJT Officer or NCO of each squadron. This was to insure a minimum number of OJT package courses lost as a result of transfer.

To insure that all airmen who are placed on OJT are actually being trained, periodic visits were accomplished by the Base OJT Section. Squadron OJT Officers and NCO's were contacted and accompanied personnel of the Base OJT Section. On these visits cooperation has been excellent.

During this month, thirteen squadrons were visited; these squadrons were checked on OJT administrative requirements; supervisor, trainer and trainee relationship, and effectiveness. The general condition of all squadrons was satisfactory.

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5. Reserve Affairs Section Historical Report.

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Since June of 1954, 1,502 airmen have been upgraded or awarded an additional AFSC as a result of OJT.[6]

Consolidated Unit Personnel. The consolidation of Morning Reports, Service Records, Form 20 and Pay Rolls for all assigned Air Force personnel was expected to be completed during the month of May. Since only two single story buildings have been obtained to house these personnel records in addition to officers' records, the result has been a critical shortage of space. Consolidation of these functions was expected to require placement of approximately 46 desks and numerous file cabinets in these two buildings.

During the month of April a total of 105 USAF Officers Effectiveness Reports were screened and forwarded to higher headquarters. Of these reports, 1% were "Outstanding", 44% were "Very Fine" and 50% "Dependable", 4% "Acceptable", and 1% "Unsatisfactory."

A roster of Captains not requiring annual effectiveness reports was forwarded to Headquarters Fifteenth Air Force at their request. A total of 67 Captains did not require effectiveness reports while reports were required on 174 Captains.

Thirty-seven DA Forms 66 were reaccomplished and forwarded to Fifteenth Air Force and the Air Adjutant General. Classification actions were accomplished on approximately 85 officers.

Screening and publication of Personnel Actions Memorandums required by AFM 36-10 was completed. Approximately six officers were upgraded as a result of relaxed mandatory prerequisites for the award of the fully qualified AFSC.

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6. For Status of Pers not OJT, see Exhibit "F".

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Civilian Personnel. Strength: Federal Employees on rolls 1 April 1955: 374, (140 graded, 234 wage board). The April turnover was eight gains and six losses. Assigned strength as of 30 April 1955 was: 376, (142 graded, 234 wage board). Authorized strength: 378, (144 graded, 234 wage board).

Headquarters SAC this month inaugurated a plan for reflecting installation level experience and thinking more immediately reflected in USAF civilian personnel regulations and guides. The plan was to distribute to selected bases items of agenda of the quarterly USAF personnel council, for comments and suggestions. These were to be introduced at the council by the SAC representative.

This base received the first item distributed under this plan and sent in its comments on 25 April 1955. It consisted of an appraisal of the revised USAF Promotion Plan. The chief recommendation was that inter-command promotion of Supply, Aircraft, Maintenance, and Base Installations personnel be provided for. This need was especially felt in commands such as SAC in which the number of high career positions in the higher headquarters in these career fields is relatively low compared with the number of positions at bases.[7]

This office made arrangements to hire a paraplegic applicant for draftsman position in Base Installations Engineering section. This was a rather unusual placement action in that the grade of the position had to be lowered considerably to suit the applicant's qualifications. The California State Rehabilitation Office was especially interested in

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7. Civilian Personnel Historical Report.

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unusual concrete example of the Federal Government's policy on hiring the physically handicapped.

PERSONNEL SERVICES:

Personal Affairs. The Personal Affairs Office processed 372 Class Q allotments, 51 insurance allotments, and 44 applications made for loans from the Air Force Aid Society. Of the 44 applications, 32 applications were approved in the amount of $2865.00. There was also one grant made in the amount of $80.00 from the Air Force Aid Society.[8]

Gymnasium. The Base Judo team took top honors at Fifteenth Air Force Tournament at Forbes Air Force Base, Kansas, April 19 and 20. This gave the Castle team an opportunity to complete in the SAC tournament at Offutt Air Force Base, Nebraska on 11 and 12 May 1955.

The Athletic Officer conducted a meeting of all squadron athletic officers and Athletic NCOs on 27 April, at 1000 hours, to set up the summer program for the softball league, tennis tournament, badminton tournament, horseshoes tournament and table tennis tournament.

Castle's Base Ball team, the Castle Bombers, lost three more ball games on 25, 28 and 29 April to Reedley College, Merced Aztecs and Fort Ord by scores of 18 - 3, 5 - 4 and 10 - 0. As of 30 April 1955 the Bombers had won eight and lost eight games.[9]

Library. The total book circulation for April 1955 was 1,519. The total attendance at the library was 1,969. There were 117 new books added to the stocks. Miss Frances Hedgpeth, Librarian from

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8. Personal Affairs Historical Report.
9. Gymnasium Historical Report.

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Headquarters Fifteenth Air Force, visited the Base library from 1 April thru 7 April 1955. Drapery accessories was purchased during the month and the drapes were in process of being made by an Atwater Seamstress.[10]

Education. The Education Services Office conducted 343 interviews with 41 United States Air Force Institute (USAFI) course enrollments registered. Eighteen high school General Education Development (GED), four college GED, 12 End Of Course (EOC), eight Achievement, 46 Airman Qualification Examination (AQE), and 40 proficiency tests were administered.[11]

Elementary classes for Low Potential Airmen came to an end with 22 men completing the 10 week course. A new class was scheduled to begin in May.

Merced evening high school classes began a new session of classes including English, civics, general mathematics, beginning algebra, typing, and beginning French. The first night enrollment totaled 102.

Modesto Junior College classes began their spring semester with the following offerings: college algebra - 25, English literature - 25, philosophy - 20, and economic geography - 15.

Civil Air Aeronautics examiners gave tests to 16 men of Castle AFB who were interested in obtaining Private Pilot's or Armament and Electronics Mechanics licenses.

Make-up Proficiency testing was accomplished with 40 airmen taking examinations for their five or seven skill level.

Service Club. A square dance with caller was held on 1 April 1955. A modern dance band was usually scheduled for the Friday night dances,

10. Library Historical Report.
11. Education Historical Report.

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but this switch was announced and posters distributed well in advance.

The Merced Theater Manager generously furnished free passes which were given to airmen as a Sunday evening door prize drawing.

The Tuesday card parties were well attended, with the exception of 12 April 1955 at which time "Mr. Roberts" stage play was held in the Base Gymnasium. Chess, checkers and card games were played on these nights. Prizes were given for winners at cards unless otherwise advertised.

The Air Force Talent Contest had a change in date - from the 15th, to 11 April 1955. There was one entry in the Western and Vocal Soloist category, and a group of four in the Vocal Group. The Vocal Group of four represented Castle at Travis AFB. The airman who carried the lead in this group departed for TDY prior to leaving for Travis, and it was necessary to use a substitute airman in the group. In the competition at Travis AFB the airmen did not win; therefore eliminating them from further competition.

The Yosemite Tour on 24 April 1955 was a successful event. Most of the group were Airmen First Class and below, with a few Sergeants and also two dependent wives and children. All commented the trip was most enjoyable and stimulated interest in many airmen as several have already inquired about the next tour.[12]

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12. Service Club Historical Report.

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OPERATIONS AND TRAINING

FLYING TRAINING HISTORY:

The month of April 1955 was a special training month, as outlined by SAC Regulation 50-8. Other than the missions ordered by higher headquarters, the bulk of the flying training was utilized for accomplishing lead crew requirements in accordance with SAC Regulation 51-26, and aerial refueling training for B-47 co-pilots.

Missions ordered by higher headquarters included "Long Haul", "Fly Trap" and "Parade Ground."

"Long Haul" consisted of three B-47 aircraft flying long range missions with three aerial refuelings for each aircraft. The mission was a complete success and the project was finished.

"Fly Trap" was a series of missions conducted in conjunction with RC-121 aircraft stationed at McClellan Air Force Base. The missions were flown over a period of approximately six months, and were completed during April.

"Parade Ground" was a radar bombing evaluation mission against Salt Lake City, Denver and Phoenix, which was ordered by Fifteenth Air Force. The overall results obtained by the 93d Bombardment Wing were excellent. The average CEA of the entire wing was as follows: Salt Lake City: 1755 ft; Denver: 1323 ft and Phoenix: 1801 ft. The wing led all other B-47 wings in final standings. Thirteen crews won outstanding crew awards.

The 90th Air Refueling Squadron departed for a three-month rotational tour at Sidi Slimane, French Morocco. Seventeen KC-97 aircraft

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were deployed on the mission and it was performed under the code name "Scratch Pad." Due to the preparation required on the movement, it was necessary for the 93d Air Refueling Squadron to shoulder the bulk of the air refueling requirements of the 93d Bombardment Wing during April 1955.[1]

GROUND TRAINING:

Under the direction of Wing Ground Training the Block training course was completed by 404 officers and airmen during April 1955. The Base Survival Section readied seven aircrews for the conventional course of advanced survival training at Stead Air Force Base, Nevada. During April two officers departed for Fairchild Air Force Base and three officers departed for March Air Force Base for high altitude indoctrination and pressure suit fittings. The Base Instrument School conducted classes for 21 pilots during the month, bringing instrument training up to date. Pre-SAC evaluation training was given to five crews during April in preparation of their scheduled evaluation at Davis-Monthan Air Force Base. The O.Q. Gunnery Range at Davis-Monthan was utilized by 12 co-pilots. The Basic Survival Section conducted a basic survival refresher course for 16 aircrew personnel.[2]

SPECIAL WEAPONS:

Routine special weapons training continued for the month in accordance with SAC Regulation 82-2, 22 September 1954, subject: Training Program for SAC Special Weapons Assembly and Ground Handling Crews; and SAC Regulation 136-6, 5 December 1952, subject: Gener l Functional

1. Wing Flying Training History report for Apr 55, BISO files.
2. Ground Training history report for Apr 55. Fo all Training scheduled see training schedule for Apr 55, Exhibit "G".

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Responsibilities for Munitions Loading and Atomic Weapons Program.

April was a special training month. Seven crews received special training prior to going to crew evaluation at Davis-Monthan Air Force Base. Five of these crews received four days of pre-evaluation training. The two other crews received two days of pre-evaluation training prior to being re-evaluated after failing in Special Weapons. Both crews that were re-evaluated passed their evaluation. Twenty-one officers attended a four hour Staff Course. Four crews received two hours of special training on the MK-18 weapon.

All training directed by SAC Regulation 82-2 and 136-6 was accomplished by the Supply Squadron personnel.

In the Supply Squadron the special weapons handling team received routine continuation training in bomb handling. Five 4-man supply loading teams each received numerous loadings during the month. Enough spare personnel received loading training to make up the sixth crew. All loading teams formerly called post loading teams received the required training. A total of 550 man-hours of training was accomplished by the Special Weapons Training Section.[3]

To practice the coordination required of a special weapons mission, the Base Munitions Section delivered speci l weapons equipment to each aircraft during Operations"Parade Ground." Delivery of equipment was completed in time for aircraft to be loaded and still make take-off times.

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3. Special Weapons Historical Report.

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WING MUNITIONS:

Routine training for the month of April 1955 was accomplished in Individual Indoctrination Training and Combat Crew training. Individuals received a total of 2102 hours of indoctrination, while 72 hours of training was given to Combat Crew members.

During the month of April personnel of this section departed for TDY, for a period of four days, to March Air Force Base to observe the CBR Section of that installation in action. This trip was considered highly beneficial to personnel of this section. Personnel of the Wing CBR Section prepared six mobility kits which would be ready in an emergency. This preparation was in accordance with the Wing Mobility Plan.

A Fallout Plotboard was set up during the later part of the month in the Wing CBR Defense office for the purpose of plotting Radiation Fallout. It is also to be used to plot PSI over-pressure that could be expected from an atomic explosion.[4]

INTELLIGENCE:

During the month of April, Wing Intelligence was involved in the preparation and execution of Fifteenth Air Force Operations Orders 150-54, "Long Haul", a long range maximum endurance mission, 118-55, "Parade Ground", a bomber stream mission, and 26-55, "Scratch Pad", the deployment of the 90th Air Refueling Squadron on TDY to Sidi Slimane, French Morrocco. Briefings on the current political situation in

4. Wing Munitions Section historical report for Apr 55, BISO files.

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French Morrocco were given to personnel of the 90th and pertinent escape and evasion equipment was issued to the squadron intelligence section.

A large portion of the sections activities were devoted to Emergency War Plan (EWP) instruction for B-47 and KC-97 members in preparation for their EWP examination which was given the last week of the month. Examination results indicated that the preparation was a success.

The first Personal Data Card tests to be received by this Wing were given to combat crew members during April. Approximately seven hundered tests were received from Fifteenth Air Force, and as of 30 April 1955 approximately half of these had been completed.

The last week in April, the Wing Intelligence Officer traveled to March Air Force Base to brief the Commander of Fifteenth Air Force on the intelligence portion of the EWP. Transparent slides were prepared for this briefing. The briefing was a success, due to the clarity and completeness of the presentation. The use of film slides eliminated the need for many heavy mounted briefing aids, thus making handling, transport and security much less of a problem.

The Target Intelligence Branch during April was busy with routine duties, plus the additional responsibility of submitting B-51 reports for Operations "Long Haul and "Parade Ground".

Intelligence training was accomplished during April in Block Training. In addition, intelligence personnel received a lecture on flak and guided missiles.

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Intelligence personnel visited G-2, Army Anti Aircraft Command at Continental Air Defense Command, Ent Air Force Base, Colorado Springs on 29 April. The vulnerability of jet bombers to flak and guided missiles was the topic of discussion.

WING STANDARDIZATION BOARD:

The Wing Standardization Board Crew, was relieved as B-47 Wing Standardization Board 4 April 1955 due to the fact that Major William B. Gorris departed TDY to Mather Air Force Base for B-52 Advance K Maintenance Course. Major Marcus Hill and Major G. M. Salter began devoting full time to formulating a Wing Standardization Board Program for the B-52. A total of 345 B-52 flight handbooks and 23 revisions, classified SECRET, were received and distributed as follows: 120 4017th Combat Crew Training Squadron, 65 each Bombardment Squadrons, 30 for Wing Staff Personnel. Revisions; 1 each Bombardment Squadron, 20 for Wing Staff Personnel.[5]

Captain Foster G. Warren's crew, L-72 BO, consisting of Captain John S. Kelly (Pilot) and Captain Thomas B. Carpenter Jr. (Observer), 330th Bombardment Squadron Standardization Board assumed duties as Wing Standardization Board 5 April 1955.

Captain Warren flew nine Pilot Standardization Board Checks and Captain Carpenter flew six Observer Checks during the month for a total of four complete Wing Standardization Board Checks. Fifteenth Air Force Regulation 50-13, dated 25 February 1955, was received and new requirements for Co-pilot Gunnery Check was initiated with two Co-pilots complete.

5. Wing Standardization Board Historical report, BISC files.

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90TH AIR REFUELING WING STANDARDIZATION:

Captain Orman L. Boyer's crew, T-15, was assigned to this office as Wing Standardization Crew 7 April 1955 relieving Captain Myron A. Bowen's crew, T-05.

Due to the 90th Air Refueling Squadron departing on a classified TDY, no operational accomplishments were received for inclusion for this history period.

93D AIR REFUELING WING STANDARDIZATION:

During April Crew T-10 was given a complete Standardization Board Check. Several other individual Crew Checks and Initial Checks were made during the month.

One crew change was made when S/Sgt Anderson was assigned as Assistant Boom Operator replacing T/Sgt Lewis who was assigned to another crew as Boom Operator.

Emergency Procedure Examinations were completed and run off during April and crews were given the examination. Retake of the examination was scheduled as they became available. Proficiency Examinations were prepared for all crew positions.[6]

Assistant Standardization Board Crew attempted several rides with Crew T-15, however, the rides were not completed due to aircraft abort.

OFFICE OF SAFETY:

The Office of Safety in its first months operation since merging the Ground Safety Office and Flying Safety Office into one section and under the control of, Director of Safety, was operating to the satisfaction of higher headquarters.[7]

6. Wing Standardization Board Historical report, BISO files.
7. Office of Safety, Historical report, BISO files.

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During the month of April, the Director of Safety, visited the Office of Safety, March Air Force Base, for the purpose of obtaining clarification with respect to the functions of Flying and Ground Safety at this base.

The Office of Safety accomplished an inspection of maintenance procedures with respect to Base Flight and Transient aircraft. The inspection covered aircraft grounding procedures, securing of aircraft, parking of aircraft and status of aircraft maintenance equipment. All activities inspected were satisfactory.

The Office of Safety prepared an accident reporting procedure folder for the guidance of the Wing Office of Safety. The folder contained the necessary regulations and instructions for the reporting of ground aircraft accidents. Under the new safety establishment, the Wing Office of Safety reports all ground accidents involving Wing aircraft. The folder was prepared for the usage and guidance of the Wing Office of Safety personnel, who were not familiar with ground accident reporting procedures.

The Ground Safety Executive Council met at 0900 hours, 14 April 1955. The main topic discussed was the revision of the Traffic Spotter's (T-Man) Program to meet the original intention of a courtesy reporting campaign, rather than the disciplinary approach which was presently in effect.

The Director of Safety investigated a C-45 incident during the week of 25 April 1955. The C-45 assigned to the 93d Air Base Group,

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was being run-up on pre-flight by the crew chief. Smoke and fire were noted coming from the left engine cowling. The fire was extinguished by the crew chief and fire department personnel. Inspection revealed the inner cowling seal, a neoprene rubber material used to support the top cowling, burned completely. A SAC Form 5, aircraft incident form, was accomplished and forwarded to the Wing Office of Safety.

The Office of Safety engineered safe procedures and monitoring of the contractor on the installation of a 12,600 gallon tank used on the south end of Castle Air Force Base flight line area. This tank was to be utilized as an alcohol-water fuel storage facility. The monitoring was necessary due to a previous error when tetraethyl lead contaminated the fuel in the tank.

The Office of Safety conducted an extensive investigation of an accident which occurred on 22 April 1955. This accident involved two airmen overcome by asphyxiation while working in fuel cells of a B-47 aircraft. This investigation was followed up with an engineered comprehensive report and recommendations relative to the incident.

93D OPERATIONS SQUADRON:

Communications. During April, five new airmen were assigned to the Communications Section and assigned duties in the message center and the switchboards. A letter was submitted to Sacramento Air Material Area for release of an order to the local telephone Company to install additional telephones to the local town of Atwater. On 26 April 1955 the five Atwater trunks were put into service.[8]

8. 93d Operations Squadron Historical Report, BISO files.

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A new test bench was completed in the teletype maintenance section with all built in test equipment to include tube tester, voltmeter and polar relay adjustment set. Additional field phones were installed for base defense. The Crash Crew moved into the new building 1344, and all necessary communications were provided by wire maintenance crews at the time of the move.

Photography. During April, 64 requests for photography were processed. Twenty-eight additional color slide copies of briefing charts for the Wing Comptroller were made. A great improvement in the color rendition and over all quality of the slides was noticeable as experience in exposing and processing the color film has been gained. Efforts were still being made to obtain the Recordak 35mm copying machine.

During April 1955, WOJG Alfred J. Ortize of the Photo Laboratory made a trip to March Air Force Base for the purpose of coordinating color photography. Master Sergeant Robert C. Foster of this section made a similar trip to San Francisco on 26 April. Airman First Class William C. Ashcraft of this section covered a civilian automobile accident near Fresno involving two Parks Air Force Base airmen who were killed. A/2C Louis Assad photographed the first B-52 crew at Edwards Air Force Base.

329th Bomb Squadron Operations. The 329th Bomb Squadron was allocated 450 flying hours for the month of April. Total hours flown amounted to 433:35. This was accomplished with three crews at Strategic Evaluation School and three observers from other crews on temporary duty at Mather undergoing advanced K-System maintenance training.[9]

9. 329th Bomb Squadron Historical report, BISO files.

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Major Jonathan S. Hughes, aircraft commander of crew L-29, assumed the duties of Operations Officer, replacing Major William R. Caylor who was reassigned to Headquarters Strategic Air Command on 12 April.

Captain Donald C. Hedlund departed the latter part of the month for Edwards Air Force Base where he was to be checked out in the B-52. He will then return to Castle as an instructor, assigned to the 4017th Training Squadron.

Captain Dean R. Feeney and crew flew one airshow mission. Several low passes were made at the Reno, Nevada airport, on Nevada's Airport Day. This was part of operation "Top Flight."

The 329th Bomb Squadron had nine aircraft participating in the Fifteenth Air Force directed mission "Parade Ground." All nine aircraft were airborne at scheduled times. Bombing results were, as a whole, excellent. Three crews turned in outstanding results and was to be awarded Fifteenth Air Force inscribed cigarette lighters.

Crew R-40, aircraft commander Major Allen R. Tennyson, pilot First Lieutenant Don R. Patrick, observer Captain Henry C. Segal, was second in the 93d Bombardment Wing. They trailed only slightly behind the Wing's number one crew. For their outstanding performance the squadron commander, Lieutenant Colonel Robert L. Litchfield, awarded them with a three day pass. Crew competition on "Parade Ground" was at a high level. All crews worked extremely hard and as may be suspected morale was very high.

330th Bomb Squadron Operations. The 330th Bomb Squadron participated in four Wing missions during the month of April. "Long Haul"

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was completed after two previous attempts. "Fly Trap," which had been in progress for six months, was completed, in which the 330th supported a squadron of RC-121's in the calibration of their radar systems. Operation "Fine Dinner" was followed by "Parade Ground", and evaluation mission in which the 330th boasted superior results in both Wing and Fifteenth Air Force standing. A total of 81 sorties entailing 454 hours and 45 minutes were accomplished.

93d Air Refueling Squadron Operations. The month of April was an exceedingly good month for the 93d Air Refueling Squadron Operations section. Timewise the squadron spent 644:40 in the air flying 108 sorties and transferred 1,373,970 pounds of fuel by initiating 1085 hookups. To accomplish these totals, the "G" model aircraft flew 386:25 of which 88:30 were at night, and transferred 937,050 pounds of fuel in 42 wet and 448 dry contacts. Of these contacts 15 were made at night and 14 were in an emergency override configuration. The "F" model series flew a total of 258:15 of which 57:55 were at night, and transferred 436,920 pounds of fuel in 595 contacts consisting of 28 wet and 567 drys. There were 42 contacts in an emergency override configuration.[10]

On 6 April 1955, 15 aircraft departed from Castle Air Force Base, on a mission ordered by higher headquarters. Operation "Longhaul" was planned to test the long range capabilities of the 93d Air Refueling Squadron. Three flights of four aircraft each, were assigned different routes and orbiting areas in which to accomplish refueling of the receiver aircraft. Three aircraft were held at Castle Air Force Base as

10. 93d Air Refueling Squadron Historical Report, and personal interview with 1st Lt Donald Norris, 12 Apr 55.

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(5) Development and construction of necessary charts and training aids to be utilized in the flight training course and development of a list of necessary training aid items to be added to overall supply list.

(6) Solving various problems relative to procurement, issue, and storage of all necessary items of personal equipment needed to equip flight instructor and student crews.

(7) Completion of the revisions of SAC Regulations 51-19 and 50-43 for the B-52 program through conference and committee work.[12]

12. 4017th Combat Crew Historical Report, BISO files.

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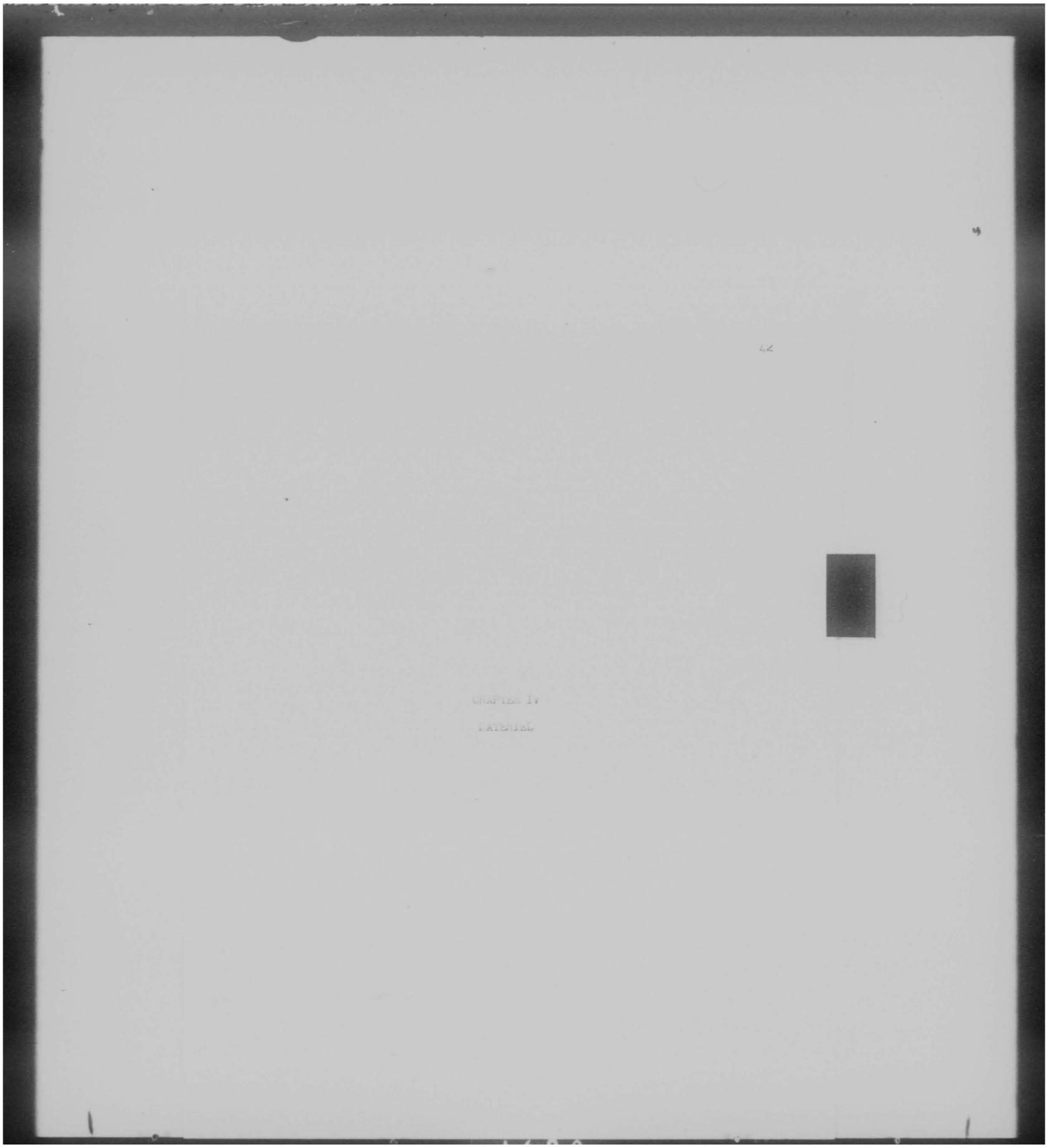

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MATERIAL

93d Field Maintenance Squadron. During the month of April, the Fabrication Branch processed 1,327 work orders through the shops. Of this total, 1,011 were flight line repairs, 92 were work orders from Supply and 224 work orders on AF Form 48.

The Sheetmetal Shop performed major structural repairs to the body bulkhead station 861 and rear fuel cell access panel on B-47 aircraft #2512. The bulkhead and fuel cell section had been extensively damaged by rear main landing gear malfunction. Major repairs were also accomplished to the wing leading edge of B-47 aircraft #2458 and to the upper forward fuselage cargo entrance of KC-97 aircraft #2624. Work performed for the Second Strategic Support Squadron included the accomplishment of T.O. 1C-124-133, relocation of static vent lines on C-124 aircraft #0093, requiring 338 man-hours to complete. An overall total of 774 man-hours were expended by the Sheetmetal Shop assisting the Second Strategic Support Squadron during April.

The Dope, Paint and Fabric Shop completed all possible work to eighteen 90th Air Refueling Squadron aircraft prior to movement. Boom markings with reflective tape were completed and ruddervators were marked. SAC insignias and blue band installations were accomplished. Three aircraft were not completed as they were not available on the base; one was advance party and two at IRAN. Two civilian painters from Sacramento Air Material Area (SWAMA) were utilized for compliance with T.O. 1-1636, USAF Aircraft Insignia and Markings, which was accomplished on one B-47, three KC-97s from the 90th Air Refueling.

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Squadron and 10 from the 93d Air Refueling Squadron. The Civilian painters were relieved on 21 April and the assistance they rendered was greatly appreciated. During the month, nine control surfaces were recovered which included two KC-97 ailerons, one C-124 aileron, one C-47 aileron, one B-25 rudder and four C-124 flaps.

The Machine Shop completed T.O. 1B-47-518 modification of nose dome locking pins to 25 nose domes for J-47 engines and repaired a total of 150 J-47 cross-over ignition tubes. Also T.O. 2J-47-206, relocation of main fuel regulator oil inlet, was completed on 300 J-47 power take-off case mounting brackets. During the month the drag chute unit repaired, inspected and repacked 245 drag parachutes and 146 approach parachutes. The Rudder Products Repair Unit acquired one additional work table and a rack for storage of pneumatic life vests. All furnishings such as work benches and cabinets were painted a uniform color. The scales used for weighing CO2 cylinders were calibrated by the California Bureau of Weights and Measures.

The Welding Shop repaired a total of 163 J-47 engine inner liners and 142 cross-over ignition tubes; also inspection and repair was accomplished to numerous C-124 exhaust system parts. A lubrication rack for C-26 and C-21 generator units was under construction. The addition of the rack will enable the Ground Powered Section to maintain the equipment at a great man-hour saving.

The Woodmill made major repairs to two packing crates for C-124 flap assemblies which had been severely damaged by the using organization upon opening of the crates to remove the serviceable flaps.

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Investigation showed that the pack-crates had been opened from the wrong side, and careless handling also contributed to the damage. The fabrication of several B-52 mock-ups were being set up for use by the 4017th Combat Crew Training Squadron and a printed matter correlating machine also had been constructed for the 4017th.

The Jet Engine Section completed the installation of water injection systems on the J-47 engines. Tabbing these engines for use of water injection resulted in approximately double the number of engine changes per month. A total of 23 engines were changed; 31 engines were returned to service by minor repair. The engine build-up line had been shut down while complying with the water injection T.O. due to lack of personnel. A very high demand for engines, coupled with a lack of experienced personnel, resulted in considerable overtime work.

The Propeller Section lost five experienced men to TDY movement and five new people were recently assigned. They were learning the operation through On Job Training (OJT) with the more experienced people. During the month, the section completed seven periodic inspections and removed and installed 35 propellers. A new tool crib was designed and constructed to handle the special tools for the J-57 engine.

During the month of April, the components sections of the Aero Repair Branch in the 93d Field Maintenance Squadron, accomplished 1,467 aircraft work orders, manufactured 15 work orders, bench checked 883 items of which 653 were serviceable, 114 repairable and 54 condemned; 554 items were locally repaired and 677 items were repaired.

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Lack of transportation and equipment made the accomplishment of aircraft work orders in the Aircraft Repair Section more difficult to perform. Airframe repair of canopy was an example; canopy seals being changed at this station could be expedited considerably by authorizing a Loraine Crane and canopy sling to the Aero Repair Branch. Many man-hours were lost on each canopy or seal exchange in contacting and waiting on crane and sling.

As of 30 April, the Electric Shop had 85 personnel assigned of which 43 were TDY to schools and accompanying the 90th Air Refueling Squadron on their TDY. Thirty-five additional Periodic Maintenance Squadron personnel were TDY to the Electric Shop to compensate for loss of personnel in training schools. The greatest difficulty in the Electric Shop was lack of sufficient transportation to and from work orders.[1]

93d Armament and Electronics Maintenance Squadron. The Field Maintenance Electronic countermeasure (ECM) shop completed pre-installation bench checks on all ALE-1 chaff dispensers. Ninety complete installation sets were checked and 29 stripper units were found unserviceable. An unserviceable report was submitted and the unserviceable units turned in to Base Supply; one unit was shipped out as an Unsatisfactory Report exhibit.

The ECM shop was in the process of building a mock-up for the ALT-8 transmitting set, but progress was slow due to a shortage of personnel. This situation was expected to be alleviated upon return of ECM men on TDY.

1. 93d Field Maintenance Squadron Historical Report for Apr 55 and interview with Major John Vanderveer, Field Maint Sqdn Historical Officer.

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In the process of performing periodic maintenance on an IP-35/APS-42 indicator it was noticed that the scope could not be completely blanked out and the range marks were still visible with intensity control at minimum. Investigation showed that the malfunction was due to the replacement of either the 6C4 tube or 6AK5 in the Video Amplifier with their ruggedized versions (6C4W and 6AK5W). Field Maintenance personnel were briefed on this difficulty and recommended corrective action.

The Periodic Maintenance Branch began operating under a new system set up by the Periodic Maintenance Squadron. Under the new system, the aircraft is given to the Armament and Electronics maintenance people for a day and a half. This operation worked out well for some of the systems and with a little more experience, it was expected that all systems would profit by the change.

Mr. Joseph P. Stuart, technical representative from the Fairchild Camera and Instrument Corporation, conducted a series of classes during the latter part of the month. The purpose of these classes was the training of maintenance personnel in the theory, calibration and maintenance techniques of all Fairchild aerial photographic equipment used at Castle Air Force Base.[2]

93d Air Refueling Squadron. Maintenance personnel in the 93d Air Refueling Squadron performed 32 postflight inspections, with five Maintenance Quality Control Inspections, during the month. Seven aircraft went through the Technical Order Compliance Dock, and one completed a periodic inspection. As of 30 April 1955, two aircraft were in the periodic maintenance docks, due to be completed the first week in May.

2. 93d A&E Sodn Historical Rept.

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One aircraft was in the depot at Oklahoma City, and aircraft 51-359A was at APO 23 awaiting flight to the depot. Engines changed during the month totaled four. Two other engines were removed from aircraft for engine conditioning and then re-installed.

Aircraft 52-3630 was returned to this squadron, after being in the depot since October 1954, for the purpose of running down a malfunction which occurred on several occasions while in flight. After considerable time was spent on maintenance, and many test flights were flown, the difficulty was found to be in the elevators. The elevators were changed, and the aircraft checked out after being test flown.

In April Captain Leo A. Rickels was assigned to the 93d Air Refueling Squadron as Aircraft Maintenance Officer. Captain Rickels replaced Lieutenant Colonel Garland J. Smith, who was reassigned as Commander of the 93d Periodic Maintenance Squadron.[3]

Maintenance Control. During the month of April 1955, the Quality Control Unit inspected 12 B-47 and eight KC-97 aircraft on the flight line. The unit also inspected eight B-47 and five KC-97 aircraft in the Periodic Maintenance docks. There were 27 engine installation inspections completed and one engine was inspected at the engine build-up section. All B-47 aircraft assigned to the base were inspected for compliance with Technical Order 1B-47-290. A quarterly inspection was completed on all aircraft forms. The discrepencies noted were scheduled for correction by personnel who maintain the records. The Quality Control Unit processed 106 unsatisfactory reports during the month of April.[4]

3. 93d Air Refueling Squadron Historical Report, and interview with 1st Lt Donald Norris, Historical Officer, 12 May 55.
4. Quality Control Unit Historical Report, BISO files.

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There were 63 test flights scheduled and flown during April. Of this total, 39 test flights were by Wing aircraft, six by Second Strategic Support Squadron aircraft and 18 Base Flight aircraft.

Maintenance Standardization Team. The Maintenance Standardization Team checked the post flight maintenance personnel in the 93d Air Refueling Squadron, 328th, 329th, and 330th Bomb Squadrons, for quality of Maintenance. This check was in accordance with SAC manual 66-15. Several B-47 aircraft were inspected during the time they were in the Periodic Docks. The inspection revealed cracks on the wheel well doors, fuselage and upper wing surfaces. The causes were unknown, however, further investigations were being conducted to determine the cause.[5]

The Maintenance Standardization Team published five Maintenance Instruction Letters and one Maintenance Information Bulletin during April 1955.[6]

Wing Logistics. The Wing Logistics Office participated in a routine training exercise on 1 April 1955. The exercise was directed by Headquarters Fifteenth Air Force and the purpose was to test the capabilities of the Base aircraft evacuation plan. During the exercise 555 personnel were involved in a simulated loading of tactical aircraft. Another 699 personnel were processed and ready to load on support aircraft. A total of 128,120 pounds of cargo for tactical aircraft was loaded (simulated) and 215,873 pounds were loaded (simulated) on support aircraft. The final results of the test were not encouraging; therefore, mobility officers were thoroughly orientated and briefed of their

5. Maintenance Standardization Team Historical Report, BISO files.
6. See Maintenance Instruction Letters and Maintenance Information Bulletin. Exhibit "I".

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responsibilities in accordance with 93d Bombardment Wing Operations Plan 10-55.[7]

On 15 April 1955, an optional training exercise was directed by the Wing Commander. This was to further test the capabilities of the Wing and reduce the time element required on the test of 1 April 1955. The execution for this exercise began at 0500 hours. The 93d Bomb Wing had reached the ultimate goal by 0935 hours, cutting the time down by three hours and 35 minutes over the test of 1 April 1955. There were 44,176 pounds cargo made ready for loading. There were 15,738 pounds actually loaded on three KC-97 aircraft and 28,438 pounds loaded (simulated) on three aircraft. The above figures were Priority one equipment. There were 60,489 pounds cargo scheduled on Priority two and 59,701 pounds actually prepared for support airlift. There were 21 officers and 209 airmen actually (or simulated) loaded on KC-97 aircraft. A total of 114 personnel were ready for dispersal in the Priority two category.

