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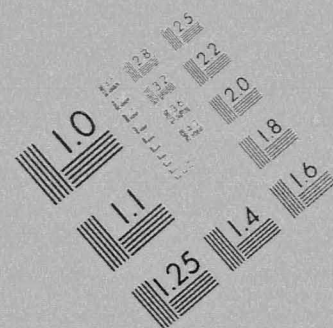
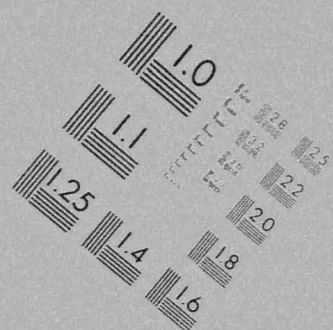
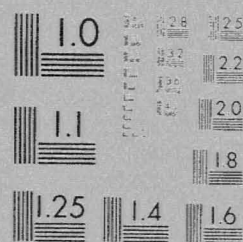
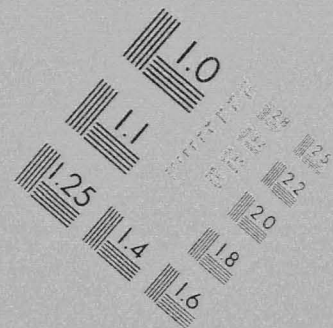
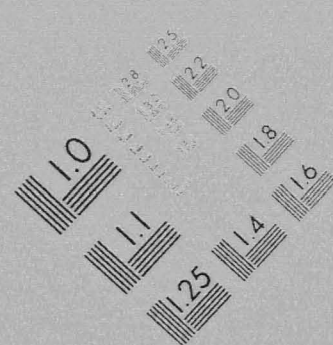
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0005

SECRET

12 Sept 1955
H. A. Smith

HISTORY
OF THE
BOISE AIRWING, MINNAPOLIS
BARTSDALE AIR FORCE BASE, LOUISIANA
1 June 1945 - 31 July 1945
(TOP SECRET MINIDIA)

WRITTEN BY:

Jack W. Frier

JACK W. FRIER
2NDLT, AVUS
Historical Officer

APPROVED BY:

Everett W. Holstrom

EVERETT W. HOLSTROM
COLONEL, USAF
Commander

STRATEGIC AIR COM AND
SECOND AIR FORCE
FOURTH AIR DIVISION

SECRET

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History, 301st Bombardment Wing (K)
(June 1955 - July 1955)

AWP Flyaway Kits - Current AWP planning requires one 22 Air Refueling Squadron to be in place thru normal rotation at Goose Air Base at all times. Each Air Refueling Squadron will be composed of 22 aircraft and will have a 20 aircraft flyaway kit in their possession which has been deployed from their home station. Theoretically, this in effect places a pre-positioned fly-away kit for 20 KC-97 aircraft at Goose Air Base for E-I purposes. Under the concept of AWC Ops Order 28-51, Project "Bir Seven", these flyaway kits receive first priority from AWC for re-supply and replenishment while in the NEAC area. This project has been highly successful during recent Air Refueling Squadron rotation in NEAC and is intended to eliminate the necessity for any pre-positioned flyaway kits. Flyaway kits under AWP of Project "Bir Seven" are the prime source of supply.¹

OPERATION "AIR BLAST" - Special Penetration Tactics - A complete version of the special penetration tactics is included in Exhibit 1 of this Top Secret Appendix to the June and July 1955 history.²

1. VB-5-25, AWC Ops Order 28-51, COMBAT 3 to COMBIDIV 4, RDI 3-1964, Filed in DM Section of 301st Bomb Wing.
2. Special Penetration Tactics Report, Part of Final Mission Report on Mission Air Blast, Exhibit 1.

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 AUTH: CO 301st Bm Wg
 NAME: J H Still
 DATE: 5 2 19 75

VI - SPECIAL PENETRATION TACTICS:

Special penetration tactics outlined in Second Air Force message DCOOP 55-159 (Top Secret) were executed as briefed with only minor deviations.

Diversionary forces BRAVO and COCA, flying tight tactical formation, arrived at H-Hour approximately 10 - 15 minutes early. Between H-Hour and the fan point, aircraft obtained 1,000 feet vertical separation with the high man at 40,000 feet, and accelerated to .76 Mach. Individual routes from the fan point were flown as briefed with minimum fighter affiliation. Only one CF-100 was reported by each force although heavy contrails existed at all levels of flight from 36,000 to 40,000 feet.

The two main penetration forces, ALFA and DELTA, arrived at the H-Hour points at specified times. Tight tactical formation was flown for 150 miles prior to reaching the H-Hour point and climb was initiated immediately after passing this point. ALFA force began random weaving tactics, and DELTA force the planned criss-cross tactics, at the "start tactics" point.

Both forces reported heavy fighter attacks during the tactics procedures. Heavy contrails aided the fighters in making their attacks and the B-47s in sighting their approach. Interceptors were predominately F-86s and crew interrogation indicated both GCI and visual attacks.

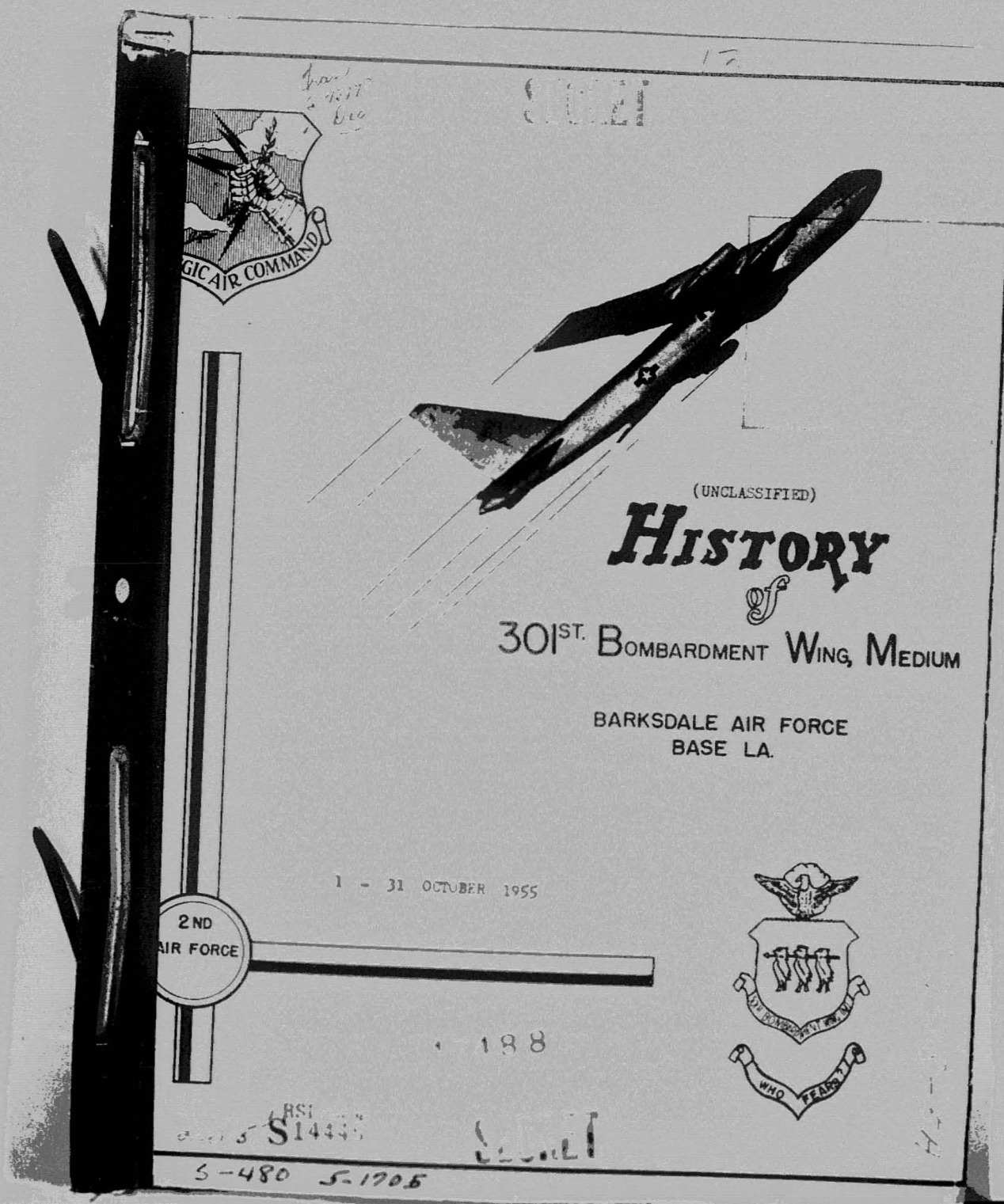
Crews reported no difficulty in executing briefed tactics but did comment on force separation due to the slower acceleration rates of aircraft at or near maximum altitude as compared with those near optimum altitude.