The Administrative and Logistical Annex to 93d Bomb Wing Operations Order 26-55 (Scratch Pad) was completed and forwarded to Operations Section. This Operations Order deployed the 90th Air Refueling Squadron to Sidi Slimane on a 90 day rotational TDY. This was a phase type move and involved 20 KC-97 aircraft. There were 552 personnel and 120,990 pounds materiel deployed in support of this Operations Order.

The Wing Logistics Officer, Major Alva M. Hoover, was reassigned to the Second Strategic Support Squadron during the month. On 29 April

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7. Wing Logistics Historical Report. Interview with Major Arthur W. Uglow, Wing Logistics officer and T/Sgt Gerald Howe, Wing Logistics Office, 13 May 55. For 93d ARS Loading plan see, exhibit "J".

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1955, Major Arthur W. Uglow, Jr., was assigned and assumed the duties as Logistics Officer.

SUPPLY:

93d Field Maintenance Squadron. The influx of items requisitioned on "Project Changeover" for conversion to B-52 operation slowed down considerably during the month. All items which were immediately available for issue in the depots were received. The month's receipts consisted only of those items which had become available for issue for the first time. At the end of the month, nearly all of the authorized class 18 special tools for the B-52 had arrived; however, there were still major shortages in ground handling equipment for the aircraft and engines.

Over 300 individual tool kits were checked and built up to the highest percentage of completion possible with the tools available. Status of completion of tool kits in hands of using personnel thereby reached the highest point achieved thus far.[8]

93d Armament and Electronics Squadron Supply. During the month of April only a small amount of equipment was received for the B-52 program. Although 93 percent of the B-52 equipment had been received. The remaining seven percent was critical because it consisted of the A-14 auto pilot and various components of the K-System, and would be required to facilitate a smooth change over.[9]

Bench stock levels for B-52 items were submitted to Base Supply and the Material Section was setting up levels for pre-issues.

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8. 93d Field Maint Sq Historical Report, BISO files.
9. 93d A&E Sq Historical Report, BISO files.

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330th Bomb Squadron Supply. The 330th Bomb Squadron unit supply section continued with B-52 Project Changeover. As of 30 April, a total of 81% of the B-52 authorized equipment had been received.

This month as part of a supply improvement program, the 330th Bomb Squadron was inspected by a team made up of an officer and NCO's from other squadrons. The written results of this inspection have not been received, but from the comments of the inspecting officer, it was satisfactory.

The personnel shortage, which has been a primary problem in the 330th Bomb Squadron supply during the past months, has been almost alleviated. As of 30 April 1955, a full T/O authorization of supply personnel were on duty, however, a shortage of one clerk typist still existed.[10]

Motor Vehicle Squadron. The Motor Vehicle Squadron continued operations during April 1955, however, they worked under adverse conditions due to the moving of the offices and all equipment to a new cite. The equipment of the tire shop and steam cleaning units were temporarily moved into the maintenance section which increases the already critical shortage of space in the maintenance shops. The offices of the Motor Pool were moved into the Squadron Day Room. The move of offices and equipment were made in preparation of the projected construction of new maintenance shops on the cite where the Motor Pool had previously been.

The maintenance Section recorded a 2.5% of vehicles assigned as dead lined for parts and 2.% were dead lined for maintenance. The

10. 330th Bomb Sq Historical Report, BISO files.

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maintenance of fire and crash equipment presented a definite problem due to the shortage of parts. No relief could be forecast as stock levels for spare parts are not maintained. Personnel at the Sharpe General Depot and McClellan Air Force Depot have been instrumental in furnighing parts which contributed in keeping critically required equipment in operation.[11]

11. Motor Vehicle Sqdn Historical Report.

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GLOSSARY

AFM	Air Force Manual
AFSC	Air Force Specialty Classification
AQE	Airman Qualifying Examination
CBR	Chemical Biological Radiological
EOC	End of Course
GED	General Education Development
M-Day	Mobilization Day
NCO	Non-Commissioned Officer
NCOIC	Non-Commissioned Officer In Charge
OCS	Officer Candidate School
OJT	On The Job Training
SAC	Strategic Air Command
T/O	Table of Organization
TDY	Temporary Duty
USAFI	United States Air Force Institute

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SUPPORTING DOCUMENTS

Exhibit

"A" Forecast of SAC Management Control System Scores

"B" 1-52 progress report #2

"C" Status report of Phase VI program (1-52)

"D" Status report of Phase VI program (1-52)

"E" Unit Management Control System April 1955

"F" Report of Airmen not on QT

"G" 93d Bomb Wing Training Program for April 1955

"H" Picture of 93d Air Refueling Squadron's proposed insignia

"I" Maintenance Instruction Letters

"J" Air Refueling Squadrons Mobility Plan (Interim Loading)

"K" Technical Representatives monthly reports

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[redacted] (S)
Monthly Analysis, [redacted]
April 195[redacted]

SECTION I - Forecast of [redacted] management control system scores

		Max %	Max % of Max	Apr % of Max	Apr to Forecast
A.	PERSONNEL				
1.	Manning in Required Specialties				
	a. Officers	80	70	70	21
	b. Airmen (Direct Support)	150	10	10	15
	c. Airmen (Indirect Support)	25	50	40	10
2.	[redacted] Rate per 1,000	30	100	100	30
3.	Ground Safety	85	35	50	17.5
4.	Reenlistment Rate	40	30	30	12
5.	Total Personnel Score	300	33	34	100.5
B.	MATERIEL				
1.	Flying Hours Delivered as a Percent of Required	60	96.1	96.4	57.8
2.	Reports of Survey	20	80	95	19
3.	Total Materiel Score	80	92	96	76.8
C.	GENERAL ITEMS				
1.	Flying Safety	50	70	100	50
D.	GRAND TOTAL	430	48	53	227.3

* In the absence of official [redacted] scores, local forecast percentages were used for comparative purposes in this column.

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c. Airmen (Indirect Support)

(1) 156 unfilled positions existed out of 757 authorized AFSC's giving an [illegible] index of 79.4% earning [illegible] of maximum points.

(2) The shortage of airmen in [illegible] 70250, Senior Clerk, continues to be the major problem area with 37 shortages as of month-end. There were only sixteen (16) airmen overages assigned at the 70230 level so normal [illegible] upgrading will not solve the problem.

d. 4017th Combat Crew Training Squadron

(1) Officer [illegible] was 88.6% with 28 of 36 authorizations filled. The balance of the officers are programmed in with the exception of the Aircraft Maintenance Officer, [illegible] 4344.

(2) Airman [illegible] was 59.6% with 31 of 52 authorizations filled. The most critical area was in the manning of the clerical positions. However, action has been completed authorizing civilian typists for ten (10) of these positions which would alleviate the problem.

2. AMCL Rate

a. For the four-month period ending in April, there were 12 AMCL's and a total mean strength of 12,9[illegible]. The AMCL rate per 1,000 population was 0.9 resulting in a score of 100% of maximum points.

3. Ground Safety

a. For the four-month period ending in April, the military disabling injury rate per 100,000 man-days of exposure was 6.52 based on 26 injuries with an exposure of 398,785 man-days. There were two (2) government motor vehicle accidents in 154,92[illegible] miles of driving for an accident rate of 1.29. There were no civilian disabling injuries. The total Ground Safety Index was 7.81. Total accident cost was $42,700 divided by a total mean strength of 13,5[illegible], giving an accident Cost Index of $3.15. The combination of the foregoing indices earns 50% of maximum points.

b. In March, all of the disabling injuries (4) were the result of private motor vehicle accidents.

c. The number of military disabling injuries for the four-month period (26) was responsible for the loss of 30% of maximum score. Two (2) government vehicle accidents caused the loss of 10% of maximum points. An additional 10% of maximum points were lost

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due to the severity of military injuries (including 1 fatality at $31,500) which resulted in an excessive accident cost for man-days lost.

4. Reenlistment Rate

a. For the four-month period ending in April, there were 62 immediate reenlistments and 235 airmen were discharged who were eligible to reenlist. The reenlistment rate was 26.4% resulting in a score of 30% of maximum points.

b. During April, there were 13 immediate reenlistments and 64 airmen were discharged who were eligible to reenlist for a rate of 20.3%.

c. The score has remained at the present level for several months. The early release of nineteen (19) airmen to attend school and ten (10) to accept cyclic employment since 1 January 1955 has had a negative effect upon the rate.

5. Mobile Training Detachment Utilization

Not scored as there was no operational MTS assigned during the month.

G. MATERIEL

1. Flying Hours as a Percent of Required

a. For the month of April, flying hours required were as follows: B-47, 1389; 93D ARS, 691. Flying hours accomplished were as follows: B-47, 1361; 93D ARS, 645. The combined totals were 2006 hours flown versus 2080 hours required for a percentage of 96.4% earning 57.8 of 60 possible points.

2. Reports of Survey

a. For the four-month period ending in April, 24 reports of survey were registered totaling $1,494.15 giving an average cost per survey of $62.26. The combined military and civilian strength was 12,521. The number of reports of survey per 1,000 population was 1.9. The combination of the foregoing indices earns 95% of maximum score.

3. Supply Consumption, Technical Order Compliance and Aircraft Maintenance Manhour Utilization were not scored pending development of scoring criteria by SAC Headquarters.

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B52 PROGRESS REPORT

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CASTLE AFB, CALIFORNIA

APRIL-1955

CAFB Control No. 55-4885-S

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

CLAS: SECRET
AUTH: COMDR 93D BW
DATE: 7 MAY 58
NAME: [illegible]

MEMORANDUM FOR: Commander, 93d Bombardment Wing (H)

SUBJECT: Progress Report #5, B-52 Conversion Program (93d Bombardment Wing Programing Plan 2-54) as of 30 April 1955

1. Summary of Program

a. The Primary Mission of the 93d Bombardment Wing during the conversion is as follows:

(1) To maintain a full combat capability in B-47 aircraft proportionate to the number assigned.

(2) To attain a proportionate combat capability in B-52 aircraft (including special weapons) as rapidly as possible, as aircraft are delivered to Castle Air Force Base.

(3) To support the B-52 Combat Crew Training Squadron mission.

b. The Phase VI Test Program - According to the B-52 SAC Liaison Officer, Major Clair G. Whitney, the progress of the test program at Edwards Air Force Base is estimated to be approximately 5 weeks in arrears due to the various incidents and malfunctions that have occurred during the initial flights of aircraft 52-005 and 006. The following major incidents have occurred thus far:

- Rear main landing gear collapsed on 005.
- Severe tail shake on 006.
- Loss in flight of the Radar Observers ejection hatch on 005.
- Opening of the life raft doors in flight.
- 20 day grounding order due to structural weakness of wing flaps.

The total flight accomplishments on the two Phase VI aircraft as of 30 April is as follows:

	Total Airframe Time
52-005 -	81:10
52-006 -	41:10
Total	122:20

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Total Phase VI Flying Hours

52-005	-	49:50
52-006	-	21:30
Total		71:20

First Increment personnel are scheduled to rotate to Castle Air Force Base commencing 16 May 1955. These personnel will be replaced by the 2nd Increment who will be integrated in groups of approximately 25 per week so that the maintenance capability and experience nucleus will remain constant. The total 2nd Increment should be in place by 15 June 1955.

c. The Phase VII Test Program - Colonel Birdsong and crew were in place at Edwards AFB during the latter part of April 1955. They are scheduled to complete their check-out and proceed to Eglin AFB, Florida on or about 12 May 1955 to commence Phase VII testing.

d. B-52 Operational Engineering Section - Major Savage, Chief, and certain selected personnel of the B-52 OES are presently in place at Edwards AFB in a training status. These personnel are scheduled to return to Castle AFB on or about 1 June 1955 which will be their permanent operating location during the remainder of the conversion program.

e. B-52 Aircraft Deliveries - The initial three (3) aircraft will be delivered to Castle AFB in June 1955, the first of which is scheduled to arrive on or about 23 June. Upon receipt of the second B-52, Castle AFB will phase out three B-47 aircraft.

f. The 4017th Combat Crew Training Squadron is revising the crew training syllabus to accommodate established student requirements. The types of courses now proposed are:

(1) Staff Flight Course

(2) Combat Crew Flight Course

(3) Instructors Flight Course

(See Director of Operations - 4017th - Project 4)

g. Initial B-52 Ground Training is scheduled to begin on 23 May 1955 with an input of 3 student crews.

h. B-52 Construction Program - See paragraph 2c(5) below.

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c. Physical Conditioning Facilities are considered sub-standard. The plans submitted to 15th Air Force, some months ago, to convert Building T-703 into a Scandanavian Room have not, as yet, been approved. $10,000 will be required to carry out this project.

2. Conversion Progress Status as of 30 April 1955

a. Personnel

(1) 4017th Combat Crew Training Squadron Manning Status - This squadron has an authorized strength of 36 officers and 52 airmen. 31 or 86.1% of the required officers were assigned. 36 or 69.2% of the required airmen were assigned. The manning in required specialty index for officers was 77.8%; for airmen, 59.6%.

(2) Package Training Courses - A total of ninety-three (93) personnel are scheduled to attend courses starting in May. Additional civilian spaces have been requested for a Hydraulic and an Electrical course.

(3) B-52 Phase VI Test Program - The first increment of personnel are at Edwards Air Force Base participating in the program. The 13 officers required for the 2d Increment are available with two of these officers scheduled to receive additional required training in May. All of the 125 airmen required are assigned or pending EDCSA. Of this number, 121 are trained or require no training and 4 have not completed training.

(4) Familiarization Program - The formal program has been completed with the exception of the Air Crew and Performance Data Course. Six spaces will be utilized, three in May and three in July. It is planned to handle any future requirements through local facilities.

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(5) Command Strength - The assigned military strength of the 93d Bombardment Wing as of 30 April 1955 was as follows:

	Wing				Air Base Group		
Sq	Off	Amn	Total	Sq	Off	Amn	Total
Hq	60	148	208	Hq Sq Sec	52	278	330
328th	62	182	244	Supply	14	335	349
329th	61	178	239	Mtr Veh	3	173	176
330th	63	172	235	Air Police	13	319	332
Fld Maint	8	725	733	Air Instl	6	236	242
Per Maint	5	262	267	Food Sv	2	243	245
A&E Maint	15	433	448	Oprs	11	161	172
93d ARS	107	246	353	4160th USAF			
90th ARS	TDY N. AFRICA			Hosp	13	23	36
TAC Hosp	22	119	141				
	403	2465	2868		114	1768	1882
4017 CCTS	31	36	67				

MIRS* (B-52)	93 BW		ABGP
	(Direct)	(Indirect)	
Officers	88.3%		81.8%
Airmen	74.4%	79.4%	83.2%

* Does not include 4017th CCTS and 2d SSS.

b. Operations and Training

(1) Training of Twelve Additional B-52 Aircraft Commanders and Observers. A major problem at present is a requirement by SAC for training twelve additional B-52 aircraft commanders and observers as instructors. This wing does not have the personnel capability of meeting this requirement. This problem has been discussed with 15th Air Force; however as of this date, there is no indication on how or when the people meeting this requirement will be available.

(2) Minimum Training - Recommendation for minimum training for upgrading crews to combat ready status after completion of 4017th CCTS training has been prepared for forwarding to Fifteenth Air Force. Assuming 35 hours 4017th CCTS flight training, additional training recommended is 48 hours per crew in six 8-hour sorties.

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(3) Operational Staff Visit - An Operational Staff Visit was conducted by the Wing Director of Operations and his staff to Edwards AFB during April in order to receive first-hand information on the progress and difficulties encountered. Information gained from this visit indicated that the major problem involved engineering and aircraft design.

(4) SAC Regulation 51-19 - Representatives of SAC, 15th Air Force, 93d Bombardment Wing and the 4017th CCTS attended a conference on 12 April 1955 to discuss the proposals to SAC Regulation 51-19 as submitted by the 4017th CCTS planning staff. At the conclusion of this conference, a new draft was prepared based on the recommendations presented during the conference. Copies of the proposed regulation have been forwarded to SAC and 15th Air Force.

(5) Status of 4017th Instructor Crews - A minimum number of instructor crew personnel of the 1st Increment have received B-52 flying training but the majority of 2nd Increment personnel have not as yet completed altitude indoctrination. The status of Instructor Crews overall training is considered to be 50 percent complete.

(6) Flying Training Course Outlines for 4017th CCTS - The present course outlines are in the process of revision. The revised courses will consist basically of a Staff Flight Course designed to give staff personnel a complete and thorough indoctrination in B-52 operation to facilitate staff level planning in B-52 aircraft requirements. The Combat Crew Flight Course remains basically the same as the Optimum Flight Course for Combat Crews. The Instructors Flight Course is a special course outline designed to train two instructor pilots and two instructor observers per flight.

(7) Syntletic Trainer Status -

Trainer	In Place	On Auto Distr	Add Units Req by 4017 CCTS
B-52 Simulator	0	1	1
C-11 Inst Trainer	2	0	2
T-2A K-Nav & Bn Trainer	1	0	1

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Trainer	In Place	On Auto Distr	Add Units Req by 4017 CCTS
T-3A Converted to K-System	1	0	0
ECM Tnr ANG PQ-T1	0	1	1
Gunnery Tnr, T-1A	1	1 MD 5 Kit for T-1A	0
A-3A Gunnery Trainer	0	1	0

c. Materiel

(1) B-52 Aircraft - Deliveries are presently programmed to begin in June 1955, with the initial assignment of three aircraft. The final delivery of two B-52 aircraft is scheduled for April 1956, bringing the total to 40 aircraft. Present conversion plans indicate that the Bomb Squadrons will convert in the following order: 329th, 330th, and 328th.

(2) B-47 Aircraft - The present phase-out plan for B-47 type aircraft calls for the transfer of three B-47's for each two B-52's received. The transfer of B-47's will begin in June 1955 with the last of the B-47 aircraft anticipated to be transferred in December 1955. Following is the recommended order of phase-out of the first 15 B-47 aircraft: 52-462, 444, 468, 517, 511, 451, 448, 463, 470, 476, 449, 443, 513, 455, and 456.

(3) Supply Actions - Following items are considered of especial interest in the conversion program:

(a) Unit Authorization Lists - UAL's have been reviewed, corrected, and distributed. Changes reflecting requirements for the 4017th CCTS have been submitted to Headquarters SAC for approval. A physical survey will be conducted by the Special Equipment Evaluation and Audit Team at Castle AFB to determine adequacy of current UAL for Wing Headquarters. The Western Area IE and AT will arrive this station the early part of May to survey UAL requirements for additional vehicular and materiel handling equipment.

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(b) Pre-issue of Bench Stocks - Personnel from Supply Control visited Edwards AFB to compute consumption of parts and material. The results of such additional information will be incorporated in final preparation of listings received from organizations.

(c) Surplus Equipment - Additional re-distribution of surplus equipment will be made from the 329th Bomb Squadron at time of receipt of first B-52 aircraft and initial loss of B-47 aircraft.

(d) AFSD Action - Aircraft Spares - Of a total of 8,539 line items on AFSD 56L0010, with amendments, 6,936 line items were received as of 25 April 1955. A conference was held at OCAMA on 26 April 1955 by representatives of Headquarters SAC, Headquarters 15th Air Force, and Castle AFB, to resolve problems and expedite action on remaining items. An outcome of this meeting was that OCAMA personnel would hand-carry shortage lists to the various depots in order to expedite follow-up.

(e) AFSD Action - Electronic Equipment Spares - Electronic and Armament Spares are included in AFSD 56L0010, with exception of Code 1 and 5 type armament items. A complete breakdown of Code 1 and 5 items was completed at the meeting at OCAMA referred to above. As a result, requisitions are being prepared and will be forwarded to the depot by 4 May 1955.

(f) Raw Engine Status - Headquarters SAC is monitoring the input of raw engines. The latest schedule calls for 12 each J-57-P1 engines with J-FC-12 fuel control system to be shipped from Chicago in May 1955.

(4) Special Areas for Consideration - Following items are deemed necessary for special consideration:

(a) Repair of B-52 Fuel Cells - The necessity for a special course of instruction in B-52 fuel cell handling and repairing is recognized. It is suggested that a course of instruction for B-52's similar to that offered at Amarillo be considered.

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(b) Alternator and Hydraulic Pack Repair and Installation - The lack of trained personnel in repair and installation of alternator and hydraulic packs will become critical when B-52's are received. A request is being submitted to provide for schooling in the maintenance and installation of these packs, also a request for clarification as to the extent of maintenance possible at field level.

(c) Test Stand for J57 Engines - Subsequent design changes received in January 55 indicate that a completely new 20,000 lb. test stand for J57 engines will be required. This has been requested in FY 56 MCO program now being reviewed at Hq. 15th AF. This test stand should be in place prior to receipt of J57 engines.

(d) Storage Facilities for B-52 Flyaway Kit - Hq SAC has requested OSAF to prepare an AFSD for a B-52 Flyaway Kit to be in place by 1 July 55. It is understood this kit is extensive in size and number of line items. Adequate storage facilities are currently non-available. As an interim measure, space is being provided in the new hangar pending completion of programmed warehousing.

(e) Liquid Oxygen Storage and Generating Plant - Since available information indicates that safe operation of the liquid oxygen storage and generating plant should be carried out in a separated, isolated structure, such a structure has been included in the FY 56 MCO program. The original project to include liquid oxygen manufacture with other bottled gas activities has been abandoned in favor of this segregated structure for safe operation.

(5) Airfield Construction Program - Airfield construction interferring with aircraft operations is well coordinated with AIO, Corps of Engineers, Contractors and Wing and Base Operations. The schedule gives maximum usage of airfield activities yet permits ample freedom of operation to the contractor. All foreseable new construction and alteration projects have been programmed up to and including FY 56 MCO. The status of the construction program is as follows.

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Project	Starting Date	Percent Complete	Contractors B.O.D.
Apron, Palcr Op, Str, Hv	15 Jan 55	14	15 Aug 55
*Pad, A/C, Warm-up, New, Hv	15 Nov 54	5	15 May 55
Pad, A/C, Warm-up, Str, Hv	15 May 55	0	1 Sep 55
R/W, Primary Extnsn, Hv	15 Nov 54	60	15 May 55
Stbl, Shlc, Apron, New, Lt	20 Dec 54	30	20 Mar 55
Stbl, Shld, T/W, New, Lt	15 Nov 54	39	20 Apr 55
T/W, Apron, Acss, Str, Hv	1 May 55	0	1 Sep 55
T/W, Primary, Extnsn, Hv	15 Nov 54	68	15 May 55
T/W, Primary, Strngthn, Hv	25 Feb 55	37	20 May 55
Washrack, Hv, Acft #1	1 May 55	5	7 May 55
1200 Ft PCC 2nd R/W 30	15 May 55	1	1 Sep 55
**Hazard Removal	15 Nov 54	0	31 Aug 55
Bulk B/Jet Gas Tank	28 Jan 55	31	24 Oct 55
Shop, Engine Bld-up	24 Nov 54	32	31 Aug 55
Shop, Maint, Orgn Std(3)	24 Nov 54	80	31 Aug 55
Hq Bldg, Wing	31 Mar 55	1	27 Oct 55
Tech Trng Bldg	2 Apr 55	1	29 Sep 55
Shop, Arm/Electronics	10 Nov 54	49	1 Sep 55
Physio Hi-Alt, Trng Bldg	Jun 55	0	Oct 55
Liq Oxy Gen Bldg & Yard	Aug 55	0	Sep 55
20,000 lb Jet Engine Test Stand	Oct 55	0	Dec 55

*"Percent complete" reduction caused by additional work.
** Work held in abeyance pending real estate action.

3. The inclosure hereto persents a detailed account of the status and progress of each individual "project" by directorate, as of 30 April 1955. These "projects" conform to the "Required Actions and Implementation" section of 93d Bombardment Wing Programing Plan 2-54.

4. Project Officers

Directorate	Name	Telephone
Personnel (Airmen)	Capt W M Bouterse	792
Personnel (Officers)	Lt AR Mitchel	412
Operations	Lt Col R E Schleeh	202
Operations (4017CCTS)	Capt H G Skinner	674
Materiel (Maint)	Capt W J Vetter	265
Materiel (Supply)	Capt D F Palmer	619
Materiel (A & E)	Maj P J Hovska	270
Materiel (Housing)	Lt Col H T Bierbaum	705
Materiel (AIO)	Lt P C White	754
Comptroller (Wing)	Maj W D Lewis	428
Comptroller (Base)	Maj P C Hallberg	321

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5. Security Annex: This Correspondence and attached progress Report classified SECRET in accordance with Paragraph 23, Air Force Regulation 205-1.

William D. Lewis

1 Incl
Prog Rept #5 (by project)
April 1955

WILLIAM D. LEWIS
Major, USAF
Director of Comptroller

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SECTION: DIRECTOR OF PERSONNEL	PROGRESS REPORT NO. 5			MONTH OF: APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Manning of the 4017th CCTS	Monitor closely all sources of skilled personnel into project, in order to insure that most highly qualified personnel are assigned to the 4017th CCTS. This will require close coordination with Director of Operations and Director of Materiel.	POB	Manning of the 4017th CCTS is progressing steadily. As of the end of the reporting period, 31 officers have been assigned against the requirement for 36. The remaining requirements have been programmed in with the exception of the Aircraft Maintenance Officer, AFSC 4344. Status of this officer is unknown at this time.	1 Jun 55
		PAB	The following shortages exist in personnel within the 4017th CCTS: 2 - 43171B, 1 - 46250, 2 - 46270, 10 - 70250, 2 - 73251. The Maintenance personnel shortages will be filled from personnel in the 1st Increment of the Phase VI Testing. Clerical and personnel shortages will be filled from input of airmen to this station as they become available. A request is to be made by the 4017th CCTS to higher headquarters for substitution of civilian spaces for military spaces in the key administration positions. Such action should insure stability and resolve current clerical shortages. The commercial illustrator slot was filled by one airman 22370. This airman was reassigned overseas over protest and was replaced by an airman 22350. The ECM operator and administrative supervisor mentioned in last month's report have arrived and been assigned.	
2. Manning of the 93D Bombardment Wing	Monitor the manning of the 93D Bombardment Wing during the conversion period. Coordinate with all staff agencies concerned on the proper distribution of assigned personnel.	POB	There has been little change in the manning status of the 93D Bombardment Wing. Critical areas referred to in a previous report have not changed with the exception of the Organizational Supply Officer area. Manning in this area has dropped from 77% of last month to 74% during this reporting period. This is a result of a loss of one Supply Officer. As reported during the last Progress Report, we still have a known loss of three officers within the next 60 days. To offset this, we have a known input of three officers between now and August 1955.	Continual
		PAB	The following career fields continue to be critically short: Petroleum Supply, authorized - 62, assigned - 39; Firefighting, authorized - 120 assigned - 110; Airborne ECM Operators, authorized - 38, assigned - 9; B-52 Gunners, authorized 40, assigned - 10; Air Police, authorized - 452, assigned - 300; Aircraft Electricians, authorized - 275, assigned -	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
2.			159; Hydraulic Repairmen, authorized - 114, assigned - 52, Reciprocating Engine Mechanics, authorized - 263, assigned - 183; Air Operations Specialist, authorized - 24, assigned - 18; Administrative, authorized - 220, assigned - 96; Personnel, authorized - 88, assigned - 65.	
3. Factory Training	Coordinate with all command and staff agencies on phasing and selection of personnel for factory training.	PDB PAB	13 officers for the 2nd increment are available with 11 trained. The other two officers will attend factory training on 23 May . 124 airmen of the 2nd increment have been assigned and 1 airman pending assignment. Of this number, 87 are trained, 4 have not completed training and 34 require no training.	Indefinite
4. Familiarization program.	Coordinate will command and staff agencies on the phasing and selection of personnel for familiarization training.	PDB	The formal familiarization program has been completed with the exception of the Air Crew and Performance Data Course. We still have six class spaces for this course as reported in the previous report. The six spaces have been allocated in the following manner: 3 for the month of May 1955, and 3 for the month of July 1955. The informal indoctrination course at Boeing referred to in the previous Progress Report did not materialize. Therefore, Commander, 93D Bombardment Wing, has indicated any additional familiarization programs generated in the future will be handled through local facilities. (MTD, etc.).	Indefinite
5. Package Training	Coordinate will all command and staff agencies in the phasing and selection of personnel for package training.	PAB	The following training quotas are scheduled for May 1955:	Indefinite

Location	Quota	Course Number	Starting Date	Grad Date
Boeing	4	SM30150-2	30 May 55	3 Jun 55
Boeing	6	SM30151-4	9 May 55	13 May 55
Scott	3	S330170-5	11 May 55	31 May 55
Boeing	11	SM30200-1	2 May 55	6 May 55
Boeing	6	SM32150-2	16 May 55	20 May 55
Boeing	7	SM32350H-1	23 May 55	27 May 55
Boeing	11	SM30200-1	30 May 55	3 Jun 55

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SECTION: DIRECTOR OF PERSONNEL	PROGRESS REPORT NO. 5	MONTH OF: APRIL 19[illegible]

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION

5.

Location	Quota	Course Number	Starting Date	Grad Date
Chanute	3	SS42152-5	25 May 55	21 Jun 55
Chanute	6	SS42350-11	11 May 55	21 Jun 55
Chanute	2	SS42350-16	25 May 55	28 Jun 55
Chanute	4	SS43151E-9	4 May 55	12 Jul 55
Chanute	4	SS43151E-9	11 May 55	19 Jul 55
Chanute	4	SS43151E-9	18 May 55	26 Jul 55
Chanute	6	SS43151E-9	25 May 55	2 Aug 55
Boeing	11	SML3250-8	9 May 55	26 May 55
Boeing	3	SML6150-1	16 May 55	18 May 55
Boeing	2	SML6200-1	23 May 55	27 May 55

All quotas can be filled if waivers are granted in some cases for 3-level airmen to attend. The following civilian spaces for package training courses have been requested: 1 quota for course number SS42152-5 (Hydraulics) and 2 quotas for course number SS42350-11 (Electrical). Authority has been received to detail four civilians to course number SS43151E-9 (Aircraft Mechanic). All quotas have been received with the exception of 112 spaces for course number SS43151E-9 and the, will be forwarded upon receipt from TTAF.

6. Roster of Critical Maintenance Personnel — Close monitoring of those specialties critically needed for the program. Must maintain current rosters, reflecting daily gains and losses. Requires close coordination with Maintenance Control. — POB

The two Aircraft Maintenance Officers who were on nomination for possible assignment to Larson Air Force Base, Washington, have been relieved. This action alleviates to a certain degree our requirement for Maintenance Officers; however, we are facing a loss of an Aircraft Maintenance Officer in the Second Strategic Support Squadron. This withdrawl action was protested to higher headquarters to no avail. This will mean that the 93D Bombardment Wing will have to furnish a replacement to the Second Strategic Support Squadron. Other critical areas are referred to in paragraph 2 of this report. — Continual

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SECTION: DIRECTOR OF PERSONNEL

PROGRESS REPORT NO. 5

MONTH OF APRIL 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
6.		PAB	This roster has been forwarded to Fifteenth Air Force.	
7. Precedence Roster for Required Maintenance Training	Maintain consolidated precedance roster of maintenance personnel scheduled for special training, to coordinate closely with Maintenance Control to insure that the most highly qualified and most eligible personnel are given preference for specialized training.	PAB	Roster is being maintained and controlled by Maintenance Control. Personnel to fill quotas are selected and furnished to Personnel office as required.	Continual
8. Screening of assigned non-aircrew personnel	Determine by roster those eligible for conversion Program. List those personnel surplus to needs of program and report them available for reassignment. Determine interim utilization for those personnel ineligible for project and ineligible for reassignment.	POB	No action is anticipated at this time since there will be little change in support type personnel requirements. In most cases where changes do exist the requirement increases, therefore, no surpluses are anticipated.	Bi-Monthly
		PAB	This screening is being completed at present time.	
9. Screening of Aircrew personnel	Determine those aircrews surplus to needs of program and report them for reassignment or use in support organizations. Close coordination with all agencies concerned.	POB	Our requirements for Aircrew personnel remain unchanged from the last report. We have available 33 Aircraft Commanders, 35 pilots and 39 observers for entry into the B-52 program. However with reference to the 12 additional IP crews to be trained concurrently with the first 12 crews, we are having some at of a problem. As previously stated, we do not have the local resources to meet this requirement. Higher headquarters has started to pro ram pilots to the 93D Combardment Wing to meet this requirement. To date, we have known information on three of these officers. All three are recent graduates of ACO school and have had no prior B-47 training or experience. As a result, in order to utilize these officers	Indefinite

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
9.			to any extent, we must secure training quotas for them to attend the Advanced Flying School, B-47, at Witchita, Kansas. This program is not by any means the most desirable solution. Under this program, officers concerned will have very little time to actually become checked out in a B-47 prior to conversion to the B-52 aircraft. This problem area is presently under study by higher headquarters.	
		PAB	Gunners required: 33 required based on 1.1:1 ratio for crews. 7 required for 4017th CCTS. 3 required for Phase VII. TOTAL 43	
			Gunners assigned: 3 for crews (3 pending EDCSA) 7 for 4017th CCTS. 3 for Phase VII TOTAL 13	
			ECM Operators required: 33 required based on 1.1 ratio for crews. 7 required for 4017th CCTS. 1 required for Phase VII TOTAL 41	
			ECM Operators assigned: 8 for crews 7 for 4017th CCTS 1 for Phase VII. TOTAL 16	
10. Requisitioning of additional training required	Personnel will requisition any additional quotas not previously scheduled upon request of the appropriate command or staff agency.	PAB	Action Completed.	Indefinite
		PAB	Five spaces for Course Number 7T-AS-10 Turbo Starters at field maintenance level have been requested. No other training has	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
10.			been required.	
11. Manning Effectiveness Reporting	Personnel will prepare a monthly manning in required specialties report.	POB	B-52 officer manning in required specialties as of 30 April 1955: Wing: 88.3%, Air Base Group 81.8%. (Does not include Second Strategic Support Squadron or 4017th CCTS.)	Continual
		PAB	Manning in required specialties for 93D Bombardment Wing: Indirect Support, 79.4%; Direct Support, 74.4%. Manning in required specialties for 93D Air Base Group: 83.2% (Does not include Second Strategic Support squadron or 4017th CCTS.)	
12. Phase VI, Test Program	Constant monitoring and screening of personnel to insure that only the most highly qualified personnel are scheduled for this training. To place selected personnel in a freeze status and in the event these personnel are unable to attend the scheduled training, notify higher headquarters in order that qualified replacements may be obtained immediately.	POB	As of the end of this reporting period, 31 crew members have received pressure suit fittings and physiological training in the Phase VI Testing. We have received no further information as to future fittings and training.	Indefinite
		PAB	124 of the 2nd Increment have been assigned. One airman pending HDCSA. Information from Edwards Air Force Base indicates 2nd Increment personnel will begin phasing in during June. Due to the departure of TDY personnel assigned to APGC, WABC, SWC, etc., from Edwards Air Force Base, the B-52 Project Officer has requested that 15 additional airmen from this station, AFSC 43131/51/71E, be placed on TDY for the remainder of 1st Increment testing. Four Hydraulic Mechanics, AFSC 42132/52, and 1 Mechanic Accessories & Equipment Repairman, AFSC 42251, were returned to this station as surplus to the needs of the 1st Increment.	
13. Phase out of B-47 Personnel	Monitor phase out of B-47 personnel. Report for reassignment those personnel that cannot be utilized in B-52 program or in support.	POB	Further phase-out is not anticipated until possibly June 1955.	Continual

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DIRECTOR OF PERSONNEL	PROGRESS REPORT NO. 2			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
14. Determine Base Support personnel requirements	Check adequacy of manning authorization for support personnel. Coordinate with Base Manpower and Management section any additional requirements deemed necessary.	POB	Manning documents are considered satisfactory at this time.	Indefinite
		PAB	Satisfactory at present.	
15. Phase VII Test Program.	Monitor assignment of personnel to the Phase VII Test Program when required.	POB	We are now in receipt of assignment instructions for Phase VII testing personnel. It is anticipated that they will complete the early stages of Phase VI testing at Edwards Air Force Base approximately 3 May 1955. They will then proceed to Eglin Air Force Base, reporting not later than 20 May 1955 to enter the Phase VII Test Program. It is anticipated that this program will last approximately 180 days. Upon completion the personnel involved will return to this station.	Continual
		PAB	Two airmen, AFSC 323710, have been assigned to Eglin Air Force Base, Florida, PCS without PCA for 12 months' testing. Two airmen presently assigned. One AFSC 29373 and one AFSC 323710. The 323710 was recently replaced in Phase VII with a 2nd Increment Phase VI airman. This change was necessary due to hospitalization for approximately 60 days of original Phase VII airman. The two airmen assigned will report to Eglin Air Force Base, Florida, during May 1955 for approximately 12 months' Phase VII testing.	
16. Assignment of Project Officers	Action Completed. See Progress Report #1.			