This document is classified "Secret" and is to be controlled in accordance with the provisions of the Arms Control and Disarmament Act, 1948, as amended, and Executive Order 11652, 1956, and Executive Order 11652, 1956, and Executive Order 11652, 1956.

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Corley
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Jack W. Hall

Ernest W. Holstrom

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

ROSTER OF KEY PERSONNEL
(As of 31 October 1955)

Commander	Colonel Everett W. Holstrom
Deputy Commander	Colonel Kenneth S. Steele
Director of Operations	Colonel Charles D. Lewis
Director of Materiel	Colonel Robert M. Borders III
Director of Personnel	Major Sidney L. Neal, Jr.
Chief of Plans, Division	Lt Colonel Elmer T. Marshbarger
Chief of Maintenance	Lt Colonel Ellsworth A. Powell
Chief of Intelligence	Lt Colonel George E. Stillson, Jr.
Comptroller	Major Gerald W. Shirey
Adjutant	Major Curtis C. Corley
Chief Bombardment Division	Lt Colonel T. Battalio
Logistics Officer	Major Mac C. Hemphill
Chief Target Intelligence Branch	Major William P. Quiskey
Commander, Headquarters Squadron	Major Edward P. Bowman
Commander, 32 BOMRON	Lt Colonel Donald H. Merten
Commander, 352 BOMRON	Lt Colonel Dayton R. Taylor
Commander, 353 BOMRON	Major William R. Goade
Commander, 301 ARS	Lt Colonel Alann A. Lathan
Commander, 301 A&ERON	Major William H. Charlton
Commander, 301 FMS	Major Charles D. Huckleberry

History, 301st Bombardment Wing (M),
(1 - 31 October 1955)

ROSTER OF KEY PERSONNEL (Con't)
(As of 31 October 1955)

Commander, 301st BMS	Major Rupert E. Lawrence
Commander, 301st Tactical Hospital	Major Roy R. Patterson
Chief of Nursing Service	Lt Colonel Edith M. Patient
Director of Safety	Major Briskill R. Horton
Chief of Communications and Electronics Division	Major James S. Humphrey, Jr.
Chief of Predictions and Targets Branch	Major Ernest W. Liverman
Deputy Director of Operations	Lt Colonel William P. Colson
Assistant Chief of Intelligence Div/ Reports and Analysis Officer	Major Lincoln D. Relyea
Personnel Officer	Unoccupied at Present Time
Special Weapons Officer	Lt Enoch H. Edgerton
Gunnery Officer	Major Robert R. Hoskins
Munitions Officer	Lt Alan P. Seligsohn
OIC K-System, Automatic Pilot, & Weapons Release Officer	Lt Emil W. Pesature, Jr.
OIC Malfunction and Data Collection Analysis	Lt Joseph M. Brown
	Captain Carlos R. Scott

History, 801st Bombardment Wing (L)
(1 - 31 October 1953)

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APPENDIX

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Quest or Plans - Identical copies taken from R.R. #395, succeeded
Identical copies of Quest, 1, 10001, 1982A, 2, under no plans.