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Personnel for B-52 to 93D Bomb Wing and 4017th CCTS.	Monitor assignment and transfer of all instructor and crew personnel of 93d Bombardment Wing and 4017th Combat Crew Training Squadron.	ODC	The 93d Bomb Wing presently has sufficient personnel assigned or projected in to fully man thirty-three combat crews and two flight simulator crews, with the exception of ECM operators and gunners. As was mentioned in the previous report, thirty-nine observers were selected from Mather AFB classes and will be available at Castle upon graduation. Not all of these observers meet the B-52 entry requirements and will be scheduled into the conversion at a later date. This is necessary to allow time for them to receive B-47 training and experience, and build up additional flying time to meet the minimum requirement. At present, three ECM operators are assigned to the 93d Bomb Wing. Two ECM operators are available in the 93d Air Refueling Squadron and will be transferred when this can be accomplished without crew regression. Two ECM operators are in the 90th Air Refueling Squadron and will be available for transfer upon completion of a unit TDY. No gunners are assigned at present, and three are projected in on 16 May 1955 The major problem at present is a requirement by SAC for training twelve additional B-52 aircraft commanders and observers as instructors. This wing does not have the personnel capability of meeting this requirement. This problem has been discussed with 15th Air Force; however, as of this date, there is no indication on how or when the people meeting this requirement will be available.	Unknown Dependent upon input of personnel and Phase VI Testing Program
2. B-52 Combat Crew Training (Ground Training Phase)	Make a study and establish an adequate Ground Training Program for all aircrew members of the 93d Bomb Wing.	ODC	The 4017th Combat Crew Training Squadron has planned a liberal ground training program utilizing the B-52 Mobile Training Detachment and base synthetic training devices. AOBs entering 4017th training in May are undergoing training at Mather AFB in Course No. 152003 and will receive high altitude indoctrination and pressure suit fittings with the remainder of the crew before entering 4017th training. The first edition of the 4017th	1 Jul 55

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SECTION: DIRECTOR OF OPERATIONS	PROGRESS REPORT NO. 5	MONTH OF MAY 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
2.			training program is being studied to determine the areas and amount of additional ground training necessary to produce combat ready crews. Ground training in air refueling for pilots is an area of consideration. A B-52 special weapons course will be provided in the future.	
3. B-52 Combat Crew Training (Flying Training Phase)	Establish an adequate Flight Training Program for all crew members of the 93d Bombardment Wing.	ODC	Flying training phase has been established as five weeks of flight training and flight simulator training. Flight training is to be 35 hours per crew in five 7 hour missions. The sortie rate for the B-52, still unknown, may affect the length of the course or the number of hours that can be given each crew. Minimum hours considered acceptable in this event would be four sorties and 25 hours per crew. Recommendation for minimum training for upgrading crews to combat ready status after completion of 4017th CCTS training has been prepared for forwarding to Fifteenth Air Force. Assuming 35 hours 4017th CCTS flight training, additional training recommended is 40 hours per crew in six 8 hour sorties.	1 Jun 55
4. Flying Training Records		ODC	COMPLETED. See Progress Report #4	
5. Instrument Approach and Letdown Procedures	Establish instrument approach and letdown procedures at Castle Air Force Base for B-52 operations.	ODC	The present agreement that this base has with Oakland ATTC is considered to be applicable and suitable for B-52 operation. IFR departure and approach plans are also considered to be appropriate and will be utilized for B-52 operations. Fixed VOA operation will be completed by July 1955 and RAPCON, which is presently on a trial basis, is projected for commissioning by 1 September 1955. This project is considered completed with this report.	Complete
6. Training Report Forms	Revise and publish required forms for reporting of training accomplished under SAC Regs 50-43 and 50-8.	ODC	This project has not been started pending completion of appropriate supplements to SAC Regulations 50-8 and 50-43.	1 Jun 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
7. Standardization of Charts	Standardize all charts in Wing and Squadron on B-52 Crew training progress under SAC Regs 50-43 and 50-0.	ODC	This project has not been started pending completion of appropriate supplements to SAC Regulations 50-0 and 50-43.	1 Jun 55
8. Control Tower SOP	In coordination with Base Operations, set up Control Tower SOPs for B-52 Operations.	ODC	A new control tower SOP has been formulated and will be published 1 May 55. This SOP contains the latest information available for the operation and control of the B-47 and is believed to be adequate for the B-52. If experience with the B-52 indicates that revisions in control procedures must be made, the SOP will be reaccomplished, as required. This project is considered complete with this report, since only minor changes are anticipated, and no known date can be established.	Complete
9. Personal Equipment and Requirements	Make a study and coordinate with flight surgeon, personal equipment requirements peculiar to B-52, such as pressure suits, helmets, parachutes, survival equipment, etc., and take action to procure in coordination with Director of Materiel.	ODC	The following items of personal equipment for the B-52 program are shortages as indicated for the entire 93d BW (H). Other items of personal equipment required are presently on hand in squadrons in sufficient quantities to meet the B-52 requirements.	Unknown

Item	On Hand	Short
K2B Flying Suits	50%	50%
MS22001 Oxygen Masks	90%	10%
MA-1 Glove	70%	30%
P-4 Helmet	75%	25%
A-17 Boot	100%	
E-10 Computer	90%	10%
MK-4 Anti-Exposure Suit	25%	75%
MK-4 Anti-Exposure Boot	0%	100%
MA-1 Jacket	60%	40%
PK-2 Raft	70%	30%
B-12 Parachutes	100%	
F-1A Auto-Release	80%	20%
A-1 Kit Modification	0%	100%
C-1 Cylinder Assembly Regulator	0%	100%

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
10. Alternate and Emergency Air Fields for B-52 Operations at Castle Air Force Base		ODC	Completed to current date. See Progress Report #4.	
11. Traffic Pattern	Coordinate with Base Operations in establishing traffic pattern procedures for Castle AFB. Publish pertinent directives.	ODC	As mentioned in previous reports, no major revision of present traffic pattern procedures is deemed necessary. This project is considered complete with this report, and any future recommendations will be submitted as they occur.	Complete
12. Crew Priority for B-52 Training	Establish a plan for setting up crews and their priority for selection for B-52 training.	ODC	The priority of crew and staff input to the 4017th CCTS has been established. This project is considered complete with this report.	Complete
13. Observer Ground School	Establish Ground School to fully qualify all observers under SAC Regulation 51-19.	ODC	All ground training requirements for checkout of observers in the B-52 aircraft are now included in the 4017th CCTS curriculum. This project is now complete unless new problems arise which are unforeseen at this time.	Complete
14. Advanced In-flight Maintenance Operations as pertains to B-52	Make study of and establish an adequate In-flight Maintenance Operations for the B-52 Program.	ODC	The concept of phasing all experienced radar observers of the 93d Bombardment Wing through the Radar Equipment Air Maintenance upgrading Course at Mather AFB has been approved. The first increment of these observers scheduled for the B-52 program are presently attending the Mather course. Additional quotas required for succeeding classes have been programmed and requested from SAC. These quotas will be adequate to meet the requirements for inflight maintenance training. This project is considered complete.	Complete

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
15. Observers Reports		ODC	CONTINUED - See Progress Report #3.	
16. Bombardment and Navigation Records, 93BW		ODC	CONTINUED - See Progress Report #3.	
17. Bombs and Ammunition	Determine type of bombs and ammunition peculiar to requirements of B-52 operations and take action to procure in coordination with Director of Materiel.	ODC	No change on 750# bomb availability. An adequate supply of 250# practice Complete bombs are on hand and T-92s will be available in adequate numbers to meet our requirement for combat ready crew upgrading in the B-52 program.	
18. Selection B-52 Stand Board, 93d Bomb Wing		ODC	CONTINUED - See Progress Report #3.	
19. Gunnery	Make a study of and establish a gunnery indoctrination course for all gunners on the B-52.	ODC	Course outlines are complete on the A3A and IDS Fire Control Systems. Complete The B-52 MTD is programmed to instruct the gunners on the following subjects, operational procedures, modes of operation, emergency procedures and in-flight maintenance. The MTD is scheduled to recieve the A3A Trainer on the 28 of September 1955 and an IDS Trainer on 1 December 1955. The 4017th CCTS will conduct aerial gunnery indoctrination. They will also conduct in-flight check outs for all gunners. There is no new information available on converting the T1-A Trainer to an IDS configuration. Efforts are being made to draw spare gunnery components to be used in the construction of a static display.	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
20. Altitude Indoctrination	Set up and monitor an altitude indoctrination schedule for all B-52 aircrews of the 93d Bomb Wing and Phase VI crews.	ODC	Measurements have been forwarded to Fifteenth Air Force Flight Surgeon on SAC Form 359 for all personnel available in the 4017th, 329th and 330th Squadrons, who are going into the B-52 program. Due to lack of pressure suits at altitude chambers, only five personnel were fitted with pressure suits during April, bringing the total to 30. Action to secure quotas of eight per week for 93d Bm Wg personnel was initiated on 14 April through FDC, TWX 55-4282-S. Follow-up action was taken 26 April through a telephone call from Lt Col Schleeh to Major Madalena, Training Division, Headquarters SAC, to insure that Castle gets quotas by 9 May 55. A TWX confirming quotas of eight per week is to follow. TWX from the Fairchild Altitude Chamber, 6ACTF, indicates that facility is available to fit suits between 2 May and 10 June 1955.	Unknown
21. Advanced Survival for 93d Bomb Wing Crews	Set up and monitor and advanced survival schedule for B-52 crews of the 93d Bomb Wing.	ODC	Advanced survival is being conducted for all personnel of combat crews of the 93d Bomb Wing except fourteen. Five of these are committed to this training 5 May and quotas are available for the remainder who are present. New personnel who are added to B-47 crews to make up B-52 crews are to be trained in advanced survival before pursuing B-52 training in the 4017th Training Squadron. Personnel who are not current in survival have the refresher course available at Castle. Personnel who have no survival training have the basic survival course available.	Indefinite
22. Synthetic Trainers	Coordinate with Base Ground Training Officer on installation and conversion of synthetic trainers necessary for the B-52 program.	ODC	The status of synthetic trainers is the same as March, except one APQ-T1 DCI trailer and components arrived 13 April. Details of manning the unit and securing a towing vehicle with a satisfactory hitch are being worked out by the Commander of the Air Base Training Flight. Col Smith advised 4017th CCTS personnel on 27 April that SAC approved the request for additional synthetic trainers as follows: One S-9 Simulator One T-2 K-System Radar Trainer Three C-11 Trainers The housing and powering of these additional trainers is under study by the Commander of the Air Base Training Flight.	Unknown

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
23. Physical Conditioning Unit 93d Bomb Wing	Check on adequacy of local Physical Conditioning Unit. Consider location, size and strength of staff to handle B-52 crews after landing from long missions.	ODC	No action has been received from Fifteenth Air Force on the conversion of Building T-703 into a Physical Conditioning Unit.	1 Aug 55
24. Special Weapons, 93d Bomb Wing	Set up a special weapons program for B-52 crew personnel.	ODC	A course of instruction in special weapons and the B-52 will be given to combat crew members as soon as B-52s become available at Castle. Combat crew members are tentatively scheduled to start attending a two week course of instruction at Denver, Colorado, on special weapons in June. Special weapons personnel of the 93d Bomb Wing are presently awaiting approval from Hq, SAC to visit Boeing Airplane Co., Seattle, Washington, in order to obtain special weapons information on the B-52.	Jun 55
25. Navigational Aids	Coordinate with 93d Air Base Group to establish navigational aids necessary for this program.	ODC	Coordination with 93d Air Base Group has been accomplished and B-52 type aircraft can be handled with the navigational aids presently available. These installations will be supplemented by the projected program. The Merced VOR Range is in daily use. Final acceptance of the UHF/DF facility is dependent upon the installation of primary UHF Equipment in the UHF Communications Building. Depot supply problems have delayed the estimated completion date of this project until 1 June 1955. Installation Status of an ILS facility is changed as follows: The present ILS equipment, SCS-51 is being shipped to Rome AFB depot for modification and further shipment to Loring AFB. Authorization for installation of MIN-788 ILS equipment to replace the SCS-51 has been approved. No scheduled delivery date is available at this time. A temporary GCA unit is installed and operating. A conventional approach control became operational 15 March. Target date for a RAPCON is 1 Sep 55. An interim RAPCON will be provided by this date. The RAPCON operation as a fixed GCA has been delayed until 15 June 1955 because of lack of UHF equipment.	1 Jun 55 15 Sep55 Indefinate

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25.			The operational plan for the TACAN facility has been formulated. The facility has been approved and is being engineered by the 1st AACS IRM Squadron from Tinker AFB, Oklahoma. Date of scheduled installation is unknown.	Unknown
26. ECM & Communications Procedures for 93d Bomb Wing	Make a study and establish Communications & ECM indoctrination courses for all B-52 aircrew members. Establish Standing Operating Procedures.	ODC	The Communication and ECM Training outlines for the B-52 are completed. The ECL to authorize modification of the ECM Equipped C-47 has not been released by ATC. Seven ECM operators (3017A) have completed a one-week course of instruction on B-52 ECM Equipment at Edwards AFB, California. ECM and Communications SOP's will be established when the equipment arrives at this station. The ECM Trainer GPQ-T1A arrived on this station 13 April 1955. Operational status is dependent upon arrival of Gilfillian Technical Representative: Reporting date not later than 1 May 1955.	Unknown
27. B-52 Manuals	Obtain all manuals and checklists required by flight crews for the B-52,	ODC	345 Copies of the preliminary flight handbook, T.O. 1B-52(R)B-1 previously requisitioned have been received at this station. 23 copies of December revision of T.O. 1B-52(R)B-1 were also received. Distribution of the above mentioned technical order has been made as follows: 4017th CCTS, 120 copies; 320th Bm Sq. 65 copies; 329th Bm Sq, 65 copies, 330th Bm Sq, 65 copies. The remaining 30 copies are in the process of being revised by the Wing Standardization Board for distribution to wing staff personnel. Inflight gunnery checklists and amplified gunnery preflight checklists for the MD-5 and A-3A gunnery systems have been prepared.	1 Jul 55
28. Standard Operating Procedures for 93d Bomb Wing	Make a study and establish SOPs and operations memoranda for operation of B-52 aircraft.	ODC	Current operations memoranda applicable to the B-47 are being screened for possible retention and use for the B-52. Additional operations memoranda, as required, will be initiated during the Phase VI program after experience has been gained in operating B-52 aircraft.	1 Jun 55

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29. Operations Forms for use by 93d Bomb Wing	Establish and provide required forms for certification of: 1. Aircrew Checkout (SAC Reg 51-19) 2. Aircrew Field Check 3. Safety of Flight Check 4. Training under SAC Reg 50-43 5. Stand Board Check 6. Emergency & Proficiency Examinations.	ODO	Forms are being devised and will be produced locally for reporting and certification of SAC Reg 51-19, aircrew field check, safety of flight check, and standardization board checks. Completion will depend upon revision of SAC Reg 51-19. The 93d Bombardment Wing Standardization Board, in conjunction with the 4017th OOTS, has completed a draft of SAC Reg 50-43, applicable to the B-52. Forms for reporting and certification of training under SAC Reg 50-43 are in the process of development. Emergency and proficiency examinations are being compiled.	1 Jun 55
30. Target Materials for 93d Bomb Wing	Make a study of special target materials for use in the B-52 program.	ODO	93d Bombardment Wing personnel accomplishing Phase VI training at Edwards AFB have been contacted and will send O-15 photography from their TMS runs to Castle. This will be reviewed and studied for differences from present photography which may affect target materials.	1 Nov 55
31. Phase VI Program	Monitor results of the Phase VI Test Program and effect on B-52 operational flying.	ODO	Three crews are at Edwards AFB as the first increment of Phase VI. Several missions have been flown by these crews toward their checkout. An operational staff visit was conducted by the Wing Director of Operations and his staff on 22 April 1955, in order to receive first-hand information on the progress and difficulties encountered. This visit was very successful in accomplishing its purpose. In order to more closely monitor the results of Phase VI, various staff members will conduct visits to Edwards in the future as required. Information gained from this visit indicated that the major problem involved engineering and aircraft design. All agencies concerned are well aware of these existing deficiencies and are making an all out effort to correct them as soon as possible.	15 Nov 55

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Personnel to the 4017th CCTS	Commander, 4017th CCTS will monitor the selection and assignment of all personnel.	4017th CCTS	The Commander, 4017th CCTS continues to monitor the selection and assignment of all officers and airman personnel to the squadron. During the month of april, Lt Colonel Litchfield, IP, and Major Kelly, Maintenance Officer, were transferred to the 329th Bomb Squadron. Captain Skinner, IP, and Major Journie, IO, are presently DNIF indefinitely for physical reasons. It is expected that these two officers will return to flying duty to participate in Phase VI training with the second increment of crews. At the present time, there are two vacancies in key staff positions. Major Tennyson is scheduled to transfer into this squadron from the 329th Bomb Squadron to become Air Operations Officer. The position of Maintenance Officer, which was to have been filled by Major Kelly will remain vacant for the present. In the airman field, the most critical area is in the manning of clerk typist positions. The extreme shortages of qualified personnel to fill these positions handicaps the administration of this squadron. A request has gone forward through channels to authorize civilian typists for ten (10) of these positions in order to attain some stability in this area. Officers on M/R - 31; Programmed - 5 Airmen PFD - 36; Vacant Spaces - 20	Continual

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
2. Buildings for 4017th CCTS	Make a study of facilities needed in the way of buildings and equipment for the following sections and units: Administrative Section, Academic Section, Flying Training, Synthetic Training, Supply & Personal Equipment. Monitor the assignments of these buildings.	4017th CCTS	This study was completed in early January and complete details furnished to the 93d Air Base Group Commander. Action by the base on this subject is dependent upon the pending PCS move of the 90th Air Refueling Squadron. The 4017th CCTS is still operating out of one building and space is becoming very critical as the squadron grows bigger each month. It is expected that this situation will be resolved shortly before the problem becomes acute. 50 per cent complete. The Commander, 4017th CCTS, and Commander, 93d Air Base Group, will meet to resolve interim requirements of 4017th CCTS to begin student training on schedule. It is expected that temporary space must be allocated to this squadron in order to function properly until buildings programmed for 4017th CCTS will become available.	Continual
3. Training of flight instructor crews of the 4017th CCTS.	Qualify flight instructors to perform their primary mission of instructing in the B-52 program.	4017th CCTS	All members of the 1st and 2d increment of Phase VI instructor crews have completed the factory training course applicable. Physiological training, altitude indoctrination and Partial Pressure Suit fittings have been completed for all members of the first increment. However, only four (4) persons from the 2d increment have completed this training. The remainder will be scheduled as quotas are available. The remaining instructor personnel of the 1st increment departed on 25 April 1955 for Edwards AFB. The indications are that these crews will start transition check-out approximately 2 May 1955. The first two (2) Instructor Observers of the 1st	Complete after Phase VI

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			increment to depart for Edwards (on 14 Feb 55), Major Lott and Capt Campbell, are checked out in the B-52 Observer's position and have completed several missions at this time. In view of the fact that a minimum number of crew personnel have received flying training and the majority of 2d increment personnel have not completed altitude indoctrination, the status of Instructor Crews overall training is considered to be 50 per cent.	
4. Flying Training Course Outline.	Establish flying training course outlines necessary for implementation of the flying training program.	4017th CCTS	These course outlines were established and published in the first edition of the 4017th CCTS Manual, dated 15 Feb 55. At present these course outlines are in process of revision and correction to accommodate established student requirements. The revised courses will consist basically of a Staff Flight Course, a Combat Crew Flight Course, and an Instructors Flight Course. The Staff Flight Course is designed to give staff personnel a complete and thorough indoctrination in B-52 operation to facilitate staff level planning in B-52 aircraft requirements. The Combat Crew Flight Course remains basically the same as the Optimum Flight Course for Combat Crews. The Instructors Flight Course is a special course outline designed to train two instructor pilots and two instructor observers per flight.	5 May 1955

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
4.			Revised and corrected course outlines will replace current flight courses in the 4017th CCTS Manual. Publication date for corrections has been set for 15 May 1955. Current projects status: Staff Flight Course - 100 per cent Combat Crew Flight Course - 100 per cent Instructor Flight Course - 25 per cent	
5. Checklists form for flying training.	Devise and keep current all checklists required by flying crew members	4017th CCTS	Interim and preliminary checklists for pilots, observers, ECM operators, and turret operators have been devised for use with the B-52 aircraft. All available information from manuals, Tech Orders, and Factory Service School data was considered in their implementation. All checklists will be utilized by 1st increment personnel with the object of further refining and revising them through actual experience in the aircraft. 100 per cent complete.	Continual
6. Certification form for flying training.	Devise and procure necessary forms for certification of crew member checkouts, safety of flight checks, and standardization checks.	4017th CCTS	Existing B-47 forms for certification of crew member checkouts, safety of flight checks, standardization checks, and other operations forms are being revised and adapted for use in B-52 operation. Certain forms have been adapted to B-52 use, such as mission instruction grade sheets, Pilot's and Observer's Standardization Proficiency Check Forms. 15th AF Forms 204 and 205, Observer, Aircraft Commander and Pilot Check out Requirements, and Forms 205a, b and c, Certificate of Completion, are currently being revised for B-52 use under the proposed Supplement XIV of SAC Regulation 51-19. Estimated 50 per cent.	1 June 1955

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7. Technical Orders	Provide flying training section with the necessary Technical Orders.	4017th CCTS	One hundred seventy (170) Flight Handbooks, T.O. 1B-52(R)B-1, and binders have been requisitioned for this organization. This will provide each instructor and student crew member one (1) handbook. One hundred sixty-five of these handbooks have been received. Publications requirements tables have been submitted to cover all Technical Order requirements of the 4017th CCTS. One (1) copy of T.O. 1B-52(R)B-2 has been received. For practical purposes this project is considered 100 per cent complete.	Complete
8. Questionnaires and examinations of 4017th CCTS.	Provide the flying training section of 4017th CCTS the necessary questionnaires and examinations.	4017th CCTS	Preliminary questionnaires and examinations are being prepared. The following is a list of the progress attained toward preparing each of the questionnaires and examinations. a. Observers' Questionnaire - Complete b. Observers' Emergency Procedures Examination - Complete c. Observers' Proficiency Examination - Complete d. Gunners' Questionnaire (MD-5 & A-3A Systems) - Complete e. Gunners' Emergency Procedures Examination - Complete f. Gunners' Proficiency Examination (MD-5 & A-3A Systems) - Complete g. Pilots' Questionnaire - 75 per cent complete h. Pilots' Emergency Procedures Examination - Complete i. Pilots' Proficiency Examination - 33 per cent complete j. ECM Operators' Questionnaire - complete k. ECM Operators' Emergency Procedures Examination - Complete l. ECM Operators' Proficiency Examination - Complete The Pilots' Questionnaire and Pilots' Proficiency examination will be completed by 15 May 1955.	1 June 1955

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8.			It is anticipated that changes in the questionnaires and examinations will be found necessary after actual experience in operating the B-52 is attained. Periodic conferences will be conducted during Phase VI Test and B-52 operations at Castle AFB, to determine the necessary changes. 90 per cent complete.	
9. Forms for flying training.	Devise and print necessary forms for recording and reporting flying training accomplishments of the student crews of the 4017th CCTS.	4017th CCTS	Necessary forms for recording and reporting student flying training accomplishments will basically evolve from the flying training course outlines. These course outlines are at present in the process of revision and correction. To establish uniform standards and to facilitate on-the-spot recording a student "flight check" form is under consideration. Efficient recording can be obtained by the instructor by simply marking "X"'s on the appropriate item accomplished or required. Records so obtained may be used as a reference for a master composite file and for any pertinent reports required by higher headquarters. 15 per cent complete.	1 June 1955
10. Standing Operating Procedures for 4017th CCTS.	Make a study and establish SOP's and operations memoranda for the B-52 training program.	4017th CCTS	SOP's and Operations Memoranda have been established as far as possible at this time, through screening existing B-47 SOP's and memos. The majority of the Operating SOP's will, necessarily, have to be developed through actual experience in operating the aircraft. The Instructor Crews of the 1st increment have been charged with development in this area during Phase VI, in order that this information can be published and available at the start of B-52 flying training at Castle AFB. Estimated 25 per cent.	1 June 1955

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11. Training Charts for 4017th CCTS flying training section.	Make a study and establish a series of charts that will reflect the B-52 crew training progress in flying training.	4017th CCTS	Construction of the large chart which will reflect both ground training and flying training for the complete 4017th CCT course has been delayed to allow for revisions to the course and additions to the chart. These revisions are approximately 95 per cent complete and the chart should be completed shortly. Estimated 50 per cent complete. A status of Progress Reports chart has been completed and is in use. Its purpose is to clarify project assignments within the 4017th CCTS. These assignments deal largely with training problems. 100 per cent complete. Two flying training charts, based on the flying training portion of the large chart mentioned above, are being designed to fulfill the needs of the Flight Commanders. These charts will reflect flying training accomplished by student crews and crew members and will be of great value as a scheduling aid. Estimated 15 per cent complete. The Observers Section is constructing a chart to indicate the status of training attained by the student observers attending 4017th CCTS. Estimated 15 per cent complete.	Continual
12. Personal Equipment for 4017th CCTS	Take action to procure necessary personal equipment for 4017th CCTS.	4017th CCTS	Sixty-seven (67%) per cent of equipment authorization has been received. This figure does not present a true picture of the situation in that component parts of various items, as will be indicated, have not been received. A two per cent decrease from the last reported completion figure was	Continual

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12.

caused by the return of ten (10) back type parachutes deemed inadequate substitutes for ten (10) authorized chest type parachutes.

Component parts of equipment not yet received are:

1. Raft, type PK-2 component of modified A-1 survival kit.
2. Cable, for AN/URC-4 radio - component of modified A-1 survival kit.
3. Vest, carrier AN/URC-4 radio - component of modified A-1 survival kit.
4. Razor, safety - component of modified A-1 survival kit.
5. Compass, lensatic - component of modified A-1 survival kit.
6. Boots, type M-4 - component of suit, anti-exposure type Mark IV.
7. Mirror, signal - component of preserver, life type B-5.
8. Cylinder, regulator breathing oxygen - component of coverall, high altitude type.

Justification for an increase in authorization for selected items of personal equipment subject to intense use and of a sensitive nature has been submitted to the equipment review board for consideration. This equipment is requested in the event replacement of like items becomes necessary to insure safe individual completion of the B-52 flying training program.

Wall lockers have been requested as an addition to the UAL in sufficient number to accommodate personal flying clothing (MC-1, coverall, high altitude) for all instructor and student personnel.

A list of minimum mandatory personal equipment required of each student entering B-52 flying training has been prepared and forwarded to higher headquarters. 67 per cent complete.

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13. Training Aids necessary for 4017th flying training section.	Make a study to determine what type training aids will be required by the flying training section and initiate action to procure.	4017th CCTS	The Chief of SAC Special Aircraft Equipment Evaluation and Audit Team, presently assigned to Castle AFB has received necessary changes to the 4017th UAL. Included in the overall supply list are the following mentioned operations training aids:	Continual

			TOTAL CAFB
1.	H-1 Projector	1	
2.	Reader 16mm, 35mm, type M MEAL, Recordak	1	
3.	Projector Screen, Reflector type	1	
4.	Blackboards	6	
5.	Recorder, Reproducer Set	1	
6.	16mm Motion Picture Sound Projector, size 1600' Reel Capacity, Bell & Howell Model 2029-1	1	
7.	Light Assembly, Black Interpretation, 60 Watt	1	
8.	B-52 Flight Simulator (Additional)	1	2
9.	C-11 Trainer (Additional)	2	4
10.	T-2A Trainer (Additional)	1	2
11.	B-52 ECM Operational Trainer and Test Set Complement (Additional)	1	
	Planned for CAFB but not presently available	1	2
12.	T-1A Trainer with APG-41B Radar	1	1
13.	T-1A Trainer incorporating the A-3A Gunnery System	1	1

One additional training aid will be submitted for discussion and possible procurement. This training aid would consist of a series of charts on all of the basic aircraft systems to include the basic engine and its components.

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13.			Various other items have been procured locally or will be manufactured with the aid of the 4017th Graphic Section. This section currently has a requirement to produce two simplified fuel panel mockups to be used as a visual aid in flying training. Characteristic of items procured by local manufacture are two chart stands and two podiums. Estimated 50 per cent complete.	
14. Reporting Procedures for the flying training section.	Establish procedures for reporting flying training activities to insure timely submission by the flying training section.	4017th CCTS	Recognizing the probability of a need developing in the Command and Operations Sections of higher headquarters and within wings programmed to have crews assigned for flight training with the 4017th CCTS, a query has been submitted through command channels to determine what necessary flying training reports will be required to effectively monitor the status and progress of individual and crew training. When an answer to this query has been received, the necessary forms and reports can be devised, maintained and developed to insure punctual and effective reporting. Estimated 10 per cent complete.	Continual
15. Safety Programs	Establish an effective safety program for the 4017th CCTS.	4017th CCTS	Approximately 25 per cent of the regulations to be used in the organizational pilots' information file have been received. It is estimated that the PIF will be completed by 15 May 1955. Action has been taken to provide Combat Crew, Flying Safety, Aircraft Accident and Maintenance Review, and Boeing Field Service News publications in sufficient quantity for the 4017th CCTS. This organization has received a flying	Continual

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15.			safety bulletin board. Coordination and distribution channels have been established between the 4017th CCTS Flying Safety Section and the 93d Bomb Wing Flying Safety Section. Estimated 40 per cent complete.	
16. SAC Regs 51-19 and 50-43	Make recommendations in the form of draft proposals for supplements to SAC Regs 51-19 and 50-43.	4017th CCTS	Recommendations prescribing the minimum requirements for the initial check out of individual aircrew members in the B-52 aircraft have been prepared by the 4017th CCTS planning staff. The material has been gathered and assembled in the form of a new supplement to be added to SAC Regulation 51-19. Representatives of SAC, 15th Air Force, 93d Bombardment Wing, and the 4017th CCTS attended a conference on 12 April 55 to discuss the proposals to SAC Regulation 51-19 as submitted by the 4017th CCTS planning staff. At the conclusion of this conference, a new draft was prepared based on the recommendations presented during the conference. Copies of the proposed regulation have been forwarded to SAC, 15th Air Force, and the 93d Bombardment Wing. 100 per cent complete. The first draft proposal of SAC Regulation 50-43 has been completed. The B-52 supplement to this regulation is being prepared at this time with an estimated completion date for the first draft copy of 25 April 1955. A committee composed of 4017th CCTS operations planning personnel has been in session for two weeks coordinating and integrating the various requirements into crew training missions. Estimated 55 per cent complete.	15 May 1955

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17. 4017th CCTS Supply	Make a study of the supply problems, requirements and availability of all critical items required by the 4017th CCTS to establish adequate facilities necessary to carry out its assigned training mission.	4017th CCTS	A permanent Supply Officer, Lt Knight, was assigned on 1 April 1955. An inventory was taken of all property that has been received from Base Supply to date. The inventory reflected very few shortages and the supply records, in general, were in good condition. The current UAL was screened to determine if the equipment presently authorized was in sufficient quantities to conduct the extensive training program which the 4017th is required to accomplish. It was found that furniture and especially classroom furniture, was not authorized in sufficient quantities. Action was taken to submit SAC Forms 144 (UAL Change Request) to add enough equipment to the current UAL to operate the training program projected to start in May 1955. After a meeting with Lt Colonel Lien, the B-52 SAC Special Aircraft Equipment Evaluation and Audit Team, it was determined that the best action would be to conduct a survey of the 4017th CCTS to determine the current requirements in conjunction with the current UAL. A survey was conducted by a board of officers composed of representatives from the B-52 SAC Special Aircraft Evaluation and Audit Team, the Base Adjutant's Office, the Base Personnel and Records Office, the Base Materiel Office, the Wing Director of Materiel's Office and OIC's and various technicians of each section, and the Commander, 4017th CCTS. All additional requirements for office furniture, classroom furniture, and training equipment was put on SAC Form 144 (UAL Change Request) and hand carried to SAC Headquarters for a meeting with Headquarters, SAC, and Headquarters, 15th Air Force Materiel personnel to make known the shortages and to try and expedite supply action. The change requests were in detail and justification was written for each specific item. (20) CAFB Control Nr. 55-4885-3	Continual

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17.			The next project was on the local purchase fund that was authorized to the 4017th for purchases made through the Local Purchase Store. The base Comptroller's Office had authorized this squadron only three hundred (300) dollars per quarter, or one hundred (100) dollars per month, starting 1 March 1955. In checking the sales slips of purchases made starting with 1 March 1955, it was found that the squadron had overspent the full quarters' allotment during the month of March alone. It was immediately evident that the fund authorized per quarter was insufficient and a letter was initiated and hand carried to the Base Comptroller's Office on 16 April 1955; the letter explained the 4017th local purchase fund requirements based on the past three months purchases and future requirements based on the student load and the training program. It was estimated that the 4017th would require eight hundred (800) dollars per month, or twenty-four hundred (2400) dollars per quarter to operate. An agreement was made to operate using the eight hundred (800) dollars per month as our allocation of funds and that after several classes had been trained, a readjustment would be made if necessary. A supply policy letter was written and put out to all sections explaining the procedure for obtaining local purchase items. The new policy will insure control of the local purchase fund and all purchases made will be closely coordinated with Unit Supply. Another supply policy was written explaining procedures to be used in submitting SAC Form 144 (UAL Change Request). This policy explained in general, the instructions contained in SAC Regulation 400-8 and further explained just where the section	

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17.			OIC fit into the overall picture of equipment requirements. It is believed that this policy will eliminate a lot of the confusion and the actual requirements will get out of the talking stage and on paper much faster than in the past. All current outstanding back orders have been reviewed and checked through Base Supply to insure that all records are up to date and posted to Base Supply records. Continuous follow-up action is being conducted in an effort to obtain items of equipment that are still on back order which are required to operate the training program.	
18. Manuals for B-52 Ground Training	Obtain all training manuals for use in academic training.	4017th OCTS	Requisitions have been submitted for the following Air Force and SAC Manuals required for instructor and student use in the Ground Training Program. SACM 50-38 B-47 Observers Standard Operating Procedures AFM 51-38 Theory of Instrument Flying AFM 51-40 Air Navigation AFM 51-45 Instrument Flying Techniques and Procedures for Jet Aircraft ANC Manual - Procedures for Control of Air Traffic The following manuals have been received: AFM 11-3 Guide for Air Force Writing AFM 50-8 Conference Leadership AFM 50-9 How to Instruct AFM 51-6 Electronics and Radar AFM 51-7 Your Body in Flight AFM 52-5 Jet Propulsion Power Plants	1 May 1955

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18.			AFM 52-7 Elementary Electricity AFM 52-8 Radar Circuit Analysis AFM 52-13 Instructor's Manual, Physiological Training AFM 101-6 Airborne Shoran AFM 64-5 Survival AFM 10-1 Correspondence Preparation and Procedures AFM 35-15 Air Force Leadership AFM 50-7 Air Force Unit Training Standards AFM 52-19 Antenna Systems In addition, requests have been submitted for all applicable TO's. 90 per cent complete.	
19. Ground Training Report Forms	Devise and publish necessary forms IAW local directives for reporting all ground training accomplished by the 4017th CCTS.	4017th CCTS	The 93d Bomb Wing Standardization Board is presently formulating recommendations to be made to the 4017th CCTS concerning the type training forms that will best meet their requirements. The 4017th will consider these recommendations when drawing up the training reports forms. These reporting forms will not be finalized until the training of 93d crews is under way. 40 per cent complete.	15 May 1955
20. VIP Briefing Charts	Establish a series of charts that will reflect the B-52 crew training progress for the 4017th CCTS.	4017th CCTS	The VIP Briefing Charts are presently being revised to reflect the current status of the B-52 training program. As further refinements to the program are made, the briefing charts will be revised to insure they always reflect the current status of the program. 100 per cent complete.	Continual

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21. Training Aids for Academic Training	Make a study to determine what type training aids will be required by the Ground Training Section for the B-52 and initiate action to procure.	4017th CCTS	An SOP has been published outlining the steps to be followed in obtaining locally produced training aids. The procedure, as presently established, requires some eight separate agencies to review and approve requests for training aids. A request will be submitted outlining recommended changes to this procedure which will give adequate control over training aids with fewer approving agencies. A UAL change has been submitted to the Chief, SAC Special Aircraft EE and A Team, requesting authorization to procure the training materials and equipment required to support the primary mission of the 4017th CCTS. This equipment consists of: 1 ea Dead Reckoning Computer Trainer 96 ea B-52 Performance Computers 25 ea B-52 Load Adjustors (Plate #1042) 2 ea Complete K-Systems M46A for installation in locally manufactured configuration trainers 1 set classroom mock-up trainers of aircraft instruments 1 set aircraft flight instruments used in B-52 5 ea Periscopic Sextant and aircraft mount 1 ea 20mm Gun Trainer 6 ea 20mm Guns, M-24A1 1 ea 50mm Gun Trainer 6 ea 50mm Machine Guns, M-3 2 ea Feed Mechanisms, M2-A-5 2 ea Johnson Fare Boxes 20 ea ECL Tool Kits Nr. 10-32-3 198 ea Briefcases 132 ea Dividers 132 ea E-10 Computers (32) CAFB Control Nr. 55-4885-3	Continual

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21.			132 ea B-2A Plotters 5 ea M-1A Projectors 2 ea 16mm Sound Movie Projectors 5 ea Deflector Type Projector Screens 1 ea Decrisk 1 ea Tape decorder 1 ea Black Light Assembly 1 ea 35mm Slide Projector 1 ea Oxygen Regulator Console 1 ea Vari Typer plus complete power supplies for the above trainers. In addition to the above, one complete mechanical and electronic MTU containing the following trainers is required on the base. At the present time this requirement has been programmed through the end of 1955. Items asterisked are scheduled to leave early in 1956. A request will be made for equipment to replace their loss. Air Conditioning and Pressurizing System Autopilot System (A-14) Ejection Seat System Electrical Power System Fuel System Hydraulic System Main Landing Gear System Pneumatic System Surface Control System *Bomb Control System *Compass System (M-1) *IFF Radar (APX-6)	

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
21.			*Liaison Radio (ARC-21) *Rendezvous Radar (APN-12, APN076) *ECM Radar *Radio Navigation *Bombing Navigation (K-3A) Fire Control (A-3A) *Command Radio (ARC-27) *Fire Control (MD5) Twenty-five (25) per cent complete.	
22. Instructor Handbooks for academic training.	To compile and prepare a handbook for each academic subject for instructor reference and standardization. These handbooks will include specific hourly objectives, scope of instruction, current list of training aids, and a bibliography.	4017th CCTS	The instructors are continuing to gather information for inclusion in the instructor handbooks. The publication of the handbooks will be held in abeyance until all the student handouts and course training aids are complete. Instructor handbooks will be published for the following courses: B-52 Performance Instruction at Aircraft Radio Technique Questionnaire Emergency Procedures Jet Instrument Flight Planning Refueling Weather Strange Field Maintenance Navigation At a later date, it is anticipated that the 4017th CCTS will present those subjects now scheduled to be taught by the	1 Sep 1955

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
22.			MTD. At such time an instructors handbook will be prepared for those subjects. 15 per cent complete.	
23. Student Handouts for academic training	To prepare handout material for each subject of academic training. These handouts will assume various forms dependent upon the subject being taught. They will be issued to each student for permanent retention.	4017th CCTS	Instructors are preparing and submitting for approval and publication, the student handouts required for each course. 25 per cent complete.	1 June 1955
24. Qualifying Academic Instructors	To set up the procedure for insuring that each instructional hour is developed and tested for maximum quality and effectiveness prior to presentation to the student.	4017th CCTS	The Educational Specialist has prepared check list questionnaires to evaluate and critique each instructor prior to entering actual classroom instruction. Some instructors have given practice lectures on their subject material. This project has an estimated completion date based solely on scheduled class presentation dates; but for all practical purposes the project will be continuous. 20 per cent complete.	15 June 1955
25. Visual Aids Shop	To establish a visual aids facility within the Ground Training Section for use by the 4017th CCTS. This shop will be required to prepare all posters, illustrations, graphics and other visual media for use in classroom presentation & briefing.	4017th CCTS	A job description for a civilian Artist Illustrator has been prepared by Civilian Personnel Office authorizing the grade of GS-6. At the present time, a state-wide recruitment is under way to obtain a qualified artist illustrator. It is anticipated that difficulty will be encountered in finding one who meets the qualifications who will accept the grade of GS-6. A request has been made to the Civilian Personnel Office to have the position upgraded to a higher job level. A request has also been submitted to the UAL to have the required equipment made available. 20 per cent complete.	15 May 1955

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PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
26. Reproduction Section	To establish a reproduction section within the 4017th CCTS capable of publishing training materials and student handouts by means of offset printing.	4017th CCTS	A Model 80, Multilith has been obtained and is being used to publish training material and student handouts. Because of worn parts, this machine is not capable of turning out first quality work. A request has been made through the Purchasing and Contracting Officer to have this machine serviced and put in top condition by the authorized Multilith dealer. A correlator is being built by Base Shops and should be ready for delivery by 1 May. When the correlator is received, this project will be complete. 95 per cent complete.	1 May 1955
27. Synthetic Trainer Training Materials	To prepare Course Outlines and Instructor Handbooks for the applicable synthetic trainers. These include the B-52 Simulator, C-11 Instrument Trainer, T-2A Ultrasonic Trainer, ECM Trainer, and the Gunnery Trainer.	4017th CCTS	Hourly course objectives have been determined for all synthetic trainers. Instructor handbooks will be prepared prior to the time these trainers arrive on this station and are phased into the course of instruction. 35 per cent complete.	Unknown
28. Adequacy of Synthetic Trainers		4017th CCTS	Completed - See Progress Report #4.	

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29. Master Training Schedule	To develop a master training schedule integrating ground training, flying training and synthetic training into a master training plan.	4017th CCTS	A master training schedule has been devised which graphically outlines the daily breakdown of academics and flying training by training day. All that remains to be down is to enter on the master schedule the hourly breakdown of instruction. This will be done as soon as the revision to the course outline is completed. A master flow chart has been designed showing class starting and graduation dates for 93D Bombardment Wing crews. The B-52 class starting dates are married to the Mather IFM course starting dates. 85 percent complete.	1 June 55
30. B-52 Mobile Training	To provide facilities for B-52 MTU and integrate into the 4017th CCTS.	4017th CCTS	The MTD personnel assigned to the B-52-2 MTU are scheduled for reassignment to Edwards on or about 10 May 1955. Information received from Lt Col Zink, 15th AF Hq, indicates that the B-52-1 MTD will not be operational at this base until on or about 14 June 1955. This leaves this base without MTD instructors from 10 May until 14 June and MTD instructors will not be available to teach the first B-52 crews. A message was sent to Hq 15AF requesting action be taken to hold the B-52-2 MTD personnel at this station. No answer has been received to date. 75 percent complete.	12 Dec 55
31. B-52 Training Manual	To publish a revised training manual for distribution to interested personnel within the 93D Bombardment Wing and Higher Headquarters.	4017th CCTS	At the present time the course outline, charts, etc. are being revised to reflect the changes made in the program. The revised manual will be published and ready for distribution on 20 May 55. 30 percent complete.	20 May 55

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32. Unit Ground Training	To establish a Ground Training program for the 4017th COTS.	4017th COTS	A unit Ground Training Program has been set up in conjunction with the Base Training Section. An NCO has been designated as co-ordinator who in turn maintains all records for the squadron. Fifteenth Air Force Forms 211 for each officer and airmen have been completed and are being maintained within the Base Training Section by the Squadron NCO. Necessary trainer, physical conditioning and block training time are being programmed for the squadron in sufficient quantities to allow for adequate 50-8 requirements. Squadron meetings and character guidance are being scheduled and recorded as required. 100 percent complete.	Completed

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DIRECTOR O. MATERIEL	PROGRESS REPORT NO. 5			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Assignment of Phase VI Personnel	Take action to assure that necessary personnel are assigned to Phase VI Training Course.	MDCM* MDCAE	Fifteen additional maintenance personnel (AFSC 43131E-51E-71E) were sent to Edwards AFB, during April to support the first increment of Phase VI personnel. This requirement was generated primarily as a result of the departure of TDY personnel assigned to AFGC, WADC, SWC etc,. These airmen were not programmed to support Phase VI for more than thirty days. Five hydraulic specialists (AFSC42530/50) are being returned to Castle as manning overages. This decrease in need for hydraulic specialists will be reflected in the second increment of Phase VI training. Information from Edwards AFE indicates the second increment personnel will start phase-in during May. No instrument men were scheduled for the first increment of Phase VI. This is felt to be a shortage and will be rectified in the second increment by an addition of two instrument specialists (42250).	Continual
2. Retention of Frozen Personnel	Take action to assure that all maintenance and supply personnel that are frozen are retained at this station.	MDCM* MDCS MDCAE	List of personnel considered critical to the B-52 program was submitted to higher headquarters. No approval action received to date.	Continual
3. Manning in Accordance with Applicable B-52 T/O's	Assure that necessary personnel are assigned in accordance with manning documents under B-52 program and report critical shortages which will adversely affect conversion.	MDCM* MDCS MDCAE	Hydraulic specialists (42152), instrument specialists (42250), electrical specialists (42350) and Mech Accy Equip Reprmn (42251) continue to be short. With the exception of the Mech Accy Equip Reprmn the qpprentice levels of these specialities are now adequately manned. It is anticipated a minimum of eight months on-the-job-training will be required for upgrading to specialist level. Shortages of Armament-Electronic personnel has been reduced considerably. The auxiliary radar and clerical fields are still inadequately manned in the five and seven levels. Two gas generating plant operators (56230/50) were lost during April. There is no projected input in these specialities during the month of May. The low skill level in the petroleum handling field is adequately manned. The shortage in specialists, however, still exists although six airmen were upgraded to specialist level in April. A shortage of Unit Supply Specialists and Administrative personnel exists in all Sqs.	Continual

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4. Adequate Manpower Availability for Operation of B-52 and B-47 Aircraft during all Phases of Conversion	Insure that all necessary maintenance and supply personnel are available for successful conversion to B-52 type aircraft.	MDCM* MDCAE	The shortages of personnel as indicated in project #3 and project #6 have not been alleviated. Headquarters 15th Air Force is aware of personnel shortages through normal personnel reporting channels.	Continual
5. Specialized Training for Maintenance and Supply Personnel	In coordination with the Director of Personnel, insure that all maintenance and supply personnel requiring specialized training off base are processed into available schools at the appropriate time.	MDCM* MDCS MDCAE	A discrepancy exist in training for auto-pilot specialists. Quota For auto-pilot trainign during May 55 specifies two each AFSC 42350/70. The Armament-Electronics Squadron has only one specialist with this AFSC; however, they possess9 specialists with AFSC 42230/50/70. A request for clarification for conversion to appropriate AFSC's was submitted to Hq SAC on 14 April. The necessity for a special course of instruction in B-52 fuel cell handling and repairing is recognized. A course of instruction similar to that offered at Amarillo, but for a B-52, is needed. A 10 day training course in liquid oxygen handling procedures is being established at Francis E. Warren AFB. This training course will be available approximately 1 June 55. Pending clarification of pre-requisite AFSC (64150), quotas will be requested for such training. The lack of trained personnel in repare and installation of alternator and hydraulic packs will become critical when B-52's arrive at this station. This command is submitting a request for schooling in the maintenance and installation of these packs, and a request for clarification as to the extent of maintenance possible at field level.	Continual

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6. Projected input of Key Maintenance and Supply Personnel	In coordination with Director of Personnel, monitor projected input of key maintenance and supply personnel, to insure that they are sufficiently qualified for this program.	MDCM* MDCS MDCAE	The shortages of Maintenance Officers in Periodic Maintenance, Field Maintenance and Quality Control still exists. Of the presently assigned maintenance officers, eight are of the entry level. The projected input (one 4344 in May) will not alleviate this shortage. The shortage of Unit Supply Officers will be relieved somewhat by the projected input of two 6424's in May. The petroleum and Supply Officer (6454) projected for February has not arrived this station. 15th Air Force has been queried as to expected reporting date for this officer.	Continual
7. Changes Required to Authorize Personnel Commensurate with Requirements	Coordinate with Manpower changes required to authorize personnel commensurate with requirements.	MDCM* MDCS MDCAE BM	A request for evaluation of proposed changes in the Field Maintenance Squadron's Table of Organization was submitted to the Base Manpower Board. Base Manpower Board proposes to delay study until B-52 maintenance experience is gained under current B-52 T.O. If, following this study, the changes are justified, the proposed Table of Organization changes will be forwarded to higher authorities. An additional fifteen civilian positions are being requested. This request, with justification will be submitted in May.	Continual
8. Authorizations for Contractor Technicians	Insure that required contractor technicians are authorized and assigned at the appropriate time.	MDCAE* MDCM	A request for clarification along with anticipated requirements for gunlaying Technical Representatives was submitted to SAC and 15th Air Force Headquarters. Mr. Waldron, Pratt and Whitney Technical Representative arrived at this base during April to instruct and train personnel on the J-57 engine. 15th Air Force message DMAEFR 29732, 6 April 1955 indicates that Mr. Schmidt will be available at Castle AFB in June to train personnel on the MD-3 ground power units.	Unknown
9. Distribution of Equipment and Facilities	Take necessary action to insure an equal distribution of equipment and facilities among all converting squadrons.	MDCM* MDCS BM	UAL's for all units have been reviewed, corrected and distributed. The changes to reflect the requirements for the 4017th Combat Crew Training Sq were hand-carried to Headquarters SAC on 25 April for approval. Since the responsibility for the Wing Headquarters Sq has been transferred from the Western Area EE and AT to the Special EE and AT at Castle a physical survey will be conducted to insure adequacy of the UAL.	Unknown

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10. Equipment Changes	Review B-52 ECL's and make recommendations to SAC ECL Team for changes in equipment.	MDCS*	COMPLETED: See Progress Report #4	
11. Pre-issue and Bench Stocks	Develop Pre-issue and Bench Stocks in support of B-52 aircraft.	MDCM* MDCAE	Personnel from Supply Control visited Edwards AFB to compute consumption on parts and material used on B-52 aircraft. Lists were made of past consumption at Edwards and they are being researched for accuracy of stock no. and unit cost prior to being added to the listings already on hand, which were received from organizations. Target date for publication of pre-issue levels and bench stock levels remains 15 May.	Continual
12. Transfer of B-52 and B-47 aircraft	In coordination with the Director of Operations take action to effect transfer of B-47's on a gradual basis and at such a time as it is anticipated enough personnel are not available to adequately maintain a projected number of B-47's and B-52's assigned.	MDCM*	School quotas are being received on a gradual basis and graduates are returning. This will continue over a long period of time. B-47 aircraft will be transferred in proportional numbers so as to coincide with the arrival of B-52 aircraft. The change 1 to 15AF planning program 22-54 dated 14 Mar 55 is concurred in and will allow a much better availability of personnel. The following is the recommended order of phase-out of the first fifteen B-47 aircraft: 52-462, 444, 468, 517, 511, 451, 448, 463, 470, 476, 449, 443, 513, 455 and 456.	Continual
13. Disposition of Spare, Built-up and Raw Engines	Request disposition instructions of spare built-up and raw engines not required and/or used during B-47 phase-out.	BM* MDCM	Not applicable at this time, however, Hq SAC is maintaining complete control of all jet engines applicable to SAC aircraft. Proper action will be taken appropriately when phasing out of B-47 aircraft becomes a reality.	Continual
14. Use of Built up Engines now in Flyaway Kits (J-47)	Request authority to use built-up engines now in Flyaway Kits (J-47) to prevent unnecessary teardown and shipping or delay in the establishment of the B-52 Jet engine build-up facility.	BM* MDCM	Not applicable at this time, however, appropriately, Base Supply will effect necessary coordination with Field Maintenance and Headquarters 15th Air Force to obtain authority to use built-up engines now in B-47 Flyaway Kits.	Continual

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15. Airlift of Engines Built-up to Flyway Engine Change Status	Request authority to airlift engines built-up to flyaway engine change status to prevent requirements for disassembly, teardown, preservation and canning.	BM* MDCM*	Not applicable for action at this time.	Continual
16. Installation of J-57 Test Stand	Take action to insure installation of J-57 test stand prior to receipt of J-57 engine.	BIO*	Phase I of 10,000 pound test stand completed 13 August 1954. Subsequent design changes received January 1955 indicate that a completely new 20,000 pound test stand will be required. This has been requested in Fiscal Year 56 M&O Program now being reviewed at 15th AF, headquarters. Change in siting requested to outer edge of base- subsequently canceled by Master Planning Board. Item not now firmly sited.	Dec 55
17. Hydrant Refueling Modification and Installation	Monitor the proposed hydrant refueling modification and installation program to insure readiness of the system.	BIO*	Present system now operative. Proposed Fiscal Year 57 MCP project will modify system to provide an outlet for each stub.	Jan 57
18. Painting Runways, Taxi-strips and Stubs	Insure runways, taxi-strips and stubs are painted as required for efficient and safe operation of B-52 aircraft.	BIO*	Striping of pavement is being handled as change orders to existing contract. Scope and schedule of work has been requested from Corp of Engineers and is not currently available.	1 Sep 55
19. Modification of Shop Facilities	Take action to modify shop facilities as required.	BIO*	Contract awarded 20 April 1955.	20 Aug 55
20. Assignment of B-52 Aircraft to individual squadrons	In coordination with the Director of Operations assign B-52 Aircraft to individual squadrons in accordance with 15th AF conversion plan.	MDCM*	Conversion plans for the Bombardment Squadrons indicate the 329, 330 and 328 will convert in order listed.	Unknown

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21. Support of the B-52 OES	Provide facilities and liaison in support of the B-52 OES.	MDCM*	Office space has been allotted the Operational Engineering Section in the Maintenance Hangar. This section will occupy the second floor of the propeller tower. Office furniture is being provided on an "as needed" basis.	Unknown
22. Review assets under all authorization documents	Review present assets, program redistribution of excesses and requisition or receive on AFSD equipment and supplies authorized by Equipment Component Lists, Table of Authorization, Unit Authorization List, and special authorization. Process required changes to the authorization lists.	MDCS*	A special list of shortages was prepared as of 25 April. This listing will be reviewed for critical items and follow-up action initiated through Command channels, approximately 2 May 1955.	Continual
23. Stockage of Aircraft Spares	Requisition and/or receive on AFSD necessary stockage of aircraft spares to support the B-52 type aircraft.	BM*	AFSD 5640010 originally received, totaled approximately 6200 line items. Amendments subsequently received brings the total line items to 8,539. Total line items received as of 25 April 55 are 6,936. A conference was held on 26 April 1955 at OCAMA by representatives of Headquarters SAC, Headquarters Fifteenth Air Force and this station to resolve the problems and expedite supply action on the remaining items. It was decided at the meeting that OCAMA personnel would hand-carry shortage lists to the various depots in order to expedite follow-up.	Continual
24. Stockage of Electronic Equipment Spares	Requisition and/or receive on AFSD stockage applicable to sets of electronic equipment installed in the B-52 type aircraft.	BM* MDCAE	Electronic spares are contained in AFSD 5640010. It has now been determined by OCAMA that the Armament spares are included in Prodpak #2. These items in cited propak are on ASFD 5640010 with the exception of Code 1 and 5 type items. Necessary action has been taken to determine which code 1 and 5 items are required and requisitions have been submitted to obtain Base Stockage. Approximately fifty percent of items	Continual

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24.			requisitioned have been received. Balance of items extended to contractor. A conference was held on 26 April 1955 at OCAMA by representatives of Headquarters SAC, Headquarters Fifteenth Air Force and this station to resolve the problems and expedite supply action on the remaining items. A complete breakdown of Code 1 and 5 items was completed at this meeting. Requisitions are being prepared and will be forwarded to the depot by 4 May 1955.	
25. Obtaining raw engines.	Insure receipt of sufficient raw engines concurrent with the arrival of aircraft.	BM* MDCAE	Headquarters SAC is monitoring the input of raw engines. The latest schedule indicates 12 ea J-57-F1 Engines with J-FC-12 fuel control system are to be shipped from Ford (Chicago) in May 55.	COntinual
26. Budget estimate for local procurement	Review and prepare budget estimates for local procurement of equipment, supplies, and petroleum products for initial equipping and stockage for the B-52 program.	BM*	The funding problem local procurement of supplies, equipment and petroleum products has been most acute. Following is a reprogrammed budget for minimum requirement submitted by Base Supply 11 March 55 for period 1 April 1955 through 30 Jun 1955.	Continual

1. POL	$43,643.27
2. LPS	76,167.75
3. Other (Tires, batteries, sparkplugs, etc.)	5,450.00
4. Office furniture	18,191.95
5. Class 17-B	27,754.80
6. Services, Non-personal	1,625.00
TOTAL	$172,832.77

The above program is being followed very closely with consideration for minor requirements and price changes. The Budget Program for Fiscal Year 1956 has been submitted.

*Indicates Responsible Section

CAFB Control No. 55-4885-3

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DIRECTOR OF MATERIEL	PROGRESS REPORT NO. 5			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
27. Publications	Obtain sufficient quantities of stock lists, manuals, TO's technical publications and current directives applicable to the B-52 and allied equipment.	BM* MDCM	Requisitions for publications are prepared as requirements become known. This program is being closely monitored. Required publications are being received at a satisfactory rate and distribution is being made to applicable units.	Continual
28. Vehicles and Materiel Handling Equipment	Request sufficient number and types of vehicles and materiel handling equipment to provide adequate transportation.	BM* MDCP	A survey has been completed for determining requirements for vehicles and materiel handling equipment. UAL changes for additional equipment requested was forwarded to the Western Area Equipment Evaluation and Audit Team 1 March 1955. Information has been received that the Western Area Equipment Evaluation and Audit Team will arrive this station the early part of May to survey UAL requirements.	Continual
29. Requirements for storage	Review requirements for storage to provide adequate facilities for storing B-52 supplies and equipment.	BM*	Base quantity requirement for bulk warehouse storage is 240,000 square feet with existing warehouse space of 130,232 square feet. Building T-51 which is included in this space available has been converted to warehouse storage for B-52 items. Programmed additional space includes construction of a 45,000 square feet addition to Building 1360. Hq SAC has requested OCAMA to prepare AFSD for B-52 Flyaway Kit to be in place by deadline date of 1 July 1955. Informal information indicates this kit is extensive in number of line items and size. Adequate storage facilities are not available. As an interim solution, space is being provided in the new hangar pending completion of programmed warehousing. Hq SAC further advised no disposition of B-47 Flyaway Kits would be made until all aircraft of one Squadron were transferred.	Continual
30. Disposition of Surplus B-47 Spares and Equipment	Obtain disposition of surplus B-47 spares and equipment either concurrently with transfer of aircraft or as the requirement is reduced.	BM* MDCS MDCM MDCAE	Not applicable at this time. Base Supply will initiate appropriate action concurrently with the phase-out of the B-47 type aircraft.	Continual

* INdicates Responsible Section

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DIRECTOR OF MATERIEL | PROGRESS REPORT NO. 5 | MONTH OF APRIL 1955

PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
31. Re-distribution of Surplus Equipment	Re-distribution of surpluses between units when the operational requirement permits to fill shortages.	MDCS* MDCM	Generation of surpluses is being closely monitored. Additional redistribution will be effected from the 329th Bombardment Squadron at the time of receipt of B-52 aircraft and loss of B-47 aircraft.	Continual
32. B-47 Flyaway Kits	Obtain disposition of B-47 flyaway kits.	MM* MDCL	Not applicable at this time. Base supply will initiate necessary action at the appropriate time.	Continual
33. Prepare Aircraft Forms, Records 263 Property, etc., for Aircraft due to Phase Out	Screen all aircraft records for accuracy, completeness and legibility. Insure 263 property required for B-52 operation is retained on station.	MDCM*	All B-47 Equipment compatible with the B-52 and listed on the special equipment list will be retained on the station. Aircraft records are being screened and 263 property inventoried to facilitate phase out of aircraft.	Continual
34. Ammunition Requirements.	Determine type and quantity of ammunition required to obtain stockage objective.	MDCAm*	33 aircraft will use 20MM ammunition. Remaining aircraft will utilize caliber 50 ammunition. Both types of ammunition are available in sufficient quantities. Quantity levels will be automatically maintained in accordance with pertinent supply directives. This project (34) has been completed and is terminated.	Completed
35. Liquid Oxygen Storage	Determine requirements for liquid oxygen storage and generating plant.	BIO*	Criteria made available by airmen recently assigned this station for purpose of manufacturing liquid oxygen indicates that operation should be carried out in a separate, isolated structure. Such a structure has been requested in the Fiscal Year 56 M&O Program. Project to include liquid oxygen manufacture with other bottled gas activities has been abandoned in favor of a segregated safe operation. Two portable type generating units are scheduled for delivery in first quarter Fiscal Year 1956. One 500 gallon storage tank has been received at this station. Commercial contract for interim supply of liquid oxygen has been procured.	Continual

* Indicates Responsible Section

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DIRECTOR OF MATERIEL	PROGRESS REPORT NO. 5			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
36. Fuel Storage	Insure adequate fuel storage facilities.	BM* BIO	Fuel storage facilities are considered adequate at this time. To provide for future expansion, additional storage facilities are provided for in the Master Program.	Continual
37. Space and Facilities for 4017th OCTS	Monitoring of organization moves in accordance with letter Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subj: Space assignments for conversion program, 27 Oct 54.	BM*	Interim space for the 4017th OCTS is available and being partially utilized. The new location in the training area is contingent upon the movement of the 90th Air Refueling Squadron. Reference Project 2, Subject: "Buildings for 4017th OCTS" (4017th OCTS).	Aug55

	Present Facilities	Programmed FY 55	Programmed FY 57	TOTAL Avail After FY 57
JP-4 Fuel Storage (Barrels)				
Above Ground	32,700	15,000	15,000	62,700
Hydrant	17,738	3,571		21,309
Aqua Storage	(1,735) Not Added			
115/145 AVGas (Barrels)				
Hydrant & Above Ground	26,185**			26,185
Total Fuel Storage	76,623	18,571	15,000	110,194

** 11,900 barrel capacity is presently being used for JP-4 fuel and will become available for AVGas when JP-4 storage facilities are completed.

* Indicates Responsible Section

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DIRECTOR OF MATERIEL	PROGRESS REPORT NO. 5			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
38. Utilization of B-47 MTD Facilities for B-52 MTU	Incoordination with the Director of Operations, take action to insure that the present facilities being utilized by the B-47 MTD are prepared for the B-52 MTU prior to the arrival of that unit on this base.	BM*	B-52 MTD is to be phased into current space being utilized by the B-47 MTD as that function is phased out. The additional mechanical portion was programmed into Building T-52. Due to the delay in moving shops into the new hangar the project has been reprogrammed for Building T-54. Work will be started as soon as approval for transferring the project if received. Reference Project 30, Subject: "B-52 Mobile Training" (4017CCTS).	May 55
39. Housing and Administrative Space	Take action to insure that sufficient housing and administrative space is available and distributed in a logical and equitable basis consistent with the projected population at this base during 1955 and 1956.	BM*	In accordance with Letter, Headquarters 93d Air Base Group, Office of the Base Materiel Officer, Subj: Space Assignments for Conversion Program 27 October 1954, the known housing space requirements are programmed therein. Sufficient housing and administration space is being made available consistent with the projected population at this base during 1955 and 1956. The operational space requirements can be met upon movement of the 90th Air Refueling Squadron. Reference Project 2, Subject: "Buildings for 4017th CCTS" (4017CCTS).	Aug 55
40. Construction and Coordination	Coordinate with and advise contractors to insure adequate, timely construction of runway, taxi-strips, wash-rack, compass rose, docks and hangars.	BIO*	Airfield construction interfering with aircraft operations is well coordinated with IO, Corps of Engineers, Contractors, and Wing and and Base Operations. Schedule gives maximum usage of airfield to Air Force yet permits ample freedom to contractor.	Continual

Project	Actual or Scheduled Start	% Complete Scheduled	% Complete Actual
R/W, Primary, Extnsn, Hv.	15 Nov 54	50	60
T/W, Primary, Extnsn, Hv.	15 Nov 54	32	68
1200' end R/W 30	15 May 55	0	1
T/W, Primary, Strngthn, Hv.	1 Mar 55	35	37
Stbl. Shldr, Apron, New, Lt.	20 Dec 54	19	30
Apron, Park, Op. Str., Hv.	15 Jan 55	8	14
Stbl. Shldr, T/W, New, Lt.	15 Mar 55	30	39
Washrack, Hv. Acft/1	1 May 55	1	5

*Indicates Responsible Section

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DIRECTOR OF MATERIEL	PROGRESS REPORT NO. 5			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
41. New Construction	Insure that all other necessary new construction and modification of existing structures are provided for in current construction programs.	BIO*	All foreseeable new construction and alteration projects have been programmed up to and including FY 56 M&O. Critical items are as follows: Project — Actual or Scheduled Start — % Complete Schedlued — % Complete Actual Tech. Trng. Bldg. — 7 April 55 — 1 — 1 — 29 Sep55 Hq Bldg Wing — 5 April 55 — 1 — 1 — 29 Oct 55 Shop AM/Elect — 10 Nov 54 — 32 — 49 — 4 Sep 55 Shop, Engine Bld-up — 24 Nov 54 — 41 — *32 — 31 Aug 55 Shop Maint Orgnl Std — 24 Nov 54 — 68 — 80 — 31 Aug 55 * The problem of slight slippage on the engine build-up shop is being resolved and work should be back on schedule by 15 May.	
42. Fire Training	Insure that fire and crash personnel receive required training on B-52 aircraft, and that all authorized fire fighting equipment is on hand prior to receipt of the B-52 aircraft.	BIO*	A request has been submitted to higher headquarters for additional authorization of personnel for heavy Bomb Wing and the equipment has been authorized and is awaiting command distribution. Follow-up by message requesting date of delivery dispatched to Hq 15th on 25 April 1955. B-52 firefighters training course now established at Boeing Aircraft Company, Seattle. Three airmen, supervisory, presently attending firefighters training course at Boeing Aircraft Company. Civilian chief and assistant chiefs will attend training course upon receipt of authority from higher headquarters.	Continual
43. Flying Clothing and Personal Equipment	Take action to insure that suitable flying clothing and personal equipment is provided for combat crew and staff personnel as required for the B-52 aircraft.	MDCS* BM	The problem of hack watches was discussed with OCAMA on 28 April to obtain supply action as the present reparable and work order balance is not sufficient to support requirements. Definite decision on Depot action has not been made to date. Information has been received from Wilkins AF Depot that large size helmets will be delivered 30 May 1955.	Continual

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DIRECTOR OF MATERIEL	PROGRESS REPORT NO. 5			MONTH APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
44. Assigning Supply Representative to OCAMA			COMPLETED - See Progress Report No. 2	
45. Assignment of Project Officers			COMPLETED - See Progress Report No. 1	
46. Armament-Electronics Systems Installed on B-52	Determine the type and configuration of all Armament-Electronics systems which will be installed on B-52 aircraft.	MDCAR*	Information received from Headquarters 15th Air Force indicates the following A&E systems will be installed in B-52 aircraft received by this wing: 33 aircraft will have the MD-5 installed, remaineder will have the A3-A. The MD-5 consists of two 20mm aircraft cannons and the A3-A consists of 4 caliber 50 aircraft machine guns. All B-52 aircraft will have the MA-6 bomb navigation system installed. This system consists of the APS-23 radar, ME-5 computor (extended range) and the Y-7 periscopic sight. Retrofit to APS-64 will be accomplished at a later date. Seven aircraft will have the ARC-27 UHF radio and the remainder will have the ARC-34. All aircraft will have the U-2 hook as a means of suspension for wing drop tanks. This project (#46) has been completed and is terminated.	Completed

* Indicated Responsible Section

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DIRECTOR OF COMPTROLLER	PROGRESS REPORT NO. 5			MONTH OF APRIL 1955
PROJECT	NECESSARY ACTION	ASSIGNMENT OF RESPONSIBILITY	PROJECT STATUS, PROBLEMS, RESOLUTIONS & RECOMMENDATIONS	ESTIMATED DATE OF COMPLETION
1. Status of Funds	Monitor the status of funds in all the various projects to insure that no over-obligation occurs and that actual versus programmed expenditures are consistent.	CO	The Annual Budget Authorization for Project 458 was increased $100,000 by Third Quarter Revision to cover additional fund requirements imposed by the B-52 conversion program. This amount will not support all the additional requirements of the conversion, but will cover the immediate priority items. The remaining items will be held in abeyance until after 1 July for funding from the Fiscal Year 1956 Financial Program.	Continual
2. Reprograming of Funds	Reprogram funds when and if necessary.	CO	This item is continually monitored and funds are reprogrammed when necessary.	Continual
3. Fiscal Year 56 Budget Estimate	Take action to insure that all activities are aware of their responsibilities in furnishing budget requirements sufficient to cover the planned projects in connection with this plan.	CO	The Annual Financial Plan for 1956 was prepared and submitted to Headquarters Fifteenth Air Force on 6 April 1955.	Continual
4. Conversion Project Officers		AAC	COMPLETED -- See Progress Report #1.	
5. Conversion Programs	Evaluate the progress of the various areas of the conversion against the plan and keep the Wing Commander and staff advised by monthly progress reports, charts, graphs, and special briefings, if necessary.	AAC	Monthly reports are rendered on the conversion program and are constantly being analyzed and evaluated. A 44 chart unclassified briefing on the B-52 Conversion program was given to the following groups during April 1955: 240 Master Sergeants - 16 April 1955 250 Technical Sergeants - 20 April 1955 450 Staff Sergeants - 21 & 22 April 1955 San Joaquin Valley Road Commission - 22 April 1955 Atwater Rotary Club - 28 April 1955	Continual
6. Progress Reports	Prepare and submit reports as required by 15AFR 27-1.	AAC	Being done monthly.	Continual

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25 April 1955

FTPP

SUBJECT: B-52 Phase VI Test Program

TO: Commander in Chief
Strategic Air Command
ATTN: Tactical Requirements Division
Directorate of Operations
Offutt Air Force Base
Omaha, Nebraska

1. No flights were made during the week beginning 18 April 1955.

2. The following represent total flight accomplishments to date:

Total Phase VI Flying Hours

52-005 - 49:40 hours
52-006 - 21:30 hours

Total Airplane Time

52-005 - 81:00 hours
52-006 - 41:10 hours

Total Phase VI Sorties

52-005 - 22
52-006 - 9

3. On airplane No. 52-005, the past week's effort has been devoted to the first periodic maintenance inspection and removal of the grounding tech order on the wing flap screw jacks. The screw jacks for 52-005 were flown to Seattle immediately upon receipt of instructions from Boeing Airplane Company. These screw jacks were returned here on 20 April, however, telephone instructions the following day from Boeing stated that complete modification of the screw jacks was not accomplished and that completely modified screw jacks were being sent from Boeing for 52-005. These screw jacks arrived for installation in 005 on 23 April. Because of the extensive unscheduled maintenance involved in removing the wing flaps, the periodic inspection of this airplane was considerably hampered on a preplanned basis. The periodic inspection otherwise is being accomplished very expeditiously. The card system is now being revised with OCAMA prior to printing and distribution.

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4. As I indicated in my telephone conversation with Colonel Hillman on 23 April, it is strongly believed that the maximum in assistance and cooperation toward this program should be received from the Boeing airplane Company and the AF Plant Representative's Office. The engineering associated with the modification of the wing flap screw jacks has resulted in delays to this program. On airplane No. 52-006, the investigation concerning the cause of the severe tail shake is still underway. During the past week, via several telephone calls with the Boeing Company in Seattle, we have anticipated changing the vertical fin with 52-001 in Seattle. It is understood now that the vertical fin shake experienced on 52-006 is very similar, but of a much greater magnitude, to a similar phenomena observed during flight testing on the YB-52. As a result, the Boeing Company now does not wish to exchange verticle fins. It has been concluded that the tail shake characteristics can occur in a large magnitude on any other production airplane and therefore all B-52's should receive a permanent fix to eliminate this condition. Pending the installation of a permanent fix in 52-006, which will be test flown to prove the forthcoming fix, we have been instructed to continue flying the airplane with an altitude restriction of 18,000 feet and an airspeed restriction. Again, as I indicated above, the engineering of fixes has resulted in a serious delay. It is realized here that the problem is difficult to analyze and solve, but the conflicting instructions and various changes in mind and thinking have indicated to us that more effort might be devoted to enable this program to proceed more expeditiously.

5. During the past week we also received notification of grounding Tech Order No. 1B-52-528, which required a magnaflux of all wheels and brake drums on both airplanes. This has been complied with on both airplanes. It is anticipated that a functional test flight on 52-005 will be made on Wednesday, 27 April. Estimated next flight date on 52-006 is 2 May pending wing flap modification and installation of necessary instrumentation to evaluate the fix on the tail shake condition.

6. During the past week I have returned to the 93d HBW five hydraulic mechanics whose skill was surplus to requirements here. I requested and received fifteen airplane general mechanics to implement the remaining portion of the first increment of maintenance support. These personnel came from the 93d HBW. Thus far in the program, fourteen airmen who possess skills surplus to this program have been returned to the 93d HBW, and the only airmen requested by skills to augment the program are the fifteen airplane general mechanics mentioned above. An entire review of the second increment personnel is underway now prior to their arrival here.

7. As outlined in my last weekly report dated 18 April, the periodic maintenance dock in place here was not available for use during the first periodic inspection on 52-005. It is requested that every effort be made to ensure AMC acceptance of this article prior to the next periodic inspection in approximately three weeks.

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8. Because of numerous delays in the program, the training of flight crews during the first increment and prior to delivery time of the first 93d HBW airplane is still critical. It is believed that necessary training can still be accomplished unless further unexpected delays to this program are encountered.

CLAIR C WHITNEY
Major, USAF
B-52 SAC Liaison Officer

cc: 93d HBW
Castle AFB

15th AF
March AFB

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FTFP

SUBJECT: B-52 Phase VI Test Program

TO: Commander
15th Air Force
March Air Force Base
ATTN: Lt Colonel J. F. Nesmith
Deputy/Operations
California

1. Inclosed is a copy of the latest status report on this program for your information.

2. As noted in paragraph 6 of the inclosed report a maintenance officer is required here at the earliest possible date. In a querry some time ago to the Deputy/Materiel, 93d HBW, it was determined that placing a flight line maintenance officer on temporary duty here would be exceedingly difficult in view of the shortage of such officer personnel at Castle Air Force Base. It was further understood that your Headquarters would be contacted concerning this problem.