It Colonel Loeffel was transferred to Wilkes-Barre, Penna.

1. DIA 100, 1-30-54 (CON 100), 24 September 1955, Exhibit 3.
Photograph of Col Charles O. Leide, Exhibit 3.
2. DIA 100, 1-30-54 (CON 100), 26 September 1955, Exhibit 4.
Photograph of Lt Colonel William L. Coleman, Exhibit 3.
3. DIA 100, 1-30-54 (CON 100), 26 September 1955, Exhibit 1.
Photograph of Colonel Robert H. Hopkins III, Exhibit 4.
4. DIA 100, 1-30-54 (CON 100), 7 October 1955, Exhibit 5.
Photograph of Lt Colonel Elmer T. Marshburn, Exhibit 5.
5. DIA 113, 1-30-54 (CON 100), 21 Octoer 1955, Exhibit 7.

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History, 301st Bombardment Wing
(1 - 31 October 1955)

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CHAPTER II

PERSONNEL

TOTAL ASSIGNED STRENGTH - The assigned officer strength as of 30 September 1955 was 399¹ with a listing of 400 assigned officers as of 31 October 1955² according to the statistical services semi-monthly strength report. The assigned airmen strength was 1,711 as of 30 September 1955³ with a listing of 1,572 assigned airmen as of 31 October 1955⁴ according to the statistical services semi-monthly strength report. This is a decrease in assigned strength of 139 airmen. Most of these airmen were lost from three squadrons. The Headquarters Squadron lost 32 airmen, 301st Armament and Electronics Squadron lost 31 airmen, and the 301st Field Maintenance Squadron lost 50 airmen.⁵ Practically all of these airmen were transferred to Abilene AFB, Texas with the 341st Bombardment Wing Cadre.⁶

AUTHORIZED STRENGTH - The authorized strength for officers was decreased during the period of this history from 462 to 428.⁷ This decrease of 34 officers was due to loss of authorization for the

-
1. Exhibit 11 of September 1955 History.
 2. Semi-Monthly Strength Rept-period ending 31 October 1955, Exhibit 11.
 3. Exhibit 11 of September 1955 History.
 4. Semi-Monthly Strength Rept-period ending 31 Oct 1955, Exhibit 11.
 5. IBID.
 6. FARLEY, Daniel, W/O, Interviewed by 2NDLT Jack W. Grier, 21 Nov 1955.
 7. Semi-Monthly Strength Rept-period ending 31 Oct 1955, Exhibit 11.

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

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341st Bomb Wing Cadre.⁸ The authorized airmen strength as of 30 September was 1,758.⁹ The authorized number of airmen as of 31 October 1955 was decreased to 1,615.¹⁰ This decrease in airmen was also due to loss of authorization for the 341st Bomb Wing Cadre.¹¹

RELATIONSHIP OF ASSIGNED TO AUTHORIZED PERSONNEL - As of 30 September 1955, this command was short 50 officers.¹² As of 31 October 1955 this shortage was decreased to 28 officers.¹³ This was due to the decrease in authorized officers in connection with the 341st Bomb Wing Cadre.

RE-ENLISTMENTS - During the month of October 1955, a total of 72 airmen were discharged from this Wing who were eligible to re-enlist. Forty-six or 64% of such eligible airmen accomplished re-enlistment during that period.¹⁴ This is almost the same as the rate of re-enlistment for the month of September.