3. Concerning 15th Air Force TWX DCTC-1661, dated 24 March, we have received Headquarters SAC TWX DOCEN-5212, dated 21 March, which approved use of the call sign requested for B-52 aircraft utilizing RBS Sites during this program. The provisions of your message outlining procedures and the necessary coordination prior to use of RBS Sites will be complied with.

4. At the present time we have 106 airmen personnel on TDY from SAC to support this program. SAC officer personnel supporting this program include two observer aircrew members, three officers assigned to B-52 OES, and three officer ECM operators. Support personnel here appears to be adequate and no other personnel are required to be in place here at the present time with the exception noted in paragraph 2 above.

CLAIR G WHITNEY
Major, USAF
B-52 SAC Liaison Officer

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FTFP

SUBJECT: B-52 Phase VI Test Program

TO: Commander
Strategic Air Command
Offutt Air Force Base
ATTN: Tactical Requirements Division
Directorate of Operations
Nebraska

1. The following is a resume of flight operations to date:

3 March 55	52-005	Ferry Flight	2:05 Hours
19 March 55	52-006	Ferry Flight	1:55 Hours
22 March 55	52-006	Pilot Fam	2:40 Hours
	52-005	Test Flight	1:45 Hours
23 March 55	52-005	Pilot Fam	2:35 Hours
24 Mar 55	52-006	Pilot Fam	2:05 Hours
	52-005	Pilot Fam	2:20 Hours
26 March 55	52-005	Pilot Fam	2:35 Hours
	52-006	Pilot Fam	2:50 Hours
	52-006	Pilot Fam	2:20 Hours
	52-005	Pilot Fam	0:40 Hours

2. The following represent total accomplishments to date:

Total Phase VI Flying Hours:

B-52 S/N 52-005 - 12:00 Hours
B-52 S/N 52-006 - 11:50 Hours

Total Airplane Time (Including Factory Acceptance):

B-52 S/N 52-005 - 43:20 Hours
B-52 S/N 52-006 - 31:30 Hours

Total Airplane Phase VI Sorties:

B-52 S/N 52-005 - 6
B-52 S/N 52-006 - 5

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SUBJECT: B-52 Phase VI Test Program

3. The maintenance discrepencies after flight have thus far been limited to minor items. Because of the nature of each mission, pilot familiarization, no attempts have been made to evaluate system performance on such systems as bombing navigation, fire control, etc. Each flight crew thus far has consisted of three pilots, at least one observer, and tail gunner. A complete list of maintenance discrepancies by flight is available here and will be forwarded if requested. Periodic reviews of discrepancies by system will be made if any definite trends concerning unsatisfactory reports are apparent.

4. The periodic maintenance dock manufactured by Shaw-Estes is now completely constructed. Final inspection and qualification bests, since the dock here is the first production article, are now underway. A complete team from WADC is presently here to conduct the qualification tests. These tests consist of such items as fitting the airplane into the dock, jacking, gear swing, and engine removal and replacement. Early evaluation and discovery of possible deficiencies is believed to be especially beneficial in view of the early erection of these docks at Castle AFB. The 93d HBW is represented during the evaluation now in progress.

5. Concerning telecon between Colonel McWilliams, Major Madalena and Major Whitney, reference the impact of delays in the program here on training 4017th Training Squadron IPs and insuring their availability to accept delivery on 93d HBW and begin training of 93d HBW crews. It is anticipated that the earliest date 4017th Training Squadron pilots will be needed here for flying is approximately 25 April 1955. At the present time the AFFTC is checking-out two pilots from AFFTC, two pilots from APGC, and two pilots from SWC, Kirtland AFB. Two pilots from WADC will arrive this week to begin pilot familiarization and check-out. It is hoped that each of these pilots will receive approximately 30 hours flying time while here. The date of 25 April is predicated on the ability of the AFFTC to conduct these check-outs for eight pilots in 30 days and appears to be realistic based on present progress. SAC pilots should be in place here approximately 10 days prior to actually flying in order to clear into the base and to gain refresher indoctrination on system operation and cockpit procedures. Upon arrival of first increment SAC pilots, first priority in receiving complete familiarization and check-out should be given to Lt Colonel George P. Birdsong, who is participating in Phase VII test program. Next priority should be given to preparing three pilots to act as aircraft commanders for the ferry flights of the first three 93d Wing airplanes from Larson AFB to Castle AFB. Three qualified co-pilots should be available without particular priority. It is hoped that all first increment pilots will have received sufficient indoctrination by June 30 to enable their return to Castle AFB and assume duties of instructor pilot. It is requested that any changes in the above course of action be transmitted to me at the earliest possible date.

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6. It is believed that a requirement exists here for a SAC flight line maintenance officer. The training to be received will be invaluable and one officer is presently needed to supervise one of the eight hour work shifts. This item will be coordinated with Headquarters 15th Air Force and Headquarters 93d HBW since the Commander 15th Air Force, has personally advised me that such an officer assignment here is desired.

CLAIR G WHITNEY
Major, USAF
B-52 SAC Liaison Officer

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

CO

11 May 1955

SUBJECT: Unit Management Control System - April 1955

TO: See Distribution

1. Attached as Inclosure 1 are the Unit Management Control System Scores for April 1955.

2. The 90th Air Refueling Squadron will not be scored until they return from TDY.

3. Delinquent Military Pay Orders: With the inauguration of maintenance of AF Forms 1267 (Record of Travel Payments), as required by message ALMAJCOM 526/55 AFAFN-3B, 31 March 1955, effective 1 April 1955, it is no longer possible to maintain records on which to base discrepancies and delinquencies on travel vouchers by organization submitting same. Vouchers containing errors are not accepted in the Finance Office for logging or further processing. The scoring in this category will be based on the total number of delinquencies and discrepancies as a percentage of total number of items contained on Military Pay Orders submitted by each squadron during the month.

4. Inclosure 2 is an organizational summary of the recorded delinquencies for April 1955.

BY ORDER OF THE COMMANDER:

Dwight E. Christie, Jr.
FOR A. T. REID
Major, USAF
Assistant Adjutant

2 Incls
1. Unit Mgt Control Sys Scores - Apr 55
2. Summary of Delinquencies

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UNIT MANAGEMENT CONTROL SYSTEM SCORES - APRIL 1955

ITEMS	Item Weight	Hq 93d Bomb Wg	328th	329th	330th	93d Air Rflg	93d A&E Maint	93d Fld Maint	93d Per Maint	Med	2d SSS	90th Air Rflg	4017th CCTS	Hq 93d ABGp	93d Oprs	93d Air Police	93d Instl	93d Food Svc	93d Supply	93d Mtr Veh
		Percent of Maximum Score Received																		
1. Pass Violations	60	100	100	100	100	100	100	100	100	100	100	N	100	100	100	100	100	100	100	100
2. AWOL	100	100	100	100	100	100	100	30	100	100	100	o	100	100	100	100	60	100	80	100
3. Serious Incidents	100	100	100	100	100	100	100	100	100	100	100	v	100	100	100	100	100	100	100	100
4. Drunk and/or Disorderly	100	100	100	100	100	90	90	90	90	100	90	m	100	100	80	100	100	100	80	100
5. Uniform Violations	20	100	100	100	100	90	100	90	100	60	100	b	100	100	100	100	100	30	100	100	50
6. Minor Accidents (Other)	50	100	100	80	100	100	80	100	90	100	80	e	100	90	100	100	100	90	100	100
7. Major Accidents (Other)	100	100	100	100	100	100	100	100	100	100	100	r	100	100	100	100	100	100	100	100
8. Moving Traffic Violations	20	100	100	80	80	80	100	100	80	80	70	r	100	80	60	100	70	80	70	80
9. Driving While Intoxicated	100	100	100	100	100	100	80	30	100	100	100	e	100	100	100	100	100	100	100	100
10. Major Vehicle Accidents	100	100	100	100	100	100	100	30	60	100	100	s	100	100	100	70	100	100	10	100
11. Minor Vehicle Accidents	50	100	100	100	100	100	100	100	100	100	100	d	100	100	100	100	100	100	100	100
12. NCO Mess Membership	30	90	100	100	100	90	80	60	100	80	90		100	70	100	80	50	100	90	100
13. Delinquent MPOs	60	100	90	100	90	80	80	80	90	100	90	O	50	90	80	100	50	80	100	100
14. M/R Errors	60	80	70	80	50	100	50	60	70	90	80	r	70	100	20	60	100	60	80	90
15. Reports of Survey	50	100	100	20	100	100	60	100	30	100	100	g	100	100	100	80	100	40	100	30
TOTAL (% of Maximum)	1000	99	98	93	96	97	87	73	88	98	95	T D Y	95	98	91	93	90	93	85	95
Total Points Received		985	976	934	960	969	874	730	882	976	953		952	976	912	930	895	925	849	945
Total (% of Max) February		92	83	87	84	84	87	91	94	93	87	80	86	92	91	85	89	81	88	79
Total (% of Max) March		92	80	95	87	92	85	91	90	79	91	90	96	94	91	71	89	70	85	86

Incl 1

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UNIT MANAGEMENT CONTROL SYSTEM - APRIL 1955

(Summary of Delinquencies)

ORGANIZATIONS	Average PFD Strength	Pass Violations	AWOLs	Serious Incidents	Drunk &/or Disorderly	Uniform Violations	Minor Acdts (Other)	Major Acdts (Other)	Moving Tfc Violations	Driving While Intoxicated	Major Veh Accidents	Minor Veh Accidents	NCO Membership (Non-Members)	Delinquent MPOs	M/R Errors	Reports of Survey
Hq 93d Bomb Wing	160	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0
328th Bomb Sq	199	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0
329th Bomb Sq	178	0	0	0	0	0	1	0	1	0	0	0	2	0	3	1
330th Bomb Sq	191	0	0	0	0	0	0	0	1	0	0	0	0	2	7	0
93d Air Refueling	304	0	0	0	1	1	0	0	2	0	0	0	7	5	1	0
93d A&E Maintenance	362	0	0	0	1	0	2	0	0	1	0	0	16	3	12	1
93d Field Maintenance	260	0	2	0	1	1	0	0	0	2	2	0	37	4	7	0
93d Periodic Maintenance	200	0	0	0	1	0	1	0	1	0	1	0	2	1	4	1
Medical	164	0	0	0	0	1	0	0	1	0	0	0	5	0	2	0
2d SSS	300	0	0	0	1	0	2	0	3	0	0	0	9	2	5	0
90th Air Refueling		Not Scored - Organization TDY														
4017th CCTS	50	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0
Hq 93d Air Base Gp	273	0	0	0	0	0	1	0	2	0	0	0	20	2	1	0
93d Operations	138	0	0	0	0	0	0	0	2	0	0	0	3	1	7	0
93d Air Police	225	0	0	0	1	0	0	0	0	0	1	0	8	0	6	1
93d Installations	201	0	1	0	0	2	0	0	2	0	0	0	11	3	1	0
93d Food Service	199	0	0	0	0	0	1	0	1	0	0	0	1	1	5	1
93d Supply	282	0	1	0	2	0	0	0	3	0	4	0	12	0	4	0
93d Motor Vehicle	141	0	0	0	0	1	0	0	1	0	0	0	1	0	1	2
TOTAL		0	4	0	8	6	8	0	20	3	8	0	141	28	73	7

Incl 2

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California
Base OJT Administrative Section

AIRMEN ELIGIBLE FOR BUT NOT ON OJT
30 April 1955

MANNING				OJT				
SKILL LEVEL	AUTH	ASSIGNED NO	% of AUTH	SKILL LEVEL	ELIGIBLE NO	% of ASSND	ON OJT NO	% of ELIGIBLE
1	224	271	(121.0%)	3	258	(95.2%)	258	(100%)
3	988	1318	(133.4%)	5	990	(75.1%)	986	(99.6%)
5	2647	2337	(88.3%)	7	130	(5.5%)	126	(97.7%)
TOTAL:	3859	3926	(101.7%)	TOTAL:	1378	(35.0%)	1370	(99.4%)

(34.9% of ASSIGNED "1", "3" and "5" skill level airmen are on OJT)

REASONS FOR ELIGIBLE AIRMEN NOT BEING ON OJT:	3-Level	5-Level	7-Level	Total
PERAM pending	-	4	3	7
Discharge due in near future	-	-	1	1
SUB TOTAL:	-	4	4	8
REASONS FOR QUALIFIED AIRMEN NOT CONSIDERED ELIGIBLE:				
Waiver pending	14	-	2	16
No vacancy	-	-	234	234
Not authorized in the Squadron	-	-	140	140
7-Level frozen	-	-	25	25
Attending school	1	1	5	7
Pending reclassification	-	1	-	1
TOTAL:	15	6	410	431

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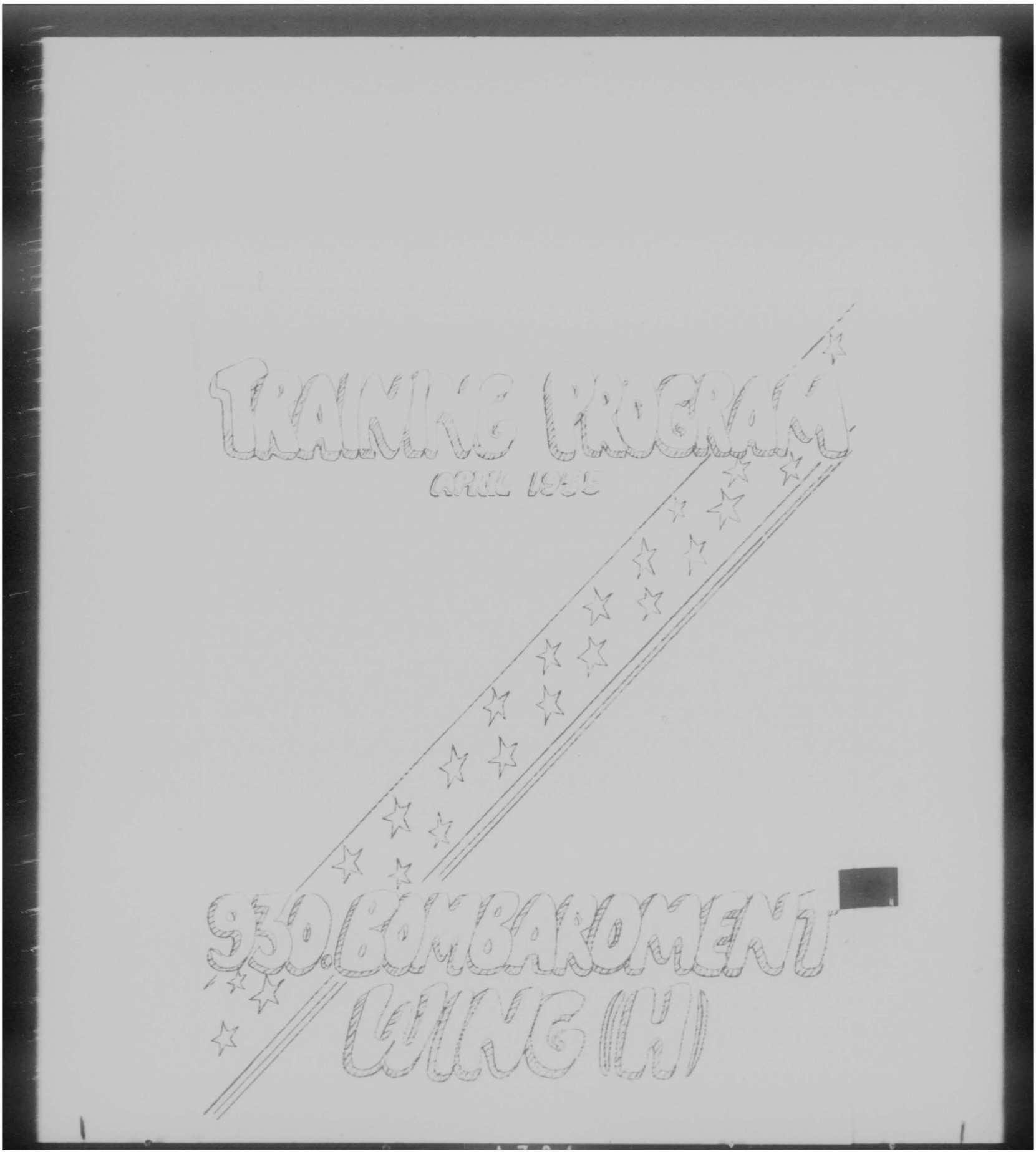

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

ODCT 22 March 1955

SUBJECT: Flying and Ground Training for April 1955

TO: See Distribution

PART I. FLYING TRAINING PROGRAM

1. Bombardment Squadrons:

a. The objectives for April 1955 are as follows, in the priority indicated:

(1) Successful accomplishment of missions ordered by higher headquarters.

(2) Completion of probation items for lead and select crews required by SAC Regulation 51-26.

(3) Completion of all instrument checks that are due in April.

(4) Completion of standardization checks due in April.

(5) Air refueling checkout for co-pilots from rear seat.

(6) Proficiency training for aircraft commanders in night heavyweight refueling.

(7) Institution of pre-planned training missions.

(8) Accomplishment of proportionate share of Air Force Regulation 60-2 minimums.

(9) Checkout of 93d Bombardment Wing staff personnel.

(10) Transition training for combat crew co-pilots.

(11) Observer familiarization training for 93d Bombardment Wing staff personnel and tactical squadron commanders.

b. Missions ordered by higher headquarters for April are as follows:

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(1) "Long Haul" 6 April 1955

(2) "Parade Ground" 19 April 1955

(3) "Fly Trap" As directed

(4) Staff transition training as directed by Fifteenth Air Force.

(5) Lead crew evaluation 25 April 1955

329th Bomb Sq - 4 crews and spare.

c. The programmed flying time for April is 450:00 hours per bombardment squadron. This is somewhat less than the normal because of over-taxing of the maintenance capability during March.

d. Reference paragraph 1 a (4), above. Fifteenth Air Force message DOTF 17481, Unclassified, dated 17 March 1955, is quoted for purposes of information and planning:

"Subject: Co-Pilot Refueling Requirements B/RB-47 Aircraft. Part I. This headquarters encourages air refueling checkout of B/RB-47 co-pilots from rear seat. Experience level of assigned co-pilots prevent this training being mandatory. Beginning with training quarter 1 May 1955, B/RB-47 Select and Lead crew co-pilots will be required to accomplish one (1) dry contact, as prescribed by Supplement XI and XVIII, SAC Regulation 50-8. Part II. Pending receipt of revision to Supplement XIII, SAC Regulation 51-19, the air refueling checkout for Lead and Select crew co-pilots will be the same as those for aircraft commander, as outlined in Supplement XIII. The contacts will be accomplished from the rear seat, with a qualified instructor pilot supervising from the front seat, following day checkout the required six (6) solo day contacts will be supervised by a fully qualified aircraft commander. A qualified boom operator will be used during checkout of co-pilot. Contacts except in an emergency situation will not be attempted by a co-pilot after checkout unless a fully qualified instructor pilot or aircraft commander is supervising from the front seat."

2. 93d Air Refueling Squadron.

a. The objectives for April 1955 are as follows, in the priority indicated:

(1) Successful completion of missions ordered by higher headquarters.

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(2) Completion of all instrument checks that are due in April.

(3) Accomplishment of proportionate share of Air Force Regulation 60-2 minimums.

(4) Completion of standardization checks due in April.

(5) Air refueling sorties for support of 93d Bombardment Wing training.

(6) SAC Regulation 51-19 training for non-combat ready crew members.

(7) Proficiency training for staff personnel.

b. Missions ordered by higher headquarters are as follows:

(1) "Long Haul" - 6 April 1955.

(2) 9th Bomb Wing Support:

14 April	2 sorties
15 April	1 sortie
18 April	2 sorties
19 April	2 sorties
20 April	2 sorties
22 April	2 sorties
25 April	1 sortie
27 April	2 sorties
28 April	1 sortie
29 April	2 sorties

c. The allocation of flying time for the fourth quarter fiscal year 1955 has not been received at this time. For planning purposes, however, the programmed flying time for April is 656:00 hours.

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PART II. GROUND TRAINING PROGRAM

1. Off Base Commitments.

a. OQ Gunnery Training: Bombardment squadrons will schedule pilots to the Sahuarita Gunnery Range in accordance with the following schedule. Personnel will contact the CQ, 803d Operations Squadron, upon arrival at Davis-Monthan AFB, to arrange transportation to the range. Personnel report to Castle AFB Base Operations at 0900 hours on the day preceeding scheduled date for transportation to Davis-Monthan AFB.

April	Each Bombardment Squadron
1	1
8	1
15	1
22	1
29	1

b. Advanced Survival: Advanced survival commitments are as follows:

April	Conventional Course 93d Air Rflg Sqdn
18	7

c. Physiological Training: Squadrons are scheduled below for personnel to attend a one-day course at Mather AFB, California. Personnel attending this course must have a current flight physical. Transportation will be arranged by the Wing Ground Training Officer, Ext. 732. Squadrons will be advised on this at a later date.

April	328S	329S	330S	90ARS	93ARS	A&E	PMS	Base Flight
(To be announced)								

d. KC-97 Flight Simulator: Air refueling squadrons will schedule experienced crews as indicated below. Crew integrity must be maintained. Students carry current copy of SAC Manual 50-16 and T.O. 01-20-6 AN-1. Report to the OIC, KC-97 Flight Simulator, Building T-265, March Air Force Base, California, no later than 0730 hours on Monday of scheduled week. Course length is five (5) days. Authority will be supplied at a later date.

April	Squadron
(To be announced upon receipt from 15AF)	

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e. R-4360 Engine Conditioning Course: Maintenance personnel selected for this course will report to 2852d Air Base Wing, McClellan AFB, California, for housing and messing. Students will report to Mr. M. Anderson, Building 5-35 by 0730 on the starting date. Telephone: 3122. Duration of the course is two (2) weeks. Squadrons will request orders and arrange transportation.

April	Periodic Maint.	Base Flight
11	3	
25	3	2

2. Wing Level Schools

a. Base Survival Refresher: All combat crew personnel are required to complete a basic survival refresher course in the calendar year of 1955. (Personnel who have completed a basic survival course, or advanced survival course this year, are not required to attend a basic refresher). Report to the Basic Survival School, Building T-171 at 0730 hours on scheduled dates. Course length is five (5) days.

April	328S	329S	330S	93ARS
25	3	3	3	7

b. Instrument School: A five-day course (4 hours per day) will start 11 April 1955. This course will be conducted in Building 1340 (Base Operations Briefing Room) starting at 0800 hours. All pilots whose instrument certificates expire within ninety (90) days of that date are eligible to attend.

c. SAC Organizational Supply Refresher Course: This is a five-day course conducted in Building T-703. Company grade officers and airmen who have a primary or utilization AFSC in the supply career field must complete this course. Classes are from 0900-1100 hours daily, of the scheduled week. Starting date for the class is 11 April 1955.

d. Power Unit Fire Guard School: To comply with SAC Regulation 66-17, 24 September 1954, CADB Regulation 50-9, 11 February 1955, a fire guard school will be conducted by the Base Fire Department in Building T-84. Duration of the school is approximately one and one-half to two hours.

April	
5	All squadrons
19	All squadrons

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e. Character Guidance Lectures: The Base Chaplain will conduct classes at the Base Theater as indicated below. All personnel are required to attend once each month. Officers and NCOs may be excused from this requirement if they are given a "moral leadership" talk, scheduled by the squadron commander.

Officers	0900	2-9 April
NCOs	0900	16, 23 April
Airmen	1000	2, 9, 16, 23, 30 April.

f. Block Training: Squadrons will schedule the number of personnel as shown in Attachment #1 to CAFB Regulation 50-1, 23 Dec 54. Administrative procedures are outlined in this regulation.

g. Special Weapons: An 8-hour course will be conducted for staff personnel. This schedule will be announced later.

h. Pre-Evaluation Training: Training schedule will be published as required by Wing Operations.

i. EWP Target Study: Requirements for target study will increase above the normally required 3 hours per crew member for April 1955. The schedule for April will be published by the Wing Intelligence Officer at a later date.

j. IRDA Lectures: Schedules for one hour per crew member will be published by the Wing Intelligence Officer at a later date.

k. Air Force Form 781 (Old Form 1) School: Two hours duration provides training, standard interpretation of entries and proficiency testing. The course is for pilots and flight engineers assigned or attached. The course covers Parts 1, 2 and 3 of AF Form 781, as described in T.O. 00-20A-1A.

l. K-System In-flight Maintenance: Squadrons will schedule observers as indicated in Inclosure #4. Each observer will attend two hours per month. The A&E Squadron will submit a weekly attendance report to ODCT.

m. B-47 Flight Simulator: Alloted periods are in Inclosure #1. The emergency procedures course will be conducted on dates indicated in Inclosure #1.

n. T-29A Trainer (K-System Radar): To be scheduled as required.

o. T-3 Trainer (K-System Radar): To be scheduled as required.

p. T-1A Trainer: (Co-pilots Gunnery) Allotted periods are given in Inclosure #2.

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q. T-4 Loran Trainer: Alloted periods are given in Inclosure #5. Two observers may be scheduled per period.

r. Instrument Trainers: Alloted periods are given in Inclosure #4.

s. Physical Conditioning: Alloted periods are given in Inclosures #6 and #7.

t. Pre-NCO Academy: A pre-NCO Academy Course of instruction will be conducted 28 March through 8 April 1955. Squadrons will schedule NCOs as requested by M/Sgt Kara, Base Training Flight.

u. Missile Lecture: This training is required for all 93d Bombardment Wing combat crews and personnel attached for flying presentation by the 52nd AAA Battalion under the direction of Lt Col Rogers, USA, is scheduled in squadron briefing rooms as follows:

April	Hour	Sqdn Briefing Room
4	0800-0900	328S
5	0800-0900	329S
6	0800-0900	330S

v. Special Supervisors Course in Accident Prevention: This course features training for supervisors at all levels of command to understand, practice and enforce proper accident prevention principals. Course is conducted by Base Ground Safety Officer in Building T-237, Room 15, in accordance with P.G.S. Letter, 9 February 1955. Course duration is six hours, in two-hour increments, at 0800, 0930 and 1300 hours, as indicated in Inclosure #11.

3. Squadron Level Training:

a. Flying Safety: Flying safety meetings will be conducted by squadron flying safety officers. All rated, or flying personnel will attend at least two hours monthly; maintenance personnel, one hour monthly.

b. Commanders Call: "Commanders Call" is required once monthly. 93d Bombardment Wing Letter, Subject: Commanders Call, dated 27 October 1954, outlines this requirement.

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ODCT, Subj: Flying & Grd Tng for Apr 1955

BY ORDER OF THE COMMANDER:

SAM J. BYERLEY
Colonel, USAF
Director of Operations

12 Incls
1. B-47 Sim Scd
2. T-1A Tnr Scd
3. T-2A Tnr Scd
4. Inst Tnr Scd
5. T-4 Tnr Scd
6. Phys Cond Scd
7. Cmbt Meas Scd
8. K-Sys Tnr Scd
9. Tower Off Scd
10. Form 781 Scd
11. Acdt Prev Scd
12. Suppl Spec Tng for Plts

DISTRIBUTION:

Comdr 93BW	2
328S	5
329S	5
330S	5
ODC	15
MDC	5
90ARS	5
93ARS	5
2dSSS	5
93PMS	3
93FMS	3
93AES	3
HSQ Wg	3
BOQ	2
BOQO	2
BOQA	13
4017CCTS	5
Wg Hist	4

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B-47 FLIGHT SIMULATOR

APRIL	0730-1130	1230-1630
1	330	328
4	329	330
5	328	329
6	330	328
7	329	330
8	330	328
11	329	329
12	328	329
13	329	330
14	330	328
15	328	330
20	329	328
22	329	329
25	330	328
26	328	330
27	329	329
28	330	328
29	328	330

EMERGENCY PROCEDURES COURSE

Each squadron will schedule one (1) crew on Monday of each week for ground school, and a simulator flight the next scheduled period. The balance of the required three (3) flights will be completed during regularly scheduled periods.

Captain Catlin will advise squadron operations officers of place of training weekly.

April	0730-1430
4	328-329-330
11	328-329-330
25	328-329-330

Incl #1

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T-1A TRAINER

Each bombardment squadron is alloted two periods a day, one man per period. If unable to utilize scheduled period, request you notify trainer personnel, Extension 294.

April	0800 & 0900	1000 & 1300	1400 & 1500
1	328	329	330
4	329	330	
5	330	328	329
6	328	329	330
7	329	330	328
8	330	328	329
11	328	329	330
12	329	330	328
13	330	328	329
14	328	329	330
15	328	330	328
18	329		329
22	329	329	330
25	329	330	328
26	330	328	329
27	328	329	330
28	329	330	328
29	330	328	329

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T-2A TRAINER SCHEDULE

OPEN PERIODS ARE AVAILABLE

April	0730-0930	0930-1130	1230-1430	1430-1630
1	330	328	329	330
4		329	330	328
5		330	328	329
6	330	328	329	330
7	328	329	330	328
8	330	328	329	329
11	328	329	330	328
12	329	330	328	329
13	330	330	328	330
14	329	329	329	328
15	329	330	328	329
18	329	329		
22	330	328	329	330
25	328	329	330	328
26	329	330	328	329
27	330	329	328	330
28	328	329	330	328
29	329	328	330	329

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INSTRUMENT TRAINER SCHEDULE
(C-11)

Squadron in the AM will utilize both trainers. The squadron in the PM will utilize one trainer for the entire afternoon. All pilots will get a minimum of two (2) hours per month. Periods are 0730-0930, 0930-1130, 1230-1430, 1430-1630.

April	AM	PM	April	AM	PM
1	328	329/330	13		330/328
4	330	328/329	13	328	329/330
5	329	330/328	15	330	328/329
6	328	329/330	22		330/328
7	330	328/329	25	328	329/330
8	329	330/328	26	330	328/329
11	328	329/330	27	329	330/328
12	330	328/329	28	328	329
			29	330	328

(C-8 and P-3)

Each squadron will utilize three trainers during assigned periods. Each pilot is to get a minimum of two (2) hours per month. Open periods are available.

April	AM	PM	April	AM	PM
1	SSS	90	15	SSS	93
4	90	Base	18	93	Base
5	90	93	19	Base	93
6	Base	90	20	93	SSS
7		90	21	Base	
8	93	SSS	22		Base
11	90		25	93	Base
12	SSS	93	26	SSS	
13	90	Base	27		93
14	90	SSS	28		
			29		93

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T-4 LORAN TRAINER

April	0800-1100	1300-1600
1	93	93
4	SSS	
5		90
6	SSS	
7	90	
8	93	SSS
11	90	93
12	SSS	93
13	93	90
14	90	93
15	93	90
22		SSS
25		93
26	SSS	
27	93	
28		SSS
29		93

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PHYSICAL CONDITIONING

Squadrons will supply four (4) crew personnel for each 20-minute period. Personnel report with gym shorts and tennis shoes. Periods beginning at 0750, 0930 and 1250 require eight (8) personnel; those beginning at 0830, 1010 and 1330 require twelve (12) personnel. Staff personnel may attend the 1430-1530 period.

April	0750	0830	0930	1010	1250	1330
1		90	330	93	328	
4		90			329	SSS
5	328			90	330	
6	329	SSS		90		
7	330	93	328			90
8		90	329	93	330	
11	329	93		SSS	328	90
12		90	330	93	329	
13				93		SSS
14	328	93			329	93
15		90		93	330	
18				SSS		93
19		SSS				
20		SSS		93		
21		93		SSS		
22	329	SSS	328	93		
25	330			93		
26			329		328	93
27	328	93	330			
28		93				SSS
29	330		328		329	93

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COMBATIVE MEASURES

In accordance with SAC Reg 50-2, all combat crew personnel are required to complete a 15-hour course in combative measures. The 90ARS and 93ARS are to supply 9 crewmen for each period assigned; the 2dSSS will send 6 crewmen for each period assigned. The 328th, 329th and 330th Bm Sqs are to supply a minimum of 3 crewmen each for a total of 9 for each period indicated as BS.

April	0800	0900	1000	1400	1500
1	93	BS	SSS		93
4	BS	90	BS	93	SSS
5	90			SSS	BS
6		90		BS	
7	SSS	BS	90	93	
8	BS	93	BS	90	
11	90	93			BS
12	93	SSS	90	BS	
13	BS	90	BS	93	
14	90	93	90	SSS	BS
15	93			BS	90
18		93		SSS	
19	SSS				
20	93				SSS
21		93		SSS	
22	BS	SSS			
25		BS	93		
26	BS		BS	93	SSS
27		93		SSS	BS
28	BS	93			
29	BS	93			

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K-SYSTEM INFLIGHT MAINTENANCE SCHOOL

This school is conducted in Building T-25, A&E Squadron area. Four (4) observers from each bombardment squadron will be scheduled. The course is conducted on Mon-Wed-Fri, 0800-1000 hours, each week. A&E Squadron submit a weekly attendance report to CDCT.

April	0800-1000
1	329
4	330
6	328
8	329
11	330
13	328
15	329
18	330
20	328
22	329
25	330
27	329
29	329

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TOWER OFFICER SCHEDULE FOR APRIL 1955

1. Tower officer assignment is for a 24-hour period and begins at 0800 daily.

2. The assigned tower officer will report to the Wing Flying Training Officer for briefing at 0730 on the day that he is scheduled for tower duty. The tower officer scheduled for Sunday will be briefed at 0730 on Saturday.

3. Bombardment squadrons are scheduled for tower officer assignment in accordance with the following schedule:

1 April	328th	16 April	328th
2 April	329th	17 April	329th
3 April	330th	18 April	330th
4 April	328th	19 April	328th
5 April	329th	20 April	329th
6 April	330th	21 April	330th
7 April	328th	22 April	328th
8 April	329th	23 April	329th
9 April	330th	24 April	330th
10 April	328th	25 April	328th
11 April	329th	26 April	329th
12 April	330th	27 April	330th
13 April	328th	28 April	328th
14 April	329th	29 April	329th
15 April	330th	30 April	330th

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AIR FORCE FORM 781 SCHOOL

For pilots and flight engineers, in Wing Briefing Room.

		Pilots	Pilots and Flight Engineers			
		Bombardment	90	93	2nd	Base
Aprl	Hour	Squadrons	ARS	ARS	SSS	Flight
11	0800	4 each	8	8	5	5
	1300	4 each	8	8	5	5
12	0800	4 each	8	8	5	5
	1300	4 each	8	8	5	5
13	0800	4 each	8	8	5	5
	1300	4 each	8	8	5	5
14	0800	4 each	8	8	5	5
	1300	4 each	8	8	5	5
15	0800	4 each	8	8	5	5
	1300	4 each	8	8	5	5

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SPECIAL SUPERVISORS COURSE IN
ACCIDENT PREVENTION

April	FMS	Hq Sqdn 93 AB Gp	93d A&E	93d Food Sv Sqdn	93d Instl Squadron	93d Mtr Veh Sqdn	4160 Hosp
4	2	1	2	1	1	5	2
5	2	1	2	1	1	5	2
6	2	1	2	1	1	5	2
11	2	1	2	1	1	5	2
12	2	1	2	1	1	5	2
13	2	1	2	1	1	5	2
18	3	1	2	1	1	5	1
19	3	1	2	1	1	5	1
20	3	1	2	1	1	5	1
25	3	1	2	1	1	5	1
26	3	1	2	1	1	5	1
27	3	1	2	1	1	5	1

April	93d Oprs	93d Sup Sqdn	Hq Sq 93BW	BS	90ARS	93ARS	SSS	FMS
4	1	2		2	4	4	2	3
5	1	2		2	4	4	2	3
6	1	2		2	4	4	2	3
11	1	2		2	4	4	2	3
12	1	2		2	4	4	2	3
13	1	2		2	4	4	2	3
18	1	2	1	2		4	2	3
19	1	2	1	2		4	2	3
20	1	2	1	2		4	2	3
25	1	2	1	2		4	2	3
26	1	2	1	2		4	2	3
27	1	2	1	2		4	2	3

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SUPPLEMENTARY SPECIAL TRAINING FOR PILOTS

High Speed Operation of B-47

This course provides training for pilots by Boeing Aircraft Representatives on structural limitations of the aircraft and associated factors. All B-47 aircraft commanders and pilots are required to attend.

April	All B-47 Pilots
4	0900

This training takes priority over other ground training. Training lost by B-47 pilots at this time will be rescheduled at a later date.

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AIR CREW PERSONNEL

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY
0730 to 820	Registration & Organization. Mission of USAF Major Lang, T-237	Survival Intelligence	Psychological Warfare	Briefing & Interrogation Lt. Krauchear, T-237
0830 to 0920	Emergency Communications I		M S 237	Aircraft Recognition Lt. Meyers, T-237
0930 to 1020	Capt Busic, T-237		Ch[illegible]ce	AA Defense & Missles Capt Duncan, T-237
30 to 1120	Code Practice I T-2015 S/Sgt Hancock	Lt. Gundling, T-237	Lt. Baldwin A/1C Ferguson T-237	Code Checks S/Sgt Hancock T-2015
1120 to 1230	LUNCH	LUNCH	LUNCH	LUNCH
1230 to 20	First Aid	Ground Safety Lt. Loof, T-237	Code Practice III S/Sgt Hancock T-237	Survival Intelligence
1330 to 1420	Capt Stecher T-237	Fire Prevention Chief Boyer T-237	Emergency Communications II Capt Busic T-237	
1430 to 1520	Military Justice Major Eades	Air Base Defense S/Sgt Benham	Pers[illegible] Affairs Lt. Carrett	Lt. Meyers
1530 to 1620	Ground Safety Lt. Loof T-237	Code Practice II S/Sgt Hancock T-2015	Ground Safety Lt. Loof T-237	F R E E ********** P E R I O D Club

ARMS QUALIFICATION SATURDAY, TIME TO BE ANNOUNCED

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NON - FLYING PERSONNEL

TIME	MONDAY	TUESDAY	WEDNESDAY
0730 to 0820	Registration & Orginization, Mission of USAF Major Lang T-238	Ground Safety Lt. Loof T-238	C B R V
0830 to 0920	CBR I "Basic Physics of 'A' Bomb Capt Duncan T-238	Psychological Warfare	Lt. Baldwin A/1C Ferguson T-238
0930 to 1020	CBR I "Medical Aspects of 'A' Bomb" Lt. Pearson T-238	M/Sgt Lichtenfield T-238	Ground Safety III Lt. Loof T-238
1030 to 1120	Air Base Defense S/Sgt Benham T-238	SAC Mobility Major Hoover T-238	Personal Affairs Lt. Garrett T-238
1120 to 1230	LUNCH	LUNCH	LUNCH
1230 to 1320	Security Education	CBR II "Self Protection in 'A' Bomb Attack" T/Sgt Resch T-238	Medical Training
1330 to 1420	S/Sgt Benham T-238	CBR II Detection and Decontamination T/Sgt Staley T-238	S/Sgt Hopkins T-238
1430 to 1520	Ground Safety I Lt. Loof T-238	Fire Prevention Chief Boyer T-238	Military Justice Major Eades T-238

ARMS QUALIFICATION SATURDAY, TIME TO BE ANNOUNCED

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 4)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
7 April 1955

MAINTENANCE OF SPECIAL WEAPONS BOMB RACKS ON B-47 AIRCRAFT

1. PURPOSE: To prescribe procedures and responsibilities for maintenance of special weapons bomb racks installed on B-47 aircraft, in addition to providing a maximum number of aircraft in commission for loading at all times.

2. RESPONSIBILITY: Bomb Squadron Aircraft Maintenance Officers and the A&E Maintenance Supervisor are responsible for compliance with the contents of this MIL as pertains to each respective activity.

3. PROCEDURES:

a. The A&E Maintenance Officer will:

(1) Insure that C-9 hoists and adaptors are installed at all times with the following exception: When aircraft are scheduled for missions utilizing 500 lb or similar type bombs. In the event that the aircraft is not scheduled to carry standard practice bombs on the following mission the bomb bay will be placed in EWP configuration upon landing.

(2) Insure that hoists and chains are inspected frequently for rust, dirt, etc. This inspection is mandatory at each postflight.

(3) Keep tactical aircraft maintenance officers and maintenance control advised on the status of all special weapons bomb racks at all times.

b. The Bomb Squadron Aircraft Maintenance Officers will:

(1) Insure that each crew chief inspects the air pressure of the U-2 hook daily to insure that pressure is in within prescribed limits (1250 - 1500 PSI).

(2) In case the air pressure on any aircraft is low, the crew chief will notify maintenance control for an A&E specialist and also make arrangements to obtain an air compressor

(3) Insure that the bomb bay configuration status on all B-47 aircraft is available to him at all times. The status of the bomb bay configuration will be taken into consideration when listing aircraft by priority for loading.

BY ORDER OF THE COMMANDER:

DISTRIBUTION: "C"

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 6)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
22 April 1955

GROUND CREW CHECK LIST B-47

1. PURPOSE: To provide a check list for the use of maintenance personnel when applying ground power to B-47 aircraft in order to prevent damage to the aircraft and/or auxiliary equipment.

2. SCOPE: The provisions of this directive are applicable to all personnel engaged in applying ground power to B-47 aircraft.

3. RESPONSIBILITY: Commanders are responsible for compliance with this directive.

4. PROCEDURE:

a. The attached check list will be utilized by B-47 maintenance personnel prior to the application of power to the aircraft.

b. The flight line maintenance officers will insure that the check list is installed in the DD Form 781 of each aircraft.

c. All maintenance officers will insure that personnel assigned their section understand and utilize the check list prior to the application of power to the B-47 aircraft.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

1 Atchmt
Ck List

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INCHART GENERAL

1. Chocks in place and safety locks installed
2. Ground wire installed
3. Check aircraft forms for status
4. Check all ejection seats for proper installation of ground safety pins in initiators.

PILOTS POSITION

1. Canopy control handle OFF position
2. Canopy locks installed
3. Parking brake released
4. Battery switch OFF
5. All ignition switches OFF
6. Instrument inverter switch (E-aircraft) OFF
7. Bomb door switch OFF
8. Anti-skid switch OFF
9. Wing and empenage anti-icing switches OFF
10. Left and right pitot head switches OFF
11. Wind shield heat switch OFF
12. Auto pilot OFF
13. Master air condition switch OFF, pull circuit breaker in RH power shield when ground blower is not needed.
14. Windshield defrost switch OFF
15. Landing and taxi light switches OFF
16. Position light switches OFF
17. Directional damper switch OFF
18. Wing tank jettison switches NORMAL
19. Throttles in CUT OFF
20. Flap handle in NEUTRAL
21. Drag gear switch OFF
22. Emergency landing gear retraction switch OFF
    (Caution this is a HOT WIRE system)
23. Bomb salvo switch safetied OFF
24. All radio OFF
25. Surface power control switches OFF
26. Booster pump and transfer valve switches OFF
27. Steering ratio selector - tow

CO-PILOTS POSITION

1. Inverter switches OFF
2. Alternator switches OFF
3. Emergency flap switches OFF
4. Emergency hydraulic switches OFF
5. Emergency landing gear retraction switches OFF
   (Caution this is a HOT WIRE system)
6. IFR and anti-icing light switches OFF
7. Instrument vibrator circuit breaker OUT
8. Landing gear handle - OFF

NAVIGATORS POSITION

1. Bomb door switch OFF

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 15)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
6 April 1955

INSPECTION AND REPAIR OF PERSONAL EQUIPMENT
(This MIL supersedes MIL No. 15, 5 Feb 54)

1. GENERAL:

a. Inspection and repair of personal equipment is a command responsibility. Only by personal attention of each squadron commander concerned and a balanced inspection schedule will personal equipment be maintained in a "ready-to-use" status at all times.

b. The inspection of life vests, 1-man rafts, 4-man rafts, 6-man rafts, 20-man rafts and anti-exposure suits is the responsibility of and will be performed by Field Maintenance. Repair of personal equipment is the responsibility of Field Maintenance with depot assistance if necessary.

2. PROCEDURE:

a. Each squadron having personal equipment will immediately establish an inspection schedule whereby a proportionate amount of each type equipment will be inspected each week. Example: If 240 life vests are assigned and each vest must be inspected each 60-day period, 28 inspections must be made each week.

b. Equipment found in need of inspection or repair will be delivered to Field Maintenance Rubber Shop by 1600 hours Monday through Friday. Unless otherwise notified by the Field Maintenance Rubber Shop, Friday will be the pick-up day.

c. Emergency and abnormal conditions whereby inspections cannot be met by an all-out effort of Field Maintenance, Field Maintenance will request depot assistance. Example: Squadron alerted for immediate maneuver and a red cross TOC received requiring immediate inspection of all personal equipment.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER) HEADQUARTERS 6-D BOMBARDMENT WING (H)
Office of the Chief of Maintenance
NUMBER 32) Castle Air Force Base, California

10 May 1955

USAF PRODUCT IMPROVEMENT PROGRAM

1. PURPOSE: To establish a uniform procedure for submission of reports on the Material Deficiency reporting system, as outlined in Part I, Section II, T.O. 00-35D-54, dated 1 April 1955 and SAC Regulation as follows:

a. Unsatisfactory Report System
b. Failure Report System
c. Teardown Deficiency Report System

2. SCOPE: This MIL applies to all personnel assigned to Castle Air Force Base.

3. RESPONSIBILITY:

a. The maintenance officer of each maintenance organization will insure a rigid program for preparation and submission of applicable UR or FR form on each item removed, as outlined in paragraph 4, by personnel of his organization.

b. It will be the responsibility of the Product Improvement Program Specialists assigned to flight line duty, with the Wing Clearing and Control Office to:

(1) Monitor submission of the applicable report by personnel removing items on the flight line.

(2) Aid personnel in the writing or filling out of the applicable reports.

(3) Assist the Wing Clearing and Control Officer or NCOIC as directed.

4. GENERAL:

a. Reason for change of any part, item or assembly, will be reported on the applicable form or forms, as outlined in subsequent paragraphs, on the following type forms:

(1) AFTO Form 29 - Unsatisfactory Reports

(2) DD Form 787-1 - Electronic Failure Report

(3) AFTO Form 33 - Aircraft and Engine Component Failure Report

(4) AFTO Form 33A - Support Equipment Failure or Replacement Schedule

(5) AFTO Form 31 - Teardown Deficiency Report (Cut Sheet)

b. Submission of these forms will be governed by the provis-

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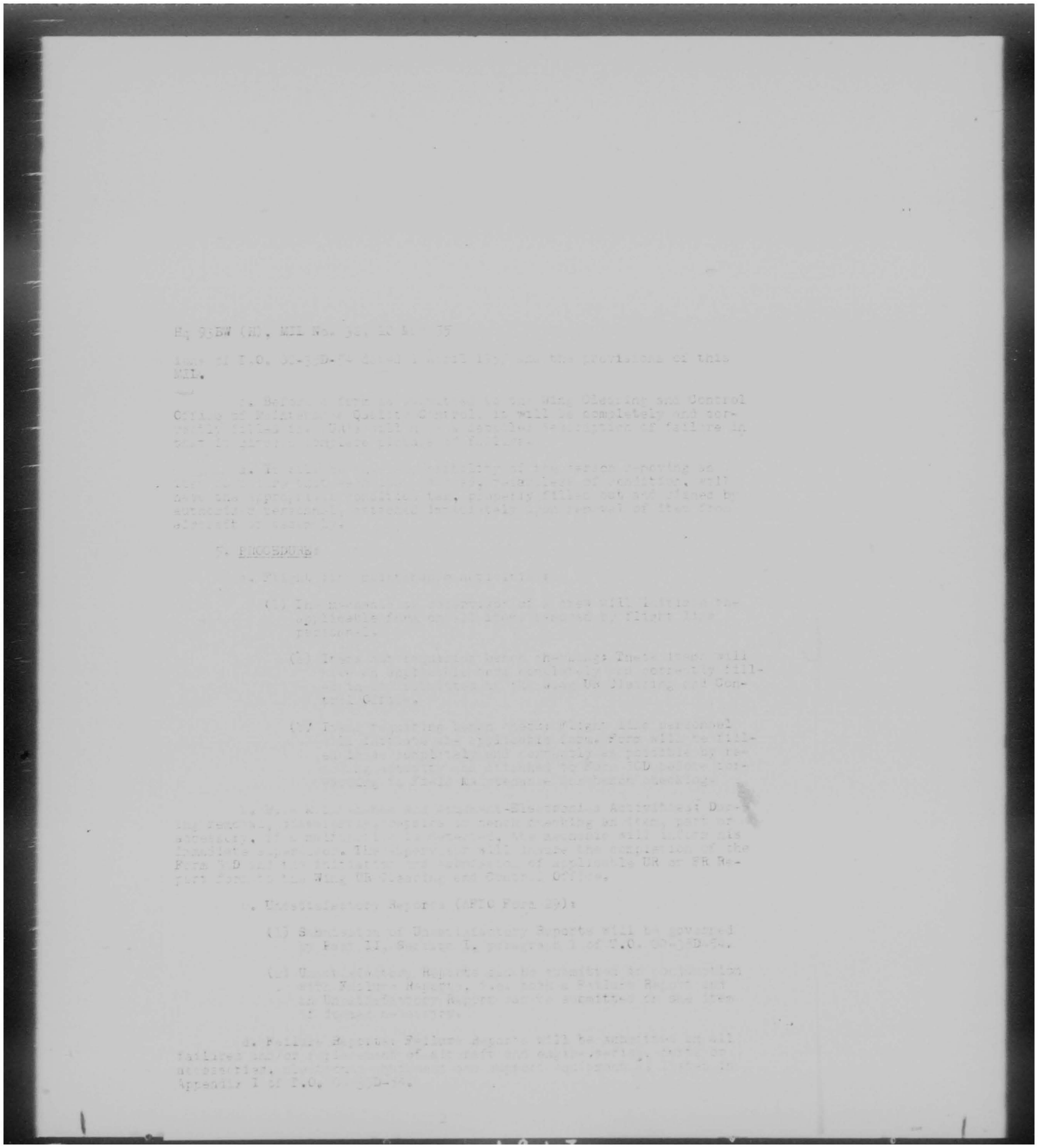

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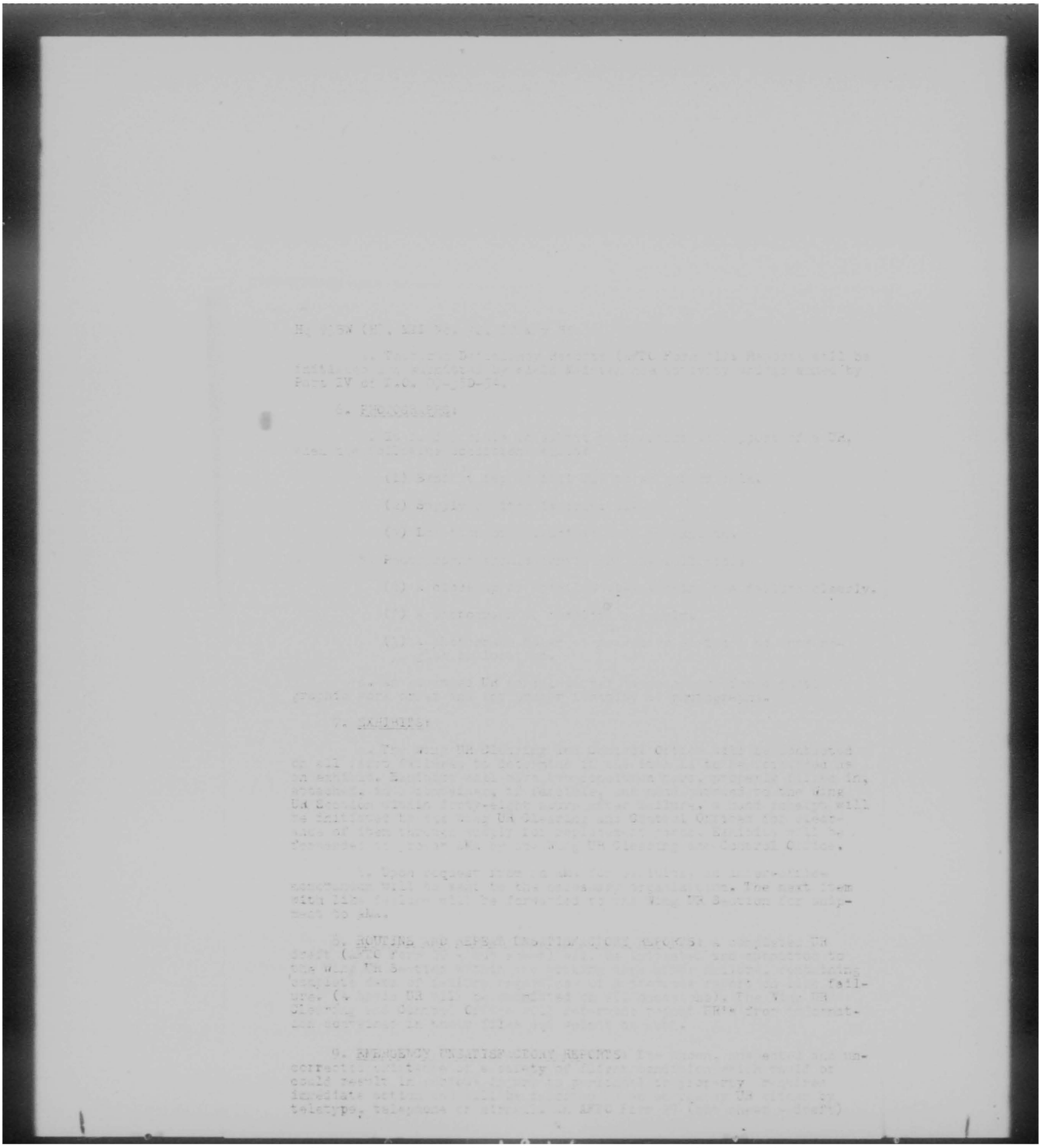

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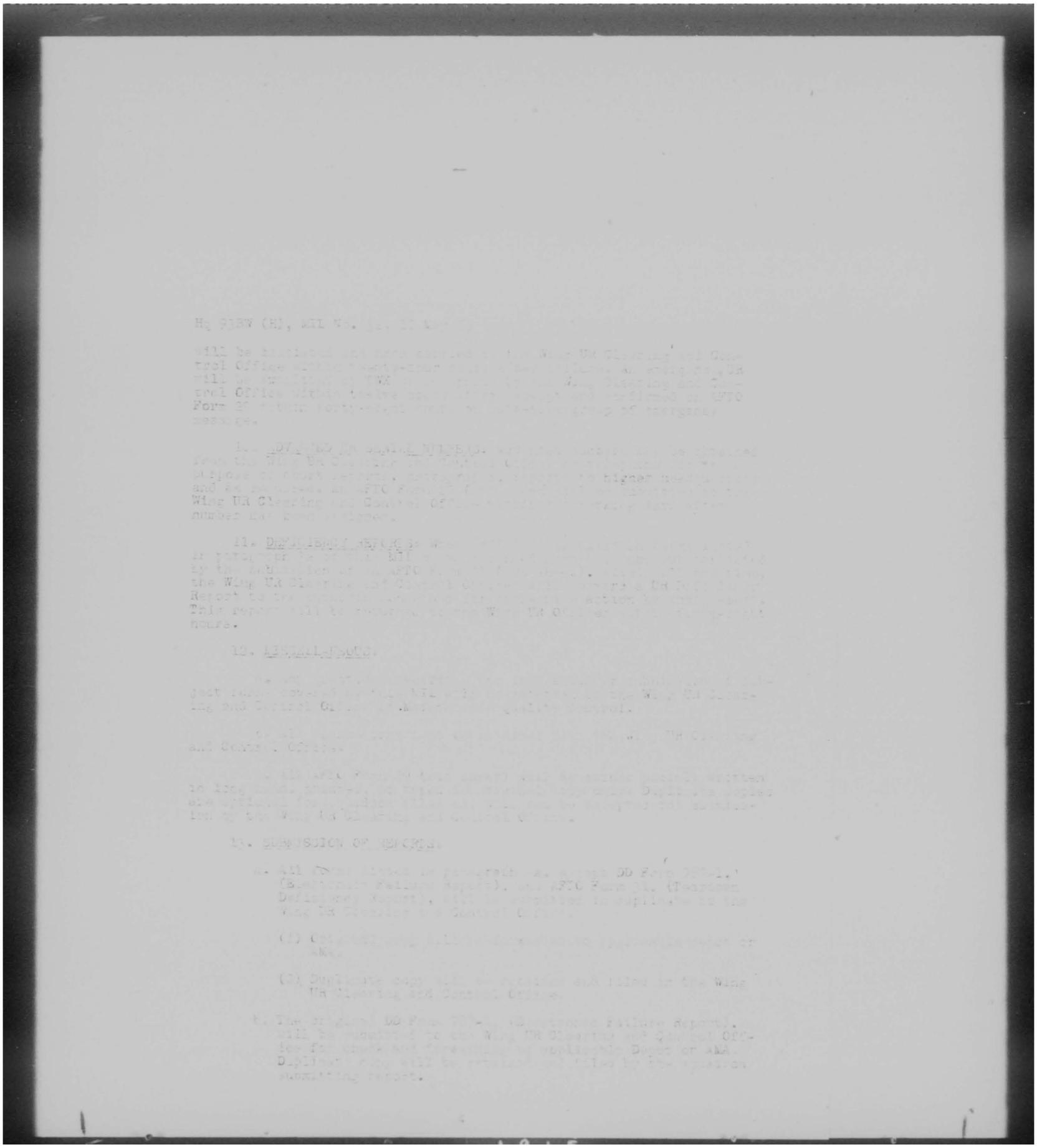

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Hq 93BW (H), MIL No. 32, 10 May [illegible]

c. AFTO Form 31, (Teardown Deficiency Report), will be submitted in triplicate to the Wing UR Clearing and Control Office for necessary distribution.

(1) Original copy will be forwarded to [illegible] engine ekm.

(2) Second copy will be [illegible] SAC.

(3) Third copy will be [illegible] UR Clearing and Control Office.

BY ORDER OF THE COMMANDER:

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MARTIN E. RILEY
Lt Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 48)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
7 April 1958

SCHEDULED AND FLIGHT TESTING OF [illegible]
(This MIL supersedes [illegible] October 48, dated [illegible] 1955)

1. [illegible] procedures [illegible] in preparing an aircraft [illegible] test flight.

2. [illegible] responsibility of the organizations performing [illegible] to determine whether a test flight is required. Refer to T.O. 1-1-300 and procedures outlined below.

3. [illegible]:

a. The activity responsible for preparing an aircraft for test flight will notify the Control Unit, Maintenance Control, at least four hours in advance of the estimated time it will be ready for test flight and again if any change in the original estimate occurs. Responsible activities are defined as the tactical bombardment squadrons, air refueling squadron, strategic support, and 93d Operations Squadron. Tactical bombardment and air refueling squadron aircraft undergoing periodic maintenance will be reported by Periodic Maintenance Squadron.

b. The Control Unit will notify the Quality Control Unit, Maintenance Control, the estimated times the aircraft requiring a test flight will be ready, its serial number, its location, and the reason for the test flight. The Control Unit will again notify the Quality Control Unit when any change to the original estimate occurs.

c. The Quality Control Unit will immediately notify the appropriate squadron operations that a test flight is required and request a crew be alerted to accomplish the test flight at the time and date indicated by the Control Unit. Any changes to the original estimate received from the Control Unit will be immediately relayed to the appropriate squadron operations to instruct the Aircraft Commander and the Flight Engineer to report to the Quality Control Unit for pre-test and after-test flight briefings.

4. REQUIREMENTS:

a. Test flights of aircraft will be accomplished in accordance with the provisions of Technical Order 1-1-300, Technical Order 00-20A-14, Section V, Paragraph 34, 2c, d, SAC Manual 55-12, Section VI, Paragraph 29, c., and applicable -6 Technical Order. Aircraft will be test flown whenever thorough ground checks fail to locate defects reported by flight crews; and at any time in the opinion of the Director of Materiel, Chief of Maintenance, The Squadron Commander or Maintenance Officer, a test flight is necessary.

(1) Paragraph 2.b. (2) of T.O. 1-1-300, dated 15 September 1953, will not be complied with on B-47 aircraft assigned to this wing when only one (1) engine change has been accomplished. Reference: 15AFR 66-4.

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(2) When only one (1) engine has been changed on B-47 type aircraft assigned to this wing, paragraph 4 of T.O. 1-1-300, dated 15 Sep 53, will be complied with subsequent to the first flight following engine change. Reference: 15AFR 55-6.

(3) When two (2) or more engines are changed on B-47 type aircraft assigned to this wing, all applicable portions of T.O. 1-1-300, 15 Sep 53 will be complied with.

(4) T.O. 1-1-300, dated 15 Sep 53, will be complied with on all other type aircraft assigned to this wing whenever one (1) or more engine changes are accomplished.

(5) T.O. 1-1-300, 15 Sep 53, will be complied with on KD-97 type aircraft assigned to this wing whenever two or more drop or internal oil controls are replaced.

b. Minimum duration of flight test will be governed by the provisions of T.O. 1-1-300 and maximum duration will be based on the time required to ascertain the air worthiness and combat readiness of the aircraft and will be established by the Chief of Maintenance.

c. Weather: Flight test will not be performed during the hours of darkness or under IFR weather conditions, except by direction of the Wing Commander.

d. Personnel Requirements:

(1) Each squadron commander will assign flight test crews on wing special orders in accordance with 15th AF Msg DMAP 34502, dtd 14 Apr 54. Four (4) crews per bomb squadron and 2d SSS and five (5) crews for each Air Refueling Squadron. This assignment will be additional duty as test flight crews with the Flight Test Section of Quality Control.

(2) Crews will be composed of the most highly qualified personnel available.

(3) A copy of each wing order designating Test Flight Crews to additional duty with the Quality Control Unit will be forwarded by the squadron concerned to the OIC of the Quality Control Unit.

(4) Crews designated by wing special orders are the only personnel authorized to flight test aircraft. If necessary to expedite test flights, crews from one organization may be used to perform test flights on aircraft assigned to another unit.

(5) Crews undergoing evaluation are authorized to perform test flights on their assigned aircraft for the period of their TDY.

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e. The responsible maintenance officer will sign the exceptional release on the Form 781-2 for all aircraft scheduled for test flight in accordance with section V, paragraph 13b, TO. 00-20A-1A.

(1) In the event the Maintenance officer is not available, the Squadron Commander will sign the exceptional release.

(2) In the even that both the Maintenance Officer and the Squadron Commander are not available, the Flight Test Pilot will sign the exceptional release.

5. Procedures during test flight of B-47 type aircraft:

a. Test flight for periodic inspection will be accomplished at optimum altitude. The complete flight test report will be accomplished.

b. Test flight for engine changes will be accomplished at optimum altitude, and complete check through all power settings made on the engines changed. Only that portion of the flight test report that pertains to the check list, preflight, and the engines being tested will be accomplished.

c. Test flights for control surface changes will be flown at the altitudes and air speeds specified on page 360 of TO-1B-47E-1 for the purpose of trim coordination.

d. Fuel load when trim coordination flight is required will be 50,000 pounds fuel load, for all other test flights it will be in accordance with Operations Memo 5-3, dated 15 Nov 54.

e. A test flight report will be required for all test flights.

6. Procedures during test flight of KC-97 type aircraft:

a. Test flights for a periodic inspection will be accomplished at 20,000 feet. A complete Flight Test Report will be accomplished. Minimum duration of flight, one (1) hour.

b. Test flights for engine change will be accomplished at 15,000 feet and a complete check through all power settings made on the engine changed. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hour.

c. Test flights for all other reasons, (i.e. prop changes, control changes, etc.) will be as required to check the specific item for which they are being tested. A Test Flight Report is required. No minimum time of flight.

7. Procedures during test flight of C-124A type aircraft:

a. Test flight for a periodic inspection will be accomplished at 10,000 feet.

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b. Test flight for engine change will be accomplished at 10,000 feet and complete check through all power settings made on the engine changes. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, 1 hours

c. Test flights for all other reasons (prop changes, control surface change, etc.) will be as required to check the specific item for which they are being tested. A Test Flight Report is required. No minimum time of flight.

8. Procedures during test flight of Base Aircraft:

a. Test flight for a periodic inspection will be accomplished at the altitude briefed by Quality Control Unit.

b. Test flight for engine change will be accomplished at the altitude briefed by Quality Control Unit and complete check through all power settings made on the engine changed. Only that portion of the Flight Test Report that pertains to the check list, preflight and the engine being tested will be accomplished. Minimum duration of flight, one (1) hour.

NOTE: In all cases where an aircraft is being test flown for an engine change or changes and a periodic inspection at the same time, the requirement for the periodic inspection test flight will prevail.

9. Procedure for releasing aircraft for flight:

a. The aircraft will be released for flying by the test pilot in accordance with T.O. 00-20-1A, which stats: "Upon completion of test flight if discrepancies do not require an additional test flight after corrective action of discrepancies is completed". The following entry will be made in the DD Form 781-2, Block 27: Test Flight completed, Aircraft released for flight 14:00 hours, 29 May 1955. Enter the time of day and date. Block 25; Pilot will enter his last name initial over red dash. Block 28, Pilot will enter his sighature and rank.

b. In the case of a test flight the pilot need not enter the defects on the DD Form 781-2 since they will be recorded on the test flight report sheets. However, he will enter a statement on the first open line of Block 26 to read as follows: "Flight #1, see test flight work sheet". In addition he will comply with paragraph 9a.

BY ORDER OF THE COMMANDER:

MARTIN E. RILEY
It Colonel, USAF
Chief of Maintenance

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MAINTENANCE INSTRUCTION LETTER)
NUMBER 71)

HEADQUARTERS 93D BOMBARDMENT WING (H)
Office of Chief of Maintenance
Castle Air Force Base, California
4 April 1955

TRIM COORDINATION
(This MIL supersedes MIL No. 71, 29 Sep 54)

1. PURPOSE: To establish a procedure prior to and during flight when trim coordination is to be accomplished.

2. SCOPE: The provisions of this directive are applicable to all aircraft commanders and pilots flying B-47E aircraft.

3. RESPONSIBILITY: It is the responsibility of the Bombardment Squadron Commanders to insure compliance with this directive.

4. GENERAL: It is necessary that a flight trim coordination procedure be accomplished subsequent to: Flight Control change, flight control rigging, each periodic inspection, adjustments of controls or other changes effecting flight control surfaces.

5. PROCEDURE: Prior to a trim coordination flight, the ground crew will pull the circuit breakers for the trim coordination motor on the lower DC power panel and then remove the actuator motor plug from the dummy receptacle and connect it to the power receptacle. The Aircraft Commander will ascertain that the circuit breakers are pulled and actuator motor power plug is connected to the power source before proceeding with other checks.

a. To insure the aircraft has sufficient fuel to reach 15,000 feet at a gross weight of 125,000 lbs and a CG limit of 20% to 25% MAC, a 50,000 lb fuel load will be used, distributed as follows:

Fwd Aux	6435 lbs	Aft Main	12000 lbs
Fwd Main	8000 lbs	Bomb Bay	7375 lbs
Cntr Main	8000 lbs	ATO	8190 lbs

b. At 250 knots IAS at 15,000 feet: (Aileron, Rudder and Elevator Checks).

(1) With all surface power control switches in ON ("NORM) position, trim airplane to fly straight and level, "hands off".

(2) Turn left aileron power control switch to OFF; left wing should have a control wheel force of 10 to 20 pounds or less (estimated) to raise left wing. If force appears to be greater than 20 pounds or less than 10 pounds, move left aileron tab coordination switch to RAISE OR LOWER LT WING position until force is adjusted to approximately 20 pounds (estimated) and turn left aileron power control switch back to ON (Norm).

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(3) Turn right aileron power control switch to OFF; right wing should have a control wheel force of 10 to 20 pounds or less (estimated) to raise right wing. If force appears to be greater than 20 pounds, move right aileron tab coordination switch to RAISE OR LOWER RH WING position until force is adjusted to approximately 20 pounds (estimated).

(4) Turn left aileron power control switch OFF. With both aileron power control systems OFF, forces will be zero if properly equalized in steps 5a(2) and 5a(3) above. NOTE: The ailerons should not be trimmed individually to zero force at this time. The purpose of a check at this airspeed is to ascertain that no uncontrollable forces exist before going to higher airspeeds.

(5) Record rudder and elevator trim with rudder-elevator power control switch in ON (NORM), then turn switch to OFF position. Elevator force will be checked and a pull force of 20 to 30 pounds may be allowed to remain. Use elevator trim coordination switch only if pull force exceeds approximately 30 pounds (estimated); rudder trim coordination switch will be used to trim out any yaw tendencies. WARNING: If during an elevator check, a noticeable elevator force remains with power control switch OFF, the force should be relaxed and the control column moved momentarily to the dead zone as the power control switch is moved to the ON position. This procedure applies for all elevator trim coordination checks at any speed. If, at any of the following airspeeds, the elevator forces assume excessive proportions (100 pounds or more), do not proceed to a higher altitude or LS until further ground maintenance checks have been performed.

c. At 304 knots LS at 15,000 feet (Aileron, Rudder and Elevator Check).

(1) With all surface power control switches in ON (NORM) position, trim airplane to fly straight and level, "hands off". Make certain no yaw tendencies are evident. Check to see that thrust is equal on both sides since unequal thrust would affect lateral trim. Shake all controls slightly to eliminate effect of cable friction and to insure accurate trim.

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(2) Turn left aileron power control switch to OFF. Control wheel force should be zero. Use left aileron trim tab coordination switch to zero any force which might be present, and turn power control switch back to ON (NWCO).

(3) Turn right aileron power control switch to OFF and use right aileron tab coordination switch to zero any force which might be present. NWCb: If unable to attain satisfactory trim with full travel of actuator, continue trimming procedure with aileron trim tab control knob. In such a case, be sure to record number of trim tab control knob units required to complete trimming.

(4) Turn left aileron power control switches to OFF. With both aileron power control systems off, forces should be equal. If any force should be noticeable on control wheel to hold wings level, repeat steps 5b(2) and 5b(3) above until zero force is obtained with both aileron power control switches OFF. NWCB: Any out-of-trim condition which remains if steps 5b(2) and 5b(3) have been properly completed will probably be due to inaccurate trim with power control on. Tolerance on aileron trim indicator reading for trimmed condition is ± 1 unit of trim with power control system on. When forces are neutralized, turn aileron power control switches back to ON (NWCO); aileron forces should be zero with either or both aileron power control systems on or off at this speed only. WARNING: If it appears impossible to zero any particular control force, additional maintenance checks should be made before proceeding to higher speeds or altitude, for such forces may prove to be uncontrollable. In questionable cases, forces may be checked at successive 25 knot increments until more definite characteristics can be recognized. It will generally be possible, however, to zero all forces by using the normal procedure.

(5) Check rudder and elevator as previously instructed, and trim out any yaw force with rudder trim coordination switch. Elevator may be trimmed out with 10 to 20 pounds pull force left on.

c. At 357 knots and 23,000 feet (Check rudder and elevator as listed below).

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(1) CAUTION: Due to the flight limitation of 310 knots or MACH .815 the rudder-elevator trim coordination flight will be performed at 284 knots and 35,000 feet. When the restriction has been lifted trim coordination will be flown at 357 knots and 23,000 feet. Record rudder-elevator trim with rudder-elevator power control switch in ON (WOW) then turn switch to OFF position. Rudder and elevator force should be zero.

(2) If force is experienced in elevator system with control power off, it should be trimmed out by means of elevator tab coordination switch. If it becomes necessary to use manual trim in addition to that provided by trim tab actuator, record number of trim tab control wheel units required. NOTE: Tolerance on rudder trim indicator reading for trimmed condition is ± 1/2 unit of trim with power control system on.

(3) On landing the pilot will check to see that each actuator motor power plug has been removed from the power source and plugged into dummy receptacle adjacent to actuator. This measure will preclude possibility of inadvertent variation in trim coordination during normal flight operation.

BY ORDER OF THE COMMANDER:

1 Incl
Check List

MARTIN E. AILEY
Lt Colonel, USAF
Chief of Maintenance

DISTRIBUTION: "C"

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TRIM COORDINATION CHECK LIST

A. Trim coordination procedures outlined in NIL 71, 4 Apr 55 should be read and understood before flight.

B. Circuit breakers for trim actuators motors pulled prior to installation of actuator motor cannon plug.

C. Actuator motor cannon plug installed.

D. 15,000 feet 250 knots I.A.S, 125,000 lbs gross weight, 20% to 25% M.C and trim actuator motors circuit breakers in.

1. Manually trim aircraft to fly "hands off".

2. Left aileron power control off, allowable 20 lbs force to lift left wing. Use trim motor to remove excess force.

3. Left aileron power control on.

4. Complete step #2 above with right aileron power control and leave control off.

5. Left power control off. All forces should be zero. If forces are not zero repeat steps 2 thru 4.

6. Both power controls on.

7. Rudder and elevator power control off. Allowable elevator force 20 to 30 lbs. Use elevator trim motor to remove excess force. Use rudder trim motor to relieve any yaw tendency.

8. Rudder and elevator power control on.

E. 15,000 feet, 304 knots I.A.S.

1. Manually trim aircraft to fly "hands off".

2. Left aileron power control off. Use trim motor to zero force.

3. Left aileron power control on.

4. Right aileron power control off. Use trim motor to zero force. Leave power control off.

5. Left aileron power control off. If any force is now noticeable turn both power controls on and repeat steps 1, 2, 3 and 4 of E above.

6. Turn both power controls on.

7. Check rudder and elevator as previously instructed in steps 7 and 8 of D above. Allowable elevator force 10 to 20 lbs pull.

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TRIM CONDITION CHECK LIST (CONT'D)

F. 23,000 feet 357 kts IAS (35,000 feet, 284 knots IAS, not to exceed MACH .815).

1. Rudder and elevator power control off and zero all forces with elevator trim motor. Use rudder trim motor to relieve any yaw tendency.

2. Rudder and elevator power control on.

G. If trim motors cannot zero forces on any surface, record additional trim required in DD Form 781-2.

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MAINTENANCE INFORMATION BULLETIN

93D BOMB WING CASTLE AFB

NUMBER 4-55 6 APRIL 1955

OPERATION OF GROUND POWER EQUIPMENT, SAC REG 66-17

15AF TWX DM4EFL 11020 dated 9 Feb 55 advises the diesel generator unit and the power distribution cart are considered one unit and will require one qualified ground power operator. Each motor generator and/or rectifier is considered as one ground power unit and will require a qualified ground power operator.

MAIN HYDRAULIC TANK SERVICING, KC-97 SERIES

Several recent instances have occurred where low hydraulic pressure has been reported after main hydraulic system servicing.

Investigation of the tank construction and the existing tank servicing instructions in 1C-97(K)E(T)-2, Item 10, page 34, reveals that zero pressure servicing instructions could allow a condition of insufficient hydraulic oil in the system. High viscosity (cold) oil will travel through the tank filter very slowly, and filling the tank to the filler neck would in actuality only be filling the unfiltered reservoir of the tank. Since the volume of this portion of the tank is less than the combined volume of the main hydraulic system accumulators, it is possible that, upon pressurization, the tank standpipe would become uncovered and cause the engine driven hydraulic pumps to cavitate.

Therefore, the zero pressure tank servicing instructions should be changed to read: "Fill to filler neck and above visible level in sight gage if all systems have zero pressure". This wording will be changed to the above in a future revision to the Dash 2.

Incidently, clogged tank filters have been found as the cause for low hydraulic system pressures on some KC-97 airplanes recently.

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FOLLOWING SAC LETTER AND 15AF 1ST IND QUOTED FOR INFO

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

DM4DMMN1-6-3 26 Feb 55

SUBJECT: Effect of Landing Light on Plexiglass Window Cowl, B-47 Aircraft

TO: Commander
Fifteenth Air Force
March Air Force Base
California

1. The following information is forwarded for dissemination to subordinate organizations.

2. A test was conducted by the B-47 Operational Engineering Section, MacDill Air Force Base, Florida to determine the effects of a sealed beam landing light on the plexiglass window cowl when the light was left on while the aircraft was parked.

3. The test was conducted on the left landing light of a B-47 aircraft. Surface winds varied from calm to approximately 5 knots and the surface temperature at start of test was 72°F (22.2°C). The aircraft was parked headed into the wind and the temperature readings observer are as follows:

Time in Hours	Temperature Reading in Degrees Centigrade	Observed Effect on Plexiglass
0 (0930 hours)	22.7	-
:01	53.3	None
:02	60.5	None
:03	66.0	None
:04	71.3	None
:05	75.0	Slight Softening
:10	78.3	" "
:25	88.0	Increased Softer
:30	98.0	
:35	101.0	
:40	105.0	
:45	108.0	
:50	108.0	
:55	108.0	

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Time in Hours	Temperature Reading in Degrees Centigrade	Observed Effect on Plexiglass
1:00	[illegible]	Increased Softening
1:05	[illegible]	
1:10	[illegible]	
1:15	[illegible]	
1:20	[illegible]	Softening area became larger
1:25	[illegible]	
1:30	[illegible]	
1:40	[illegible]	
1:50	[illegible]	
2:00	[illegible]	Bubbling Appeared
2:30	[illegible]	Test discontinued before plexiglass became unserviceable.

4. The area of softening found on the plexiglass was approximately a [illegible] diameter circle centered at a point [illegible] inches [illegible] center of the lens. After the hours of operation, air bubbles formed at the center of this softened area. Finally, in this same softened area, four (4) bubbles of 1/16" diameter and several smaller bubbles appeared in a circular area of 3/4" diameter. The landing light (Westinghouse No. [illegible]) was operating satisfactorily at the end of the 2:30 hour test, at which time the light was turned off and the test discontinued.

5. It was determined that the bubbles would not affect the characteristics of the landing light and the plexiglass window cowl was not removed from the aircraft. It was noted that a slight increase in wind velocity had a tremendous effect on the observed temperature. At one time a ten (10) degree drop was noted in a two (2) minute period with an increase in wind velocity. Also, the degree of deterioration of the plexiglass by the landing light will vary with the age and condition of the plexiglass.

6. It can be concluded, therefore, that operating the landing lights on B-47 aircraft for normal ground operation will have no effect on the unit or its housing. Crews should be reminded, however, that when lights are not needed under conditions of high temperature and light winds, turning off the landing lights will greatly reduce the peak temperature build-up and further reduce the probability of failure.

BY ORDER OF THE COMMANDER:

/s/ Arthur J. Orillion, Jr.
ARTHUR J. ORILLION, JR.
Major, USAF
Chief, Performance Engrg Br
Maint Engrg Div, Dir of Mat

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Hq SAC, DMADMIN1-[illegible] Subj: Effect of Landing Light on Plexiglass Window
Cowl, B-47 Aircraft

DMAMA (26 Feb 55) 1st Ind

HEADQUARTERS FIFTEENTH AIR FORCE, March Air Force Base, Calif. 9 February 1955

TO: See Distribution

Transmitted for your information and dissemination to all concerned.

BY ORDER OF THE COMMANDER:

s/t/ ERNEST B. WILSON
Major, USAF
Chief, Acft Maint Br
Weapons Maint Div
Directorate of Materiel

Distr: All 15AF Stas (ZI)
Less 14 AD, 57AD, and
407 SFW

15AF MESSAGE QUOTED FOR YOUR INFO

FM COMAF 15 MARCH AFB CALIF
JWPJM/COMDRBOMWG 93 CASTLE AFB CALIF

/UNCLASSIFIED/DOSB 16595. 1. THE NR OF B/RB-47 ENG FAILURES OF WHICH THE CAUSE CANNOT BE SPECIFICALLY DETERMINED IS A MATTER OF GREAT CONCERN TO THIS HQ. IT IS STRONGLY SUSPECTED THAT CREWS MAY NOT BE CONSCIENTIOUSLY RECORDING ENG OPERATING CONDITIONS THAT ARE ENCOUNTERED WHICH ARE ABNORMAL OR UNUSUAL, SUCH AS ENG STALLS AND OVER TEMP CONDITIONS. THEREFORE, RETAT ALL PLTS AND CO-PLTS BE BRIEFED TO REC ANY OF THE FOL OCCURRENCES IN BLOCK 26, AF FORM 1, DD FORM 781-2. (A) EXHAUST GAS TEMP INDICATION OVER 1000 DEG C FOR ANY LENGTH OF TIME. THIS WILL RAR AN ENG CHANGE. (B) EXHAUST GAS TEMP INDICATION OVER 870 DEG C FOR ANY LENGTH OF TIME. HIS WILL CONSTITUTE AN OVER TEMP AND WILL RQR AN ENG TEARDOWN FOR INSPECTION AFTER 5 OCCURRENCES AND ENG OVERHAUL AFTER 10 OCCURRENCES. (C) EXHAUST GAS TEMP INDICATION OVER 715 DEG C FOR A PD OF 30 SEC OR LONGER. THIS CONSTITUTES AN OVER TEMP CONDITION AND WILL RQR ENG TEARDOWN FOR INSPECTION AFTER FIVE OCCURRENCES, AND AN ENG OVERHAUL AFTER TEN OCCURRENCES, EITHER ALONE OR IN COMBINATION WITH PARA (B), ABOVE. (D) STEADY STATE OF OVER TEMP OF 720 DEG C OR ABOVE AT WRCH THE EXHAUST GAS TEMP INDICATOR STABILIZES. THE LENGHT OF TIME IN THESE INSTANCES IS NOT A DETERMIZING FACTOR. THIS CONDITION WILL RQR ENG TEARDOWN, INSPECTION AND REPLACEMENT OF THE TURBINE WHEEL. (E)

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ANY ENG STALL [illegible] DURING [illegible] RUNUP OR
DURING FLT. [illegible] COMPRESSOR
STALLS [illegible] RECORDED [illegible] WHETHER [illegible] AN OVER TEMP
CONDITION [illegible] AN
ENG STALL OF [illegible] AN OVER
TEMP CONDITION [illegible] STALL
DURATION IS OVER [illegible] AS A STEADY
STATE [illegible] THIS HQ BE
NOTIFIED [illegible] MAR 55.
BT
12/[illegible] MAR [illegible]

[illegible]

FM [illegible]
JWPJN/[illegible]

/UNCLASSIFIED/[illegible]
QUOTED FOR [illegible] THIS HQ
CONCERNING [illegible]
OPS ORDER [illegible]
ANDERSON [illegible] CMM 1 CASE
CMM 2A [illegible] CABIN
AND ELEVATOR [illegible] HAZARD. DOPE
JETTISONED [illegible] DISCOVERED
THRU [illegible] IMPROPER TYPE.
REQ ALL [illegible] CMM T.O.
00-85-[illegible] SEC XIV
CMM SAME T.O. [illegible]
BT
03/21012 MAR JEDMH

ENGINE GROUND AND TAXI TIME ON AGFT

SAC [illegible] Block 14 of DD Form 781-2 for [illegible] have afterburners. A note in Block 13 will [illegible] will be entered. This entry will be maintained for all [illegible] reciprocating engines of over 2000 cu in displacement.

IMITATION CAMLOC FASTENERS, J47-GE-11 SERIES

It has been [illegible] that imitation Camloc fasteners have been found on J47 engines in the [illegible]. The fastener involved in this instance is Stud, P/N 4 [illegible] Assemblies. The existence of this imitation fastener was [illegible] rejection of two (2) J47-GE-11 engines at the Douglas Aircraft Company [illegible] section damage. GE and Camloc personnel [illegible] from the rejected engines determined that [illegible] fastener. This matter was brought to the attention of WADC [illegible].

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HEADQUARTERS 93D BOMBARDMENT WING (H)
Castle Air Force Base, California

MOCL

14 Apr 55

SUBJECT: Air Refueling Squadrons Mobility Plan (Interim Loading)

TO: See Distribution

1. This loading plan will be interim authority for outmovement of the 93d ARFS and will be executed only upon receipt of an Operations Order. This loading plan will replace the loading plan, pages IV-4 thru IV-26, Appendix 1, (Global Tanker Book) 93d Bombardment Wing Mobility Plan until an amendment is published.

2. This plan contains a listing of personnel by AFSC and materiel by weights for unit aircraft for 2 ea 10 aircraft staging teams.

3. Aircrafts 1RQ thru 10RQ comprise the First 10 Aircraft Turn-around Staging Team.

a. Aircrafts 3RQ, 4RQ, 5RQ, 7RQ and 9RQ will deploy with cargo.

b. Aircrafts 1RQ, 2RQ, 6RQ, 8RQ and 10RQ will deploy with personnel.

4. Aircrafts 11RQ thru 20RQ comprise the Second 10 Aircraft Turn-around Staging Team.

a. Aircraft 13RQ, 14RQ, 15RQ, 17RQ and 19RQ will deploy with cargo.

b. Aircrafts 11RQ, 12RQ, 16RQ, 18RQ and 20RQ will deploy with personnel.

BY ORDER OF THE COMMANDER:

W. KUHN
Major, USAF
Adjutant

DISTRIBUTION:

CO, 93d Bomb Wing	(1 cy)
Deputy Wing Commander	(1 cy)
Director of Materiel	(6 cys)
Director of Operations	(6 cys)

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Director of Personnel	(2 cys)
Comptroller	(1 cy)
CO, 93d Tac Hospital	(3 cys)
CO, 93d Air Base Group	(25 cys)
Hq Sq Sec, 93d Bomb Wing	(2 cys)
Wing Adjutant	(1 cy)
CO, 93d Air Refueling Sq	(4 cys)
CO, 93d Field Maintenance Sq	(4 cys)
CO, 93d Periodic Maintenance Sq	(3 cys)
CO, 93d Armt & Elec Sq	(4 cys)
CO, 90th Air Refueling Sq	(4 cys)

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93D ARFS

PERSONNEL LOADING LIST

2 - 10 Aircraft Turn-around

1. The following lists are for the 93d Air Refueling Squadron staging teams as indicated. Each aircraft load will include the following crew members and maintenance personnel:

1 - 1234C	Aircraft Commander
1 - 1234C	Pilot
1 - 1534A	Aircraft Observer Navigator
1 - 43371	Flight Engineer Technician KC-97
1 - 29353	Aircraft Radio Operator
1 - 43370	In-Flight Revueling Technician
1 - 43350	Senior In-Flight refueling Specialist
1 - 431718	Aircraft Maintenance Technician
1 - 43251	Aircraft Reciprocating Engine Mechanic
1 - 43251	Aircraft Reciprocating Eng Mechanic

2. The following listed personnel will be placed on the loading list of the aircraft indicated in addition to those listed above:

A/C Nr	Seat or Pax Nr and Sc	AFSC	Squadron Element	Name	Grade	AFSN	Clearance
			AIRCRAFT 1RC				
1RC	11RC	0064	Command				
1RC	12RC	70250	Maint				
1RC	13RC	6424	Supply				
1RC	14RC	64151	Supply				
1RC	15J	42350	Elec Inst				
1RC	16J	42350	Elec Inst				
1RC	17J	42151	Hyd IFR Spec				
1RC	18K	30151	Radar				
1RC	19T	90670	Sr Med Adm Sup				
1RC	20K	60350	Motor Pool				
1RC	21L	64151	FAK				
1RC	22K	60350	Motor Pool				
1RC	23L	64350	POL				
1RC	24L	64350	POL				
1RC	25S	77130	Security				
1RC	26S	77130	Security				
1RC	27S	77130	Security				
1RC	28S	77130	Security				
1RC	29S	77130	Security				

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A/C Nr	Seat or Pax Nr and Sq	AFSC	Squadron Element	Name	Grade	AFSC	Clearance
			AIRCRAFT 2RQ				
2RQ	11 RQ	7024	Command				
2RQ	12 RQ	70230	Command				
2RQ	13 J	53430	AF Repair				
2RQ	14 G	42230	Fd Sv				
2RQ	15 J	42151	Prop Shop				
2RQ	16 J	53450	AF Repair				
2RQ	17 J	42250	Acft Inst Mech				
2RQ	18 J	53450	AF Repair				
2RQ	19 J	53470	AF Repair				
2RQ	20 K	30151	Radar				
2RQ	21 T	90250	Sr Med Sv Specl				
2RQ	22 M	60350	Motor Pool				
2RQ	23 R	57150	FP&C Nsq				
2RQ	24 G	42230	Fd Sv				
2RQ	25 S	77130	Security				
2RQ	26 S	77130	Security				
2RQ	27 S	77130	Security				
2RQ	28 S	77130	Security				
2RQ	29 S	77130	Security				
			AIRCRAFT 4RQ				
4RQ	11 RQ	431718	Maint				
4RQ	12 RQ	70270	Clerk				
4RQ	13 L	3254	Munitions				
4RQ	14 A	2524	Weather				
4RQ	15 J	42152	Hyd IFR Spec				
4RQ	16 J	42152	Hyd IFR Spec				
4RQ	17 J	42250	A/C Inst Mech				
4RQ	18 J	53450	AF Repair				
4RQ	19 K	30150	Radio				
4RQ	20 G	42130	Fd Sv				
4RQ	21 T	90150	Sr Aero Med Specl				
4RQ	22 G	42230	Fd Sv				
4RQ	23 R	57170	FP & C Nsq				
4RQ	24 G	42250	Fd Sv				
4RQ	25 S	77130	Security				
4RQ	26 S	77130	Security				
4RQ	27 S	77130	Security				
4RQ	28 S	77150	Security				
4RQ	29 S	77150	Security				

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A/C Nr	Seat or Pax Nr and Sc	AFSC	Squadron Element	Name	Grade	AFSN	Clearance
			AIRCRAFT 8RQ				
8RQ	11 RC	43251	Maint				
8RQ	12 RC	40150	Operations Spec				
8RQ	13 P	29250	Crypto Operator				
8RQ	14 J	42250	A/C Elec				
8RQ	15 J	42152	Hyd IFR Spec				
8RQ	16 J	53430	AF Repair				
8RQ	17 J	53430	AF Repair				
8RQ	18 K	30150	Radio				
8RQ	19 K	30151	Radar				
8RQ	20 L	46150	Munitions				
8RQ	21 T	9356	Med Off Avia Med				
8RQ	22 M	60350	Motor Pool				
8RQ	23 M	60350	Motor Pool				
8RQ	24 S	77130	Security				
8RQ	25 S	77130	Security				
8RQ	26 S	77130	Security				
8RQ	27 S	77150	Security				
8RQ	28 S	77170	Security				
			AIRCRAFT 10RQ				
10RQ	11 RC	43251	Maint				
10RQ	12 RC	2054	Intel				
10RQ	13 RC	20450	Intel				
10RQ	14 P	29351	Grnd Radio Oper				
10RQ	15 J	42250	A/C Elec				
10RQ	16 J	42152	Hyd IFR Spec				
10RQ	17 J	47154	Powerman				
10RQ	18 J	53170	Machinist				
10RQ	19 K	30150	Radio				
10RQ	20 L	64151	FAA				
10RQ	21 L	64350	POL				
10RQ	22 L	64350	POL				
10RQ	23 S	7724	Off Aurm				
10RQ	24 S	77150	Security				
10RQ	25 S	77150	Security				
10RQ	26 S	77130	Security				
10RQ	27 S	77130	Security				

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A/C Nr	Seat or Tax Nr an Sq	AFSC	Squadron Element	Name	Grade	AFSN	Clearance
			AIRCRAFT 11RQ				
11RQ	11 RQ	0044	Command				
11RQ	12 RQ	70250	Maint				
11RQ	13 RQ	6424	Supply				
11RQ	14 RQ	64151	Supply				
11RQ	15 J	42350	Elec Inst				
11RQ	16 J	42350	Elec Inst				
11RQ	17 J	42151	Prop Mech				
11RQ	18 K	30151	Radar				
11RQ	19 T	90470	Sr Med Adm Supv				
11RQ	20 M	60350	Motor Pool				
11RQ	21 L	64151	FAK				
11RQ	22 M	60350	Motor Pool				
11RQ	23 L	64350	POL				
11RQ	24 L	64350	POL				
11RQ	25 RQ	43251	Maint				
11RQ	26 RQ	2054	Intel Off				
11RQ	27 RQ	20450	Intel Spec				
			AIRCRAFT 12RQ				
12RQ	11 RQ	7024	Command				
12RQ	12 RQ	90230	Clerk				
12RQ	13 J	53430	AF Repair				
12RQ	14 Q	62230	Fd Sv				
12RQ	15 J	42151	Prop Mech				
12RQ	16 J	53450	AF Repair				
12RQ	17 J	42250	A/C Inst Mech				
12RQ	18 J	53450	AF Repair				
12RQ	19 J	53470	AF Repair				
12RQ	20 K	30151	Radar				
12RQ	21 T	90250	Sr Med Sv Spec				
12RQ	22 M	60350	Motor Pool				
12RQ	23 R	57150	FP&C Rsq				
12RQ	24 Q	62230	Fd Sv				
12RQ	25 P	29351	Gnd Radio Oper				
12RQ	26 J	42250	A/C Elec				
12RQ	27 J	42152	Hyd IFR Spec				

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A/C Nr	Seat or Pax Nr and Sq	AFSC	Squadron Element	Name	Grade	AFSN	Clearance
			AIRCRAFT 16RC				
16RC	11 RC	43171B	Maint				
16RC	12 RC	70270	Clerk				
16RC	13 L	3254	Munitions				
16RC	14 A	2524	Weather				
16RC	15 J	42152	Hyd IFR Spec				
16RC	16 J	42152	Hyd IFR Spec				
16RC	17 J	42250	A/C Inst Mech				
16RC	18 J	53450	AF Repair				
16RQ	19 K	30150	Radio				
16RC	20 C	62130	Fd Sv				
16RC	21 T	90150	Sr Aero Med Specl				
16RC	22 C	62230	Fd Sv				
16RC	23 R	57170	FT&C Rsq				
16RC	24 C	62250	Fd Sv				
16RC	25 J	47154	Powerman				
16RC	26 J	53170	Sr Mech				
16RC	27 K	30150	Radio				
			AIRCRAFT 18RQ				
18RC	11 RC	43251	Maint				
18RC	12 RC	60150	Ops				
18RC	13 P	29250	Crypto Oper				
18RC	14 J	42250	A/C Elec				
18RC	15 J	42152	Hyd IFR Spec				
18RC	16 J	53430	AF Repair				
18RC	17 J	53430	AF Repair				
18RC	18 K	30150	Radio				
18RC	19 K	30151	Radar				
18RC	20 L	46150	Munitions				
18RC	21 T	9356	Med Off Avia Med				
18RC	22 M	40350	Motor Pool				
18RC	23 M	40350	Motor Pool				
18RC	24 L	64151	PAR				
18RC	25 L	64350	POL				
18RC	26 L	64350	POL				

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The following listed materiel will be placed on the cargo manifest (dummy) of the aircraft indicated:

CARGO LOADING PLAN KC-97G

AIRCRAFT 3RG

Box Number	Major Item or Description	Weight	Cube
93L-1-1F	Bin FAK	1400	101.
93L-1-2F	Bin FAK	1390	101
93L-1-18F	FAK Stk Pile	182	58
93L-1-19F	FAK Stk Pile	182	58
93L-1-21F	FAK Stk Pile	182	58
93L-1-26F	FAK Stk Pile (Casing)	525	22.6
93L-1-32F	FAK Stk Pile (Casing)	257	22.6
93L-1-36F	FAK Stk Pile (Casing)	100	8.5
93L-1-40F	FAK Stk Pile (Casing)	60	8.5
93L-1-44F	FAK Stk Pile	70	4.7
93L-1-48F	FAK Stk Pile	50	3
93L-1-54F	FAK Stk Pile	110	5.4
93L-1-55F	FAK Stk Pile	188	10
93L-1-59F	FAK Stk Pile	90	5.5
93L-1-62F	FAK Stk Pile	90	5.5
93L-1-71F	FAK Stk Pile	90	5.5
93L-1-80F	FAK Stk Pile	68	3
93L-1-82F	FAK Stk Pile	68	3
93L-1-90F	FAK Stk Pile	75	8
93L-1-103F	FAK Stk Pile	62	5.9
93L-1-107F	FAK Stk Pile	50	3
93L-1-108F	FAK Stk Pile	50	3

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AIRCRAFT 4RQ

Box Number	Major Item or Description	Weight	Cube
93L-1-3F	Bin FAK	1440	101.
93L-1-4F	Bin FAK	1710	101
93L-1-27F	FAK Stk Pile (Casing)	525	22.6
93L-1-33F	FAK Stk Pile (Casing)	257	22.6
93L-1-60F	FAK Stk Pile	105	13
93L-1-66F	FAK Stk Pile	490	17
93L-1-72F	FAK Stk Pile	85	7.5
93L-1-78F	FAK Stk Pile	137	7.1
93L-1-84F	FAK Stk Pile	55	3
93L-1-86F	FAK Stk Pile	40	3
93L-1-87F	FAK Stk Pile	460	62
93L-1-94F	FAK Stk Pile	74	3
93L-1-105F	FAK Stk Pile	81	5.8
93L-1-111F	FAK Stk Pile	1203	62.5
93L-1-112F	FAK Stk Pile	237	21.3

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AIRCRAFT 5RC

Box Number	Major Item or Description	Weight	Cube
93L-1-5F	FAK Bin	1320	101.
93L-1-6F	FAK Bin	1500	101
93L-1-28F	FAK Stk Pile (Casing)	525	22.6
93L-1-34F	FAK Stk Pile (Casing)	257	22.6
93K-11-6	Test Equip	140	6.5
93K-11-7	UPM-1B	135	6.5
93K-4-7	AS-42BA/APS-42	444	22.5
93S-5-2	Air Police Weapons	152	6.5
93S-5-1	Air Police Weapons	150	6.5
93A-14-2	Radiological Equip	150	7.5
93B-3-1	Link MLG	64	1
93K-11-1	Test Equip	170	6.2
93K-11-2	Test Equip	160	6.5
93K-11-3	(2 ea) An/UXN-24	160	6.5
93K-11-4	AN/UPM-4A	178	5
93K-11-5	AN/UPM-4A	178	5
93T-1-1	Drugs	85	4
93T-1-2	Drugs	75	4
93T-1-3	Drugs	38	1.7
93T-1-4	Drugs	40	1.7
93T-1-5	Drugs	30	1.7
93T-1-10	Dressing	31	1.7
93T-1-12	Bandage	34	1.7
93T-1-14	Sponge	20	1.7

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AIRCRAFT 5R (Cont'd)

Box Number	Major Item or Description	Weight	Cube
93T-1-17	Equipment Med	33	1.7
93T-1-20	Blanket	32	2.8
93T-1-24	Litter	67	4
93S-5-3	Ammo Cal..30 (Mach)	326	6
93S-5-4	Ammo Cal..30 (Bar)	132	2.5
93F-2-1	Office Supplies	40	2.1
93F-3-3	Typewriter	62	3.7
93F-3-1	Misc Forms & Office Supplies	150	7.2
93F-3-5	Misc Forms and Supplies	50	4.4

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AIRCRAFT 7RC

Box Number	Major Item or Description	Weight	Cube
93L-1-7F	FAK Bin	1700	101.
93L-1-8F	FAK Bin	1560	101
93L-1-22F	FAK Stk Pile	573	15.9
93K-4-8	APS-42	430	22.5
93K-5-6	ARN-6, ARC-27, ARC-3, ART-13	580	22.5
93K-5-7	Junction Boxes & Indicator	90	5.9
93K-5-8	Mock-up	460	22.5
93T-1-6	Drugs	41	1.7
93T-1-7	Drugs	58	1.7
93T-1-8	Drugs	60	1.7
93T-1-9	Drugs	40	1.7
93T-1-10	Drugs	33	1.7
93T-1-11	Dressing	33	1.7
93T-1-13	Wadding	22	1.7
93T-1-15	Pad	16	1.7
93T-1-16	Drugs	24	1.7
93T-1-18	Bottle	31	1.7
93T-1-21	Blanket	32	2.8
93T-1-25	Litter	67	4
93J-4PB-1	Sling	287	14
93J-4PB-2	Handle	145	14.4
93J-4P-1	Prop Tools	234	14
93F-4-33	Tow Bar	55	9
93F-4-17	Jack	80	14
93F-4-30	Jack 50 Ton	200	10

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AIRCRAFT 9RC

Box Number	Major Item or Description	Weight	Cube
93J-4P-2	Prop Tools	132	3.5
93J-4P-3	Prop Tools	118	2.1
93F-4-54	Tools	190	6

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AIRCRAFT 13RC

Box Number	Major Item or Description	Weight	Cube
93L-1-9F	FAK Bin	1540	101.
93L-1-10F	FAK Bin	1300	101
93L-1-16F	FAK Stock Pile	182	58
93L-1-17F	FAK Stock Pile	182	58
93L-1-20F	FAK Stock Pile	182	58
93L-1-23F	FAK Stock Pile	525	22.6
93L-1-29F	FAK Stock Pile	257	22.6
93L-1-37F	FAK Stock Pile	100	8.5
93L-1-38F	FAK Stock Pile	60	8.5
93L-1-39F	FAK Stock Pile	60	8.5
93L-1-45F	FAK Stock Pile	70	4.7
93L-1-83F	FAK Stock Pile	68	3
93L-1-88F	FAK Stock Pile	90	5.5
93L-1-89F	FAK Stock Pile	90	5.5
93L-1-100F	FAK Stock Pile	78	9.6
93L-1-91F	FAK Stock Pile	50	3
93L-1-95F	FAK Stock Pile	50	3
93L-1-97F	FAK Stock Pile	90	5.5
93L-1-104F	FAK Stock Pile	50	5
93L-1-56F	FAK Stock Pile	110	5.4
93L-1-57F	FAK Stock Pile	188	10
93L-1-110F	FAK Prop	1203	62.5

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AIRCRAFT 14AK

Box Number	Major Item or Description	Weight	Cube
93L-1-11F	FAK Bin	1550	101.
93L-1-12F	FAK Bin	1590	101
93L-1-24F	FAK Stock Pile	525	22.6
93L-1-30F	FAK Stock Pile	257	22.6
93L-1-41F	FAK Stock Pile	108	13
93L-1-47F	FAK Stock Pile	490	17
93L-1-73F	FAK Stock Pile	85	7.5
93L-1-93F	FAK Stock Pile	128	7.1
93L-1-47F-1	FAK Stock Pile	70	4.7
93L-1-49F	FAK Stock Pile	66	3.9
93L-1-50F	FAK Stock Pile	15	.8
93L-1-51F	FAK Stock Pile	12	12
93L-1-52F	FAK Stock Pile	75	3.5
93L-1-53F	FAK Stock Pile	75	3.5
93L-1-58F	FAK Stock Pile	270	12.2
93L-1-63F	FAK Stock Pile	84	2.5
93L-1-64F	FAK Stock Pile	117	7
93L-1-68F	FAK Stock Pile	68	4
93L-1-69F	FAK Stock Pile	68	4
93L-1-70F	FAK Stock Pile	68	4

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AIRCRAFT 15RQ

Box Number	Major Item or Description	Weight	Cube
93L-1-13F	FAK Bin	1340	101.
93L-1-14F	FAK Bin	1760	101
93L-1-25F	FAK Stock Pile	525	22.6
93L-1-31F	FAK Stock Pile	257	22.6
93K-11-8	Test Equip	199	6.2
93K-4-10	APN-12 & -11 Equip	444	22.5
93K-3-2	Main Landing Link	64	1
93A-14-7	Radiological	150	7.5
93T-1-1	Drugs	85	4
93T-1-2	Drugs	75	4
93T-1-3	Drugs	38	1.7
93T-1-4	Drugs	40	1.7
93T-1-5	Drugs	38	1.7
93T-1-10	Dressing	31	1.7
93T-1-12	Bandage	34	1.7
93T-1-13	Wadding	22	1.7
93T-1-17	Med Equip	33	1.7
93T-1-18	Bottle	31	1.7
93T-1-20	Blanket	32	2.8
93T-1-24	Litter	67	4
93K-11-10	Test Equip	160	6.5
93K-11-11	(2 ea) AN/USM-24	160	6.5
93K-11-12	AN/UPM-4A	178	5
93K-11-13	AN/UPM-4A	178	5
93K-11-14	TS-148 & PSM-6	140	6.5
93K-11-15	UPM-1B	135	6.5

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AIRCRAFT 17RC

Box Number	Major Item or Description	Weight	Cube
93L-1-15F	FAK Bin	1710	101.
93T-1-6	Drugs	41	1.7
93T-1-7	Drugs	58	1.7
93T-1-8	Drugs	60	1.7
93T-1-9	Drugs	40	1.7
93T-1-11	Dressings	33	1.7
93T-1-14	Sponge	20	1.7
93T-1-15	Pad	16	1.7
93T-1-16	Drugs	24	1.7
93T-1-19	Drugs	33	1.7
93T-1-21	Blanket	32	2.8
93T-1-25	Litter	67	4
93F-3-2	Typewriter & Forms	150	7.3
93F-3-5	Records & Forms	50	4.4
93F-3-30	Records & Forms	40	4.4
93F-4-34	Tow Bar	75	9
93F-4-55	Tools	190	6
93K-4-11	APS-42	430	22.5
93K-4-9	ARN-6, ARC-27, ARC-3	580	22.5
93K-4-10	J-229, ID-351A, ID-250	90	5.9
93K-4-11	MT-178, R-541, AIC-10	460	22.5
93F-2-2	Office Supplies	40	2.1
93F-3-7	Typewriter	62	3.7
93F-3-2	Misc Forms & Supplies	150	7.2

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AIRCRAFT 17RC (Cont'd)

Box Number	Major Item or Description	Weight	Cube
93F-3-4	Misc Forms	50	4.4
93F-4-34	Tow Bar	75	9
93F-4-16	Jack Folding	80	14
93F-4-29	Jack 50 Ton	200	10
93F-4-55	Tools	215	6
93J-4FB-8	Tools	145	14.4
93J-4EB-9	Sling Power Package	287	15
93J-4P-4	Tools	118	2.1
93J-4P-5	Tools	132	3.5
93J-4P-6	Tools	234	14

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CONTRACTOR: Fairchild Camera and Instrument Corporation
Syosset, L.I. New York

SUBJECT: Monthly Technical Report, RCS: 3-ANC-UI9, for Month Ending 30 April 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. The following is a Technical Report for month ending 30 April 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Mr. Joseph P. Stuart
Mr. H.L. Currey

II. EQUIPMENT: Fairchild Equipment: O-15, O-23, P-8, M-1, K-38 and T-11

III. TRAINING ACTIVITIES:

1. Training was given at March AFB and Castle AFB during this period.

2. Training given at March AFB from 4 April thru 18 April 1955:

Subject Taught:	Camera Operation	Camera Maint
Observers Trained	25	
Airmen Trained	6	4
AFSCs	1525B	40230
	40270	
	40230	
Instructor Hours	16	33
Student Hours	75	30
Type Training:		
Formal	X	X
OJT	X	X

3. Training given at Castle AFB From 21 April thru 30 April 1955:

Subject Taught:	Camera Operation	Camera Maint
Airmen Trained	10	10
AFSCs	40270	40270
	40250	40250
	40230	40230
Instructor Hours	16	32
Student Hours	55	110
Type Training:		
Formal	X	X
OJT	X	X

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IV. UTILIZATION:

1. The primary purpose of this assignment is the training of maintenance personnel in the theory, calibration and maintenance techniques of all Fairchild Aerial Photographic Equipment used at these bases.

2. Duties also include assisting in difficult and major repair problems, and rendering technical advice on equipment performance and maintenance problems.

3. I estimate that my services at this base can be terminated on or about 5 May 1955.

V. EQUIPMENT MALFUNCTIONS:

1. There were no equipment malfunctions on Fairchild equipment that required engineering study.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. I reported to March AFB on 4 April 1955.

2. The writer wishes to express his appreciation for the cooperation he has received from all personnel contacted.

Joseph P. Stuart

JOSEPH P. STUART
Technical Representative
Fairchild Camera and Instrument
Corporation

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CONTRACTOR: Philco Corporation
22nd and Lehigh
Philadelphia, Pennsylvania

1 May 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 30 April 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Representative Report for month ending 30 April 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Richard E. Hunt, Philco Technical Representative

II. EQUIPMENT: ECM, Communications and Navigational

III. TRAINING ACTIVITIES:

Subject Area	ARC-27	ARN-6	ARN-14	ARN-18	18S-4
Air Force Specialty Code	2	2	2	3	3
AFSC	30170	30170			30170
	30150	30150	30150	30150	30150
Instructor Hours	12	8	3	5	11
Student Hours	31	12	4	9	23
Type Training:					
OJT	X	X	X	X	X

1. No formal training has been offered for the period covered by this report.

2. Informal OJT has been performed for the period covered by this report on communications and navigational equipment.

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Communications and Navigational equipment.

2. An estimate of the time when Contractor Technician Services will no longer be required by this activity will be six (6) months after beginning of Phase III.

V. EQUIPMENT MALFUNCTIONS:

1. Loss of pressure in ARC-27 RT Units, Ref Report ending 31 March 55. Many more of the home-made gaskets have been used successfully in conjunction with the worn and used round gasket that comes with the equipment. It has been found that in most equipment, a new round

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gasket that fits in the groove on the head of the equipment, will last no more than twice, usually. Occasionally, it can be used only once, then it is necessary to replace it or, if replacement is not available, use a home-made gasket in conjunction with the factory-designed gasket. No connector leakage of serious proportions has been encountered as yet.

2. Occasionally, a complaint will be received indicating the ASC-27 background noise exists. This condition should not exist if the squelch is set properly. Adjustment of squelch extinguishes background noise but after adjustment, sometimes, the same aircraft will come back with the same complaint made against the UHF. Placing the equipment on the bench and allowing several minutes of warm-up indicates the squelch is definitely drifting until finally there is not enough squelch voltage to eliminate background noise level. Testing of tubes and voltages in squelch and AVC circuits indicates they are good tubes and yet no source of trouble could be found. Suspecting the 6J4WA's in the R.F. circuit another check was made on the tube tester. Holding the 6J4WA under load on the tester for a period of three minutes r l ting load and then switching through the short test indicated a short on position #5 of the TV7/U. The short indicator would glow and the glow would gradually diminish until no short appeared. A quick recheck would show no short anywhere on the tube. Under load the tube gradually breaks down and becomes shorted which in the R.F. Stage would seriously affect the AVC voltage or squelch operation. This condition has arisen in several tubes. No definite trend as to which elements of the tube are the main offenders appears. This condition has not been noted in any other circuits using 6J4WA's, but just in the R.F. Stages.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. No new difficulties encountered.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. No new difficulties encountered.

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. None

Richard E. Hunt

RICHARD E. HUNT
Philco Technical Representative

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1 April 1955

CONTRACTOR: RCA Service Company, Inc.
Ellis & Essex Avenues
Gloucester, New Jersey

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for Month Ending 30 April 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is a Technical Report for month ending 30 April 1955, submitted in accordance with AF Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Bernard Finsky RCA Technical Representative
Marvin A. Taylor RCA Technical Representative

II. EQUIPMENT: APS-42, APN-12(76), APN-11, APN-70, APX-6, AIC-10 and ARC-21

III. TRAINING ACTIVITIES:

1. FIELD SHOP AND LINE TRAINING: Instruction was given during the month to personnel on the Flight Line and in the Electronic Field Maintenance Shop on APS-42(A), APN-12(76), APN-70, and ARC-21 equipment.

2. TRAINING ACCOMPLISHED:

Subject Taught	APS-42	APN-12(76)	APN-70	ARC-21
Airmen Trained	4	5	1	5
AFSC	30151-3 30130-2	30151	30151	30150 30170
Instructor Hours	20	42	2	25
Student Hours	57	124	2	105
Type Training:				
Advanced	X	X		X
Fundamentals	X	X	X	X
OJT	X	X	X	X

IV. UTILIZATION:

1. Advising and instructing in the operation and maintenance of Air Force Electronic Equipment.

2. In accordance with SAC Regulation 66-4, Technical services of Contractor Technicians will be required for eighteen (18) months minimum.

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V. EQUIPMENT MALFUNCTIONS:

1. DETAILS: In the process of performing periodic maintenance on an IP-35/APS-42 Indicator it was noticed that the scope could not be completely blanked out, the Range Marks still visible (Intensity Control at minimum). Another Indicator connected to "Co-Pilot" plug of Synchronizer SN-59/APS-42, functioned normally.

2. CAUSE: On inspecting the Indicator it was found that a 6CL4W Video amplifier was being used in place of a 6CL4. The tube was then replaced with a 6CL4 and the Indicator functioned normally.

3. Several 6CL4W tubes were tried in Indicator and also 6AK5W tubes were tried in place of the 6AK5 Video Amplifier, all with the same results as in (1) above. Another Indicator was tested in the same manner and the same condition resulted.

4. REMEDY: The Indicator was returned to normal operation by replacing 6CL4W with a 6CL4.

5. RECOMMENDATIONS: From the foregoing it seems apparent that increased gain from 6CL4W and 6AK5W tubes is enough to override the minimum intensity setting (maximum positive Cathode voltage on Cathode Ray Tube) of Indicator.

6. It is recommended that one of three (3) fixes be used:

   a. Use only 6CL4's and 6AK5's in Indicator Video amplifiers.

   b. Maintain Range Mark and Delay Marker Controls (R-724 and R-527 respectively) at lower amplitude settings.

   c. Rewire Intensity Control from +120 vdc point to +170vdc point at junction of R-502 and L-501. This will provide necessary control for complete blanking of scope.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

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SUBJECT: Monthly Report for month ending 30 April 1955 (Cont'd)

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. A fifteen (15) day TDY to 15th AF HQ, March AFB, California was performed by Mr. Marvin A. Taylor for the purpose of preparing a standard training course for the AN/ARC-21 communication equipment.

Bernard Pinsky

BERNARD PINSKY
RCA Technical Instructor

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CONTRACTOR: Crosley Division of AVCO
Evendale Plant #6 - Box 116
Cincinnati 15, Ohio

1 May 1955

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, for Month Ending 30 April 1955.

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is the Technical Report for month ending 30 April 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: E. Hayes - Senior Engineer
W. Kelly - Field Service Engineer

II. EQUIPMENT: A-5 Fire Control System for B-47E Aircraft

III. TRAINING ACTIVITIES:

1. A special planned program is now being conducted to help the five (5) remaining airmen with AFSC 32330C skill level. Eighty (80) hours of formal classroom training was given the above during this period.

2. Sixty-five (65) hours of OJT was conducted on the Flight Line and in the Field Maintenance Shop.

3. Summary of training as follows:

Subject Taught (Formal)	A-5 Fire Control
Number of men	5
Number of Student Hours	400
Number of Instructor Hours	80
AFSC	32330C
Type Training:	
Fundamentals	X
Advanced	X
OJT	

Subject Taught (Informal)	A-5 Fire Control
Number of Men	21
Number of Student Hours	1365
Number of Instructor Hours	65
Type Training:	
Fundamentals	
Advanced	
OJT	X

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IV. UTILIZATION:

1. Field Service Engineers stationed at Castle AFB for administration and instruction in the operation and maintenance of the A-5 Fire Control System are supplied by Crosley Division of AVCO

2. In accordance with SAC Regulation 66-4, Technical Services will be required through Phases I, II and III of the B-47 Program. At present this Wing is 50% through Phase II.

V. EQUIPMENT MALFUNCTIONS:

1. There was an unusually low number of malfunctions recorded for this period. The five (5) malfunctions for the period are as follows:

	FAULTY PART	LOCATION	NO. OF EACH
1.	Gear Box	Gun Charger	1
2.	V-712 (5814) Tube	Computer	1
3.	Junction Box Assy	Computer	1
4.	V-1105 (3826) Tube	R.F. Head	1
5.	R-1302 Resistor	Pre. Amp.	1

VI. MAINTENANCE-ENGINEERING DIFFICULATIES ENCOUNTERED:

1. None

VII. OPERATION DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. Mr. William L. Kelly of Crosley Division of AVCO arrived at Castle AFB to fill the vacancy which existed when Mr. A.T. Raiden was transfered to Lockburne AFB.

E. Hayes

E. Hayes
Senior Field Service Engineer
Crosley Division of AVCO.

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Subject: Monthly Technical Report 1 May 1955

Contractor: General Electric Co.
Aircraft Gas Turbine Division
Evendale, Ohio

Commander
93rd Bomb Wing
Castle AFB, Calif.

Reference: Air Force Regulation 66-18
RCS 3AMC-U19 (SAC-1)

The following is the Technical Report for the month ending 30 April 1955. Submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. Submitted: James W. Anderson

II. Equipment: J47-GE-25, J47-PW-25, J47-WE-25 Turbo-jet Engines and the BH4-B1 Turbosupercharger.

III. Training Activities:

	Engine Operation	Engine Cond.	Trouble Shoot.	Minor Repair	Water Alcohol
No. of airmen trained.	6	8	14	11	14
AFSC ---------	1-43171	2-43171	2-43171	1-43171	7-43171
--------	3-43153	3-43153	8-43153	3-43153	5-43153
-------	2-43133	3-43133	4-43133	7-43133	2-43133
No. of instructor hrs.	10	18	29	15	31
No. of student hrs.	16	25	43	23	47
Type of training.					
Informal classroom.		X	X		X
OJT	X	X	X	X	X
Cross training.	X		X		

IV. Utilization:

1. It is the intent and purpose of the General Electric Technical Representative to provide technical assistance and instruction in the proper maintenance and operation of the J47 turbo-jet engine and the General Electric

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IV. continued

turbosupercharger and to provide a direct contact between the contractor and the using activity.

2. The services of one General Electric Technical Representative will be required for the completion of Phase II.

V. Equipment Malfunctions:

1. The following listed engines were removed from aircraft this past month because of compressor nicks and dents beyond the repairable limits of minor repair. These engines were sent to overhaul. Other engines were installed and the aircraft were returned to flight status.

Engine#	Model	Time	Pos.	A/C
702-182	J47-ST-25	350:50	5	52-449
702-353	"	306:55	1	52-462
702-390	"	426:25	6	52-460
702-424	"	356:00	3	52-467
063-647	J47-GE-25	158:15	3	52-513
077-402	"	337:35	1	52-467
25-0471	J47-PE-25	296:15	5	52-508
25-1640	"	322:05	3	52-458

2. Engine# 702-236, Model J47-ST-25, Time 408:50, Pos.#1, A/C 52-455. This engine was checked for EGT calibration and it was found that one probe was out. The probe was replaced and the engine was run up to 100% RPM, it was found that the EGT stabilized at 720°C which was 30°C above the maximum allowable. It was found that the removal of three tabs was required to bring the EGT back to normal. Investigation revealed that this engine had flown 43 hrs. since it had been previously tabbed. During this time the aircraft made 4 takeoffs, it was felt that during these takeoffs there was a period of 20 min. that the engine operated in the overtemperature range. The engine was removed from the aircraft for turbine wheel change and an overtemperature inspection. Another engine was installed and the aircraft was returned to to flight status.

3. Engine# 25-2533, Model J47-PE-25, Time 280:20, Pos.# 2, A/C 52-469. During stabilized run at 100% RPM the W/A "Start" switch was actuated, for wet tabbing, immediately a severe vibration was felt and the engine was shutdown. Inspection later revealed that approx. 10 second stage stator blades located between the 2 and 4 o'clock position were damaged on the outer half of the leading edge. In addition these blades had deflected, in the direction of rotation, by approx. 60°. The second stage rotor

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blades all had damage on the rear edge of the blade, this damage was located near the blade root and extended approx. along half the blade height and consisted of the rear being bent back about 3/8". The compressor rotor was noted to spin freely with no evidence of physical binding. This damage was probably caused by momentary interference between the second stage rotor and stator blades at the moment F/A entered the engine. Another engine was installed and the aircraft was returned to flight status.

4. The following engines incurred compressor rotor and stator blade interference during wet tabbing. On inspection of the compressor section after the wet runs were made it was found that 3 stator blades in the second stage had evidently deflected forward resulting in minor tip damage. Approx. 1/3 to 1/2 of the second stage rotor blades had damage on the rear edge extending from the blade root 1/2" toward the tip. The compressor rotors were free to rotate with no evidence of binding. Other engines were installed and the aircraft were returned to flight status.

Engine#	Model	Time	Pos.	A/C
25-2526	J47-PM-25	351:40	5	52-511
25-2530	J47-PM-25	270:40	4	52-448

5. Engine# 701-956, Model J47-ST-25, Time 376:30, Pos.# 4, A/C 52-452. This engine was reported to vibrate excessively in flight. The engine was gr und checked and vibration was noticed to be in the area of the #1 bearing or in the accessory gear case. The magnetic plug was removed and evidenced large deposits of metal flakes and chips. The starter generator, hydraulic pump and fuel pump were removed and inspected for spline damage, none was found. The engine was removed from the aircraft and sent to overhaul for inspection and replacement of the #1 bearing. Another engine was installed and the aircraft was returned to flight status.

VI. Maintenance Engineering Difficulties Encountered:

1. During wet tabbing of the engines it was found that several tab actuators would bind with the tailpipe nacelle and prevent the tab from closing a full 50° into the exhaust. This causes the EGT to drop beyond minimum tolerance and will result in assymetrical thrust on the aircraft. It is suggested that whenever this nacelle is removed and reinstalled, the tab be manually actuated

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as a check for freedom of travel.

2. Difficulty was experienced in disconnecting the spark plug lead connection. Investigation has revealed that this is probably due to overtorquing of this connection due to conflicting values published. The correct value for torquing this connection is 105-115# lbs.

VII. Operational Difficulties Encountered:

1. Several cases of compressor stall at altitude have been reported this month. The common complaint was that after advancing throttles, an engine was found to be in stall at approximately 70% RPM. A possible contributing factor toward this may be the rapid advance of throttles from below the flight idle position. The flight idle RPM increases with altitude and throttle bursts should not be attempted below this RPM as stall can result.

VIII. Special Developments:

No comment

IX. General Remarks:

1. The number of engines rejected for compressor nicks increased this month. A contributing factor toward this is that after wet tabbing, each engine compressor was given a thorough inspection from stage 1 through 4. Several engines were found to have nicks in the 3rd and 4th stage which had not been found during normal pre-flight check due to the inaccessibility of the blades.

James W. Anderson

James W. Anderson

General Electric
Representative

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, Long Island, New York

2 May 1955

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19 for month ending 30 April 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. Following is Technical Report for month ending 30 April 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: A. Calhoun for John Hopkins

II. EQUIPMENT: A-12D Autopilot, E-4 Autopilot, Engine Analyzer, J-2 Compass and Sperry Flight Instruments.

III. TRAINING ACTIVITIES:

1. Mr. John Hopkins departed this station 22 April 1955 on emergency leave. Temporarily his duties are being assumed by Mr. A. Calhoun. Because Mr. Hopkins departed during the writers absence, no accurate training records are available and training accomplished during the month of April will be included in next months report.

IV. UTILIZATION:

1. Mr. Hopkins has been assigned to this station to advise and instruct in the operation and maintenance of Air Force equipment manufactured by the Sperry Gyroscope Co.

2. Technical assistance on the A-12D Autopilot will be necessary for approximately twenty-four (24) months.

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the month of April 1955 were not excessive nor did they display any trend worthy of performance-engineering study.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. None

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SUBJECT: Monthly Technical Report for month ending 30 April 1955 (Cont'd)

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. Plans are now being formulated for the initiation of an A-3A Autopilot Training Program. This training program will begin as soon as the required information is received and assimilated.

IX. GENERAL REMARKS:

1. Mr. Hopkins departed this station on emergency leave on 22 April 1955 and is expected to return early in May 1955. Temporily his duties are being assumed by Mr. A Calhoun, senior Sperry Field Engineer at this facility.

FOR JOHN HOPKINS
SperryField Engineer
Sperry Gyroscope Company

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CONTRACTOR: Sperry Gyroscope Company
Division of the Sperry Corporation
Great Neck, Long Island, New York

1 May 1955

SUBJECT: Monthly Report, RCS: 3-AMC-U19 for month ending 30 April 1955

TO: Commander
93d Bombardment Wing (H)
Castle Air Force Base
California

1. The following is the T echnical Representative Report for the month ending 30 April 1955, submitted in accordance with Air Force Regulation 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY:

A. Calhoun	Sperry Gyroscope Company
A. Larson	Western Electric Company
H. Magee	Sperry Gyroscope Company
W. Milani	Sperry G yroscope Company
L. Ruple	Sperry Gyroscope Company
C. Zaluga	Western Electric Company

II. EQUIPMENT: K-4A Bomb-Navigational System

III. TRAINING ACTIVITIES:

Subject Taught	Maint A1-A	Maint APS-23	Maint K4-A	Operation K-4A
Airmen Trained	11	11	57	22
AFSC	32130E	32130E	32150E(45) 32170E(12)	1521B
Instructor H ours	128	32	515	40
Student Hours	588	172	1197	52
Type Training:				
Fundamentals	X	X		
Advanced			X	X
OJT			X	
Informal			X	X
Formal	X	X		

1. Of the 515 instructor hours shown under K4-A maintenance, 330 hours were OJT performed by Sperry Representatives and 185 hours were OJT performed by Western Electric Representatives.

IV. UTILIZATION:

1. Field Engineers have been assigned to Castle AFB, Calif for administration and for duty in advising and instructing in the operation and maintenance of Air Force equipment (K-4A).

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2. In accordance with SAC Regulation 66-4, technical assistance of Field Engineers will be required for twenty-six (26) months minimum.

3. During the period covered by this report, Misters Larson and Zaluga attended a conference in Los Angeles for one week beginning 18 April 1955. This conference was one of a series conducted by Western Electric for the benefit of their Field Engeers. At the same time Mr. A. Calhoun visited Boeing, Seattle for the purpose of obtaining information regarding the MA-6 installation in B-52 type aircraft.

V. EQUIPMENT MALFUNCTIONS:

1. The equipment malfunctions for the month of April 1955 were random in nature and displayed no trend worthy of performance-engineering studies. It is generally felt that the number of malfunctions were not excessive.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES:

1. None

VII. OPERATION DIFFICULTIES:

1. None

VIII. SPECIAL DEVELOPMENTS:

1. None

IX. GENERAL REMARKS:

1. As a result of Mr. A. Calhoun's visit to Boeing Seattle, plans are now being formulated for a cross-training program to indoctrinate the K-System maintenance and flight personnel into the various aspects of the MA-6 System.

A. CALHOUN
Field Engineering Coordinator
Sperry Gyroscope Company
Division of the Sperry Corporation

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May 2, 1955

CONTRACTOR: Avion, Inc,
58-15 Northern Boulevard,
Woodside, 77, New York.

SUBJECT: Monthly Technical Report,
RCS: 3-AMC-819, for Month
Ending 30 April 1955.

TO: COMMANDER,
93rd Bomb Wing (M),
Castle Air Force Base,
Merced, Calif.

1. The following Technical Report for the Month ending 30 April 1955 is submitted in accordance with AFR 55-18 and TAC Reg. 55-4.

I. SUBMITTED BY: Wilson [illegible] Haydt.

II. EQUIPMENT: Avion Fuel Quantity Systems for KC-97G and B-47D Aircraft.

III. TRAINING ACTIVITIES:

Avion Fuel Quantity Systems

No. of Airmen trained - - - - 2
AFSC - - - - - - - - - - - - - 1 - 42230
1 - 42230
No. of instructor-hours - - -55
No. of student-hours - - - -112

Type of Training:

Fundamentals - - - - - - - - - -X
Advanced - - - - - - - - - - - -
Cross-training - - - - - - - - -
O. J. T. - - - - - - - - - - - -X
Informal classroom - - - - - -
Formal classroom - - - - - - -

IV. UTILIZATION:

1. It is the intention of the undersigned to provide any assistance and training to aid in the proper maintenance and operation of the Avion Fuel Quantity Systems, and to provide a direct contact between contractor and using activity.

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SUBJECT: Monthly Technical Report, RCS: 3-AMC-419, for Month ending 30 April 1955.

IV. UTILIZATION:

2. I estimate that the services of Avion Field Service Engineer for KC-97 and B-47 aircraft can be terminated on or about 30 June 1955.

V. EQUIPMENT MALFUNCTIONS:

1. One fuel quantity transmitter failed in service and was replaced with a serviceable unit.

2. This transmitter [illegible] out possibly due to water in the tank.

3. The defective unit [illegible] to Depot for inspection and repair.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. There were no serious maintenance-engineering difficulties encountered.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. There were no major difficulties encountered with the Avion Fuel Quantity Systems.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE-ENGINEERING PERFORMANCE:

1. None.

IX. SPECIAL DEVELOPMENTS:

1. None.

X. GENERAL REMARKS:

1. None.

Wilson H. Haydt

Wilson H. Haydt, Tech. Rep.
Avion, Inc.

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2 May 1955

CONTRACTOR: Boeing Airplane Company

SUBJECT: Monthly Technical Report, RCS: 3-AAC-U19, for the month ending 30 April 1955.

TO: Commander
93rd Bombardment Wing (H)
Castle Air Force Base
California

1. The following is Technical Report for the month ending 30 April 1955, submitted in accordance with AFR 66-18 and SAC Regulation 60-4.

I. SUBMITTED BY: E. J. Hill
J. L. Robison

II. EQUIPMENT: Model B-47E Medium Bombardment Airplane.

III. TRAINING ACTIVITIES:

1. The following tabulation of training is submitted in accordance with 15th Air Force Headquarters Message DM6BC 39812 dated 17 May 1954:

Subject	Fuel System	Cabin Pressurization	Ejection Seats	Water Injection System
Number of Personnel Trained	8	10	7	18
AFSC	(2) 43131 (3) 43151 (3) 43171	(2) 43131 (4) 43151 (4) 43171	(2) 43151 (4) 43171 (1) 46171	(2) 42650 (7) 43171 (4) 43153 (5) 43151
Instructor Hours	6	5	6	31
Student Hours	21	23	18	53
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X	X	X	X
OJT	X	X	X	X
Informal Class				X
Formal Class				

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Subject	Flap System	Power Control Systems	Main and Emergency Hydraulic Systems	Brake System
Number of Personnel Trained	5	9	8	5
AFSC	(1) 43131 (3) 43151 (1) 43171	(2) 43131 (3) 43151 (4) 43171	(2) 42530 (2) 42571 (2) 43151 (2) 43171	(1) 42530 (2) 42571 (2) 43171
Instructor Hours	5	7	5	4
Student Hours	14	22	18	13
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X	X	X	X
OJT	X	X	X	X
Informal Class				
Formal Class				

Subject	Landing Gear System	Trim Tab System	Canopy System	Control Cable Rigging
Number of Personnel Trained	8	5	8	10
AFSC	(1) 42530 (2) 43131 (4) 43151 (1) 43171	(3) 43151 (2) 43171	(1) 43131 (3) 43151 (4) 43171	(3) 43131 (2) 43151 (2) 43153 (1) 43170 (2) 43171
Instructor Hours	12	7	10	12
Student Hours	30	8	32	33
Type of Training				
Fundamentals	X	X	X	X
Advanced	X	X	X	X
Cross Training	X	X		X
OJT	X	X	X	X
Informal Class				
Formal Class				

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2. In addition to the foregoing tabulated training, numerous visits were made to various sections of Wing Headquarters. Daily discussions were held with the Chief of Maintenance, Maintenance Control Officer, Squadron Engineering Officers, and other key personnel in the maintenance organizations, bomb squadrons, field maintenance, and armament and electronics section to provide assistance in solving problems related to the B-47 airplane and associated equipment.

IV. UTILIZATION

1. It is the intent and purpose of the Boeing Technical Representatives to provide technical assistance to maintenance and operational crews at this activity and to demonstrate and instruct in good maintenance practices for B-47 airplanes and related equipment. These representatives are available to all concerned on a 24 hour basis to assist and advise wherever possible to aid in obtaining the most efficient and safe utilization of the airplanes. In addition the representatives also provide a direct contact between the Contractor and the using activity to facilitate the interchange of information which aids in obtaining maximum utilization of the airplane and associated equipment.

2. It is estimated that the services of the Boeing Technical Representatives will be required for the B-47 airplanes until two years after the beginning of Phase I training.

V. EQUIPMENT MALFUNCTIONS:

1. Water Injection Drain Lines. During the period covered by this report several lines between the water injection supply line to each engine and the drain valve for that line have been found cracked. These lines were found when the water alcohol solution was put into the airplanes. In every case the crack in the line was approximately one-half inch long, and the tube in that area was bulged indicating that the crack was caused by extremely high internal pressure.

These lines are designed for a normal working pressure of 500 pounds per square inch. The maximum output of the water injection pump is considerably lower than this. It has been determined that the most likely cause for this damage is freezing of water in these lines while the airplane is at high altitude. It is believed that this water originates from condensation of moisture in the air and

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collects in these lines because they are at the lowest point in the system. This theory has been substantiated by placing the water injection control switch in the "Stop and Drain" position which released a small quantity of water from each drain when the valves were opened.

It is recommended that a procedure be established to place the water injection control switch in the "Stop and Drain" position for a short period before each flight that is not scheduled for a water injection take-off. This action will drain any water which has accumulated in the lines since the last flight and will prevent the damage described above.

2. Failure of Divider in Cabin Air Duct. In several cases the sheet metal divider in the throat of the cabin air "Y" duct where the air for the refrigeration unit branches off the hot air supply line has been found broken loose. The divider can fail in such a manner as to completely close off either side of the "Y" duct. If the divider breaks up when it has been torn loose, parts of it may be found in the refrigeration unit or other cabin air conditioning system components.

The replacement "Y" ducts received have an improved welded installation of the divider and it is believed that this will eliminate the problem encountered.

VI. MAINTENANCE-ENGINEERING DIFFICULTIES ENCOUNTERED:

1. Corrosion From Use of External ATO. The Contractor has encountered extensive corrosion on the aft sections of test airplanes after flight and static firing of external ATO when using either 14AS-1000 or 15KS-1000 type ATO bottles. The residue from the ATO exhaust causes the damage to the airplane. This residue is potassium chloride from 14AS-1000 bottles and hydrochloric acid from 15AS-1000 bottles. The Contractor has recommended that a technical order be published to prescribe a special inspection of the airplane for this corrosion immediately after a flight on which external ATO utilizing 14AS-1000 or 15KS-1000 type ATO bottles was used, and a special recurring inspection at seven day intervals subsequent to the last firing of these bottles.

The suggested inspection would consist of examining the aft portion of the airplane for possible corrosion damage and cleaning any affected parts found. Special attention is called to the control cables aft of station 1024. It is recommended that the control cables be covered with a light coat of MIL-G-7187 grease.

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2. Location of Engine EGT Tabs. The Contractor has discovered that by correctly locating the tabs around the periphery of the engine tail pipe shorter takeoff distances may be obtained. The suggested system for locating the tabs is to place tabs symmetrically about the vertical center line of the engine and at the top of the periphery. The only exception to this system for locating the tabs is to place two tabs on the inboard side of number two and number five engines and two tabs on the outboard side of number three and number four engines. This action is to protect the engine inter-nacelle fairing between the engine tail pipes of the inboard nacelle from damage by the hot air blast.

No definite figures on the amount of reduction in takeoff distances will be released until the calculated data thus far used is substantiated by flight tests; however, it is believed that the increased performance will be of sufficient magnitude to justify relocation of the tabs.

3. Cable Assembly, Mark IV Life Raft. During the installation of the Mark IV life raft at another activity, it was observed that the swaged ball terminal on the end of the 9-47888-506 release cable would jam in the valve head of the CO_2 bottle. This would cause the CO_2 bottle to fail to discharge, and the raft would not be released from the airplane. The proper cable for this installation is P/N 9-47888-507. This cable differs from the -506 cable in that the swaged terminal which engages in the release valve head incorporates a shank on the ball terminal, whereas, the -506 employs a plain ball terminal. The improved configuration of the -507 release cable serves to eliminate the possibility of its jamming the valve actuator when the cable is pulled. It is recommended that the airplanes with Mark IV life raft installations be inspected for this discrepancy when the next life raft installation is made.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Airspeed Restriction With Wing Tanks Not Full. The Contractor has determined by model tests and actual flight tests that a flutter condition exists on the B-47 airplane when operated at certain speeds and at certain airplane gross weights with external wing tanks installed but not full. To avoid the potentially hazardous flutter conditions which could jeopardize the safety of the airplane and its occupants, the Contractor has initiated a change for the maximum recommended air speeds. The Contractor has also recommended that a flight safety

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supplement to applicable flight handbooks be submitted to reflect this additional speed restriction. The following air speeds have been established by the Contractor as the maximum speed conditions with wing tanks installed but not full. For airplanes with gross weights from 140,000 to 180,000 pounds the maximum safe speed is 390 knots or Mach .85. For airplanes with gross weights of 180,000 pounds or more the maximum safe speed is 370 knots or Mach .80.

It is realized that these conditions will not likely be encountered as long as the current speed restriction is in effect. However, it is recommended that the above figures be kept in mind when the current restriction is removed.

2. Performance Data for Airplanes With Wing Tanks Installed. Here-to-fore, performance figures for most climb data with wing tanks installed have been taken from "no wing tanks" charts. However, the Contractor recently prepared all the climb charts normally used with data obtained from flight test airplanes with wing tanks installed. These charts will be published in the near future in the applicable flight handbooks. However, in the interim, an advance copy of the charts described above have been furnished to the Wing Standardization Board from this office for informational purposes.

3. Bomb Door Damage From Use of EBR Handle. The Contractor has informed this office that the flight handbooks for the B-47 are to be revised to explain the proper use of the emergency bomb release handle. The purpose of this revision is to prevent damage to the bomb doors by dropping bombs with the EBR handle on the doors while closed and latched.

The procedure by which this damage can occur is to release the bomb with the EBR handle with the "K" system on and the bomb door and release control switch in the "K-2 Auto" position. Whenever the "K" system is operating there is a constant door-close signal given until the release cycle is started. When the bomb door and release control switch is in the "K-2 Auto" position, this signal is transmitted to the bomb door control circuit. There is no electrical relationship between the EBR system and the hydraulic door control system, "K" system, or the actual door actuators. Therefore, when the EBR handle is pulled the doors are not free to open for the bomb drop. The EBR handle unlatches the doors before the bomb is dropped but the close signal from the "K" system closes and latches the doors before the bomb is released.

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The Contractor has recommended that no attempt be made to use the normal pneumatic release if the low pressure warning light is illuminated. The procedure recommended by the Contractor under these conditions is to place the bomb door and release control switch in the "Manual" position, open the bomb doors with the alternate bomb door control switch, and release the bomb by pulling the EBR handle.

It is believed that if the above procedure is followed each time the EBR handle is used that no damage to the airplane will result.

If complete electrical or hydraulic system failure exists it will be impossible to open the doors with the door control system. Under these conditions it may be necessary to pull the EBR handle without opening the doors.

VIII. SPECIAL DEVELOPMENTS:

1. Takeoff Data With Water Injection Failure. The question has arisen on this activity as to how takeoff performance can be determined if the water injection system fails on one or two engines during takeoff roll. No performance charts exist to directly cover this condition but the information can be obtained by interpolation between the applicable water injection chart and dry chart.

An example of how this procedure may be used is that two-thirds of the normal saving in takeoff distance with water injection can be expected if the water injection system fails on two engines.

E. J. Hill

E. J. Hill
Technical Representative
Boeing Airplane Company

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May 2, 1955

Contractor: Boeing Airplane Company
P. O. Box 3107
Seattle 14, Washington

SUBJECT: Monthly Technical Report, RCS: 3-AMC-U19, For The Month Ending 30 April 1955.

TO: Commander
93D Bombardment Wing (H)
Castle Air Force Base, California

1. Following is Technical Report for month ending 30 April 1955, submitted in accordance with AFR 66-18 and SAC Regulation 66-4.

I. SUBMITTED BY: Walter J. Hansen

II. EQUIPMENT: KC-97 Type Airplanes

III. TRAINING ACTIVITIES:

1. The following resume' of training conducted during the month is submitted in accordance with 15th Air Force Message DM6BC39812, Dated 17 May 1954.

	Hot Weather Operation	Cold Weather Operation	Turbo Control System	Propeller Control System
No. Airmen Trained	161	161	48	21
AFSC	(36) 1234	(36) 1234	(22) 1234	(6) 43171
	(20) 43271	(20) 43271	(26) 43271	(3) 43151
	(20) 43159	(20) 43159		(1) 42370
	(1) 4324	(1) 4324		(3) 42350
	(25) 43171	(25) 43171		(5) 42330
	(24) 43151	(24) 43151		(3) 43131
	(35) 43131	(35) 43131		
No. Instructor Hrs.	6	6	8	18
No. Student Hours	322	322	96	65
Type of Training				
Fundamentals	X	X	X	
Advanced			X	X
Cross Training				X
Informal Classrm.	X	X	X	
Formal Class room				X
On Job Training				

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	Hydraulic Test Stand Operation	Control Surface Rigging	A/R Electrical	Fuel Systems
No. Airmen Trained	11	7	15	40
AFSC	(3) 43171	(2) 43171	(3) 43179	(4) 43171
	(4) 43151	(1) 43151	(6) 43159	(6) 43151
	(3) 43131	(4) 43131	(6) 42559	(4) 43131
	(1) 43159			(12) 1234
				(14) 43271
Instructor Hours	24	48	12	20
No Student Hours	112	160	64	160
Type of Training				
Fundamentals	X	X		
Advanced		X	X	X
Cross Training				
Informal Classrm.			X	X
Formal Classroom				
On Job Training	X	X	X	X

2. In addition to the above noted training, daily assistance is given to maintenance and operations administrative personnel to aid in resolving problems involving KC-97 airplanes.

IV. UTILIZATION:

1. The undersigned is occupied with supplying technical assistance to the 90th and 93rd Air Refueling Squadrons. Appreciable assistance is given to the other 93rd Bombardment Wing (H) sections which support the KC-97 airplane. In addition, the undersigned provides a liaison between the using activity and the airframe manufacturer which allows mutual benefits throug expedited solutions to maintenance engineering, design, and operational problems thereby promoting increased utilization of the concerned airplanes.

2. It is estimated that the services of a KC-97 Boeing Field Service Engineer with the 93rd Bombardment Wing (H) can be terminated on or about 30 June 1955. This is in accordance with existing SAC policy.

V. EQUIPMENT MALFUNCTIONS:

1. Equipment malfunctions during the past month have been of a routine nature and have been covered in previous months reports. The most prevelent problem was found in failure of boom chock support bolts. This problem is being resolved concurrently through TOC and close inspection of unmodified airplanes.

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VI. MAINTENANCE ENGINEERING DIFFICULTIES ENCOUNTERED

1. Aerial Refueling Fuel Flow and Totalizer System Trouble Shooting: During the past month, three airplanes have been particularly troublesome with regard to proper operation of the fuel flow system. In assisting the boom shop personnel with trouble shooting this system, their requirement was made known for a comprehensive trouble shooting chart which would quickly point out an offending unit for a given type of malfunction. Due to the systems' electrical configuration such a trouble shooting chart is prohibitive. If after proper system calibration and transmitter bleeding, a malfunction remains, the most expeditious manner of trouble shooting is the removal and replacement of components with known serviceable units. Reference to Boeing Field Service News articles in issues 154 and 174 makes an excellent supplement to the present handbook material to aid in understanding the fuel flow and totalizer system.

2. Aerial Refueling Fuel Tank Damage: During the course of loading operations accompanying deployments and during normal entry and egress from the airplane a certain degree of deck tank damage is incurred through scratches and dents from parachute harness, tools, baggage and cargo. In general this damage can be considered normal fair wear and tear and within tolerances. However, the majority of damage occurs to end domes of the tanks and these end domes are the most critical areas. Therefore, it is recommended that a careful inspection be maintained to insure that damage which does exceed the placarded values is corrected. Proper pressure testing of all reworked tanks should also be accomplished to insure retention of structural integrity for withstanding pressurization loads.

3. Propeller System Malfunctions: This activity has experienced a number of propeller system malfunctions during the month. One airplane had a propeller which would go forward of the low pitch stop levers upon retarding power from 60 inches MAP. The propeller would then govern at take-off RPM as throttle was retarded instead of having the RPM fall off with the MAP. At approximately 20 inches MAP the RPM would surge and the blades assume a negative pitch angle. Extensive trouble shooting of the propeller was accomplished with no corrective results. Airplane wiring was found to be functioning properly so the propeller assembly was changed. This corrected the condition. Prior to propeller assembly change the low pitch stop lever assembly, the integral oil control, and a new low pressure relief valve were installed with run-ups between each change. Actual cause of the malfunction was never established. It is the opinion of this representative that the low pressure relief valve was being backed up without benefit of the decrease pitch solenoid being energized. Two airplanes were found with broken and shorted leads which resulted in feathering and reversing control problems. A fourth airplane is experiencing

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excessive RPM surge on two engines during unreversing only. Reversing, feathering and unfeathering sequences are normal. Internal leakage and carburetor throttle opening were suspected and isolated, with negative results. Dump valve settings were also checked. At this writing this airplane is still under study toward correcting this squawk.

4. Control System Rigging: Assistance was given on several control system discrepancies, the most noteworthy being as follows: One writeup of a cocked control wheel in trimmed flight was reported and corrected by repositioning the ailerons with control wheel neutral within the allowable ½ inch displacement limit. An elevator trim discrepancy was corrected by adjustment of the wing flap operated trim tab. It was noted that a misinterpretation of the left hand elevator trim tab setting was occurring and insufficient adjustment being set in at installation. Several squawks on poor aileron feel (sloppy control) and light aileron buffet were corrected by lessening aileron tab droop and fairing in the external drop tank support strut at the wing. Another instance of an aircraft buffeting at climb speed was reported. This was corrected by tightening the leading edge gap seals thus improving air flow over the wing.

VII. OPERATIONAL DIFFICULTIES ENCOUNTERED:

1. Weight and Balance Problem: An operational problem occurred during the month concerning fuel distribution in the deck tanks of the KC-97 airplanes. The weight and balance slide rule for the airplane depends upon equal fuel distribution between forward and aft deck tanks. A mission flown called for a wide variance between forward and aft tanks during intervals which resulted in peculiar attitudes of flight. Flight crews were briefed subsequent to the mission on means for calculating CG under all fuel distribution conditions.

2. Cargo Door Opening Incident: One KC-97G airplane sustained fuselage and cargo door damage when the upper forward cargo door opened on the take-off roll. The forward entry door had a known malfunction so the door open warning light caused no concern to the crew prior to the take off roll. Apparently the upper forward cargo door had not been latched as no damage to the locking mechanism was noted. The upper forward cargo door should be an item of special preflight notice especially during warmer weather and on the KC-97F airplanes where special procedures are required for opening and closing the door.

VIII. SUPPLY PROBLEMS PRECLUDING EFFECTIVE MAINTENANCE ENGINEERING PERFORMANCE:

1. At the request of higher headquarters, no comments are included under this heading.

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IX. SPECIAL DEVELOPMENTS:

1. Rich Engine Operation: The contractor advises that the following procedures should be followed when rich engine operation is encountered as previously reported in Technical Report dated 2 April 1955.

a. In conditions of blowing snow, conduct all operation in sheltered air; this includes propeller reversal on landing.

b. Use sheltered air for take-off in visible moisture conditions even when resulting OAT is in the freezing range. Get turbo "on" and preheat as soon as possible after first power reduction.

c. Drain fuel strainers and tank sumps daily.

d. Thoroughly preheat engine accessory section with particular attention to fuel flowmeter, solenoids, fuel feed valve and carburetor.

e. Consider use of turbo to raise OAT during long periods of pre-takeoff engine operation to clear and dry carburetor metering elements.

2. Escape Hatch Release: Technical Report dated 2 March 1955 relates a problem of escape hatches freezing in a closed position. Contractor advises that MCR 252 has been initiated to revise the release mechanism on the escape hatches to allow opening of the hatches during cold weather. This change was installed on airplane 53-156 with retrofit proposed.

3. Elevator Interchangeability: Technical Report dated 2 April 1955 described an elevator installation discrepancy where one elevator was 11/16 inches out of alignment when the opposite elevator faired with the horizontal stabilizer. Contractor advises that 1 degree or 5/8 inches of variation in elevator alignment as measured at the elevator trailing edge is allowable. If the airplane trims normally with no sacrifice of performance this small amount of misalignment is acceptable.

4. Flight Performance Problem, KC-97G 52-2630: This airplane was sent to depot in October as noted in Technical Report dated 1 November 1954. The airplane has been returned to this station with difficulties corrected. A statement of work accomplished to improve the flight characteristics has not been received. However, it is understood that elevators were replaced. The crew which picked up the airplane from depot advises that at the ferry gross weight no discrepancies were noted.

X. GENERAL REMARKS:

None.

Walter J. Hansen
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Boeing Airplane Company

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841		Dec/54	1			S	
978		" "	2			SRD	
984		" "	3			S	
1023		Jan/55	1			S	
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