PERSONNEL SHORTAGES - The continued losses of effective assigned personnel with no replacements have reduced the effective assigned personnel to the critical point in some fields. The 702_0 (clerks) field and the 732_0 and 733_0 (Personnel Specialists) field are both

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8. FARLEY, Daniel, W/O, Interviewed by 2NDLT Jack W. Grier, 21 Nov 55.
 9. Exhibit of 11 of September 1955, History.
 10. Semi-Monthly Strength Rept-Period ending 31 Oct 1955, Exhibit 11.
 11. FARLEY, Daniel, W/O, Interviewed by 2NDLT Jack W. Grier, 21 Nov 55.
 12. Exhibit 11 of September 1955 History.
 13. Semi-Monthly Strength Rept-Period ending 31 October 1955, Exhibit 11.
 14. SHIREY, Gerald W., Major, Interviewed by 2NDLT Jack W. Grier, Historical Officer, 29 November 1955.

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 (1 - 31 October 1955)

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critically short. The clerks field is only 36% manned and the personnel specialist field is 51% manned.

The 321_OE (K-System Mechanics) field is 143% manned but is only 53% manned at the supervisory level. Radio Repairmen (301_0) are needed also. This Wing is 66% manned in the radio repair field. Supervisory level manning has dropped to 69% in the 431_1E (B-47 APG Mechanics) field. We are 74% manned in the Reciprocating Engine Mechanic (432_1) field. The personnel equipment (922_0) field is only 53% manned.¹⁵

The mal-assignment of personnel to the 301st Field Maintenance Squadron in the Apprentice Jet Engine Mechanic category has caused the entire Wing hardship. These personnel must be assigned duties in the Jet Engine facilities of this Wing if existing regulations are followed. The number of these mechanics prohibits this assignment on a 100% basis, because existing facilities in the Jet Engine Section and trained supervisors are inadequate to train the large overage of semi-skilled personnel assigned. Extremely critical shortages in Reciprocating Engine Mechanics and Ground Power Mechanics has forced the temporary assignment of Jet Engine Mechanics in both of these sections. The Chief of Maintenance and the Commander of the 301st

15. Listing of Personnel shortages of the 301st Bombardment Wing prepared by Major Sidney L. Neal.

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

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Field Maintenance Squadron, with regard to existing regulations, must utilize these people to support the workload of sections which are not adequately manned.¹⁶

Due to a critical shortage of personnel in the 301st Field Maintenance Squadron paint shop, all painting of aircraft in the 3rd SS Squadron and Base Flight sections will have to be accomplished by personnel assigned those organizations until adequate personnel are assigned.¹⁷

The Air Refueling Squadron lost another experienced observer to observer upgrading school. In addition to being a highly qualified KC-97 Observer, this officer was also the Squadron Staff Observer. The continued loss of experienced observers adversely affects the Squadrons' ability to perform its mission. The Squadron is critically short of qualified assistant boom operators. The Squadron presently has thirteen qualified assistant boom operators and eleven unqualified assistant boom operators. This shortage was brought about by the unusually large number of discharges during September and October.¹⁸

In an interview with the 301st Bomb Wing Director of Personnel he informed the historian that Fourth Air Division is continually notified of the 301st Bomb Wing critical personnel shortages and their areas so that these shortages may be alleviated.

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- 16. Hq 4ADIV Letter, Subject - Inspection of Power Plant Section, 301st FMS, Exhibit 12.
 - 17. Letter from 301st DMM - Painting of Aircraft, 19 Oct. 55, Exhibit 13.
 - 18. 301st ARS Commanders' Remarks, 1 November 1955, Exhibit 14.

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]

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4. QUESTION: Do you feel that present escape and evasion training required is adequate, inadequate or exorbitant to prepare a crew member to meet any survival and escape situation arising from a combat condition?

ANSWER: One crew member thought that survival was stressed to much, however he thought the communications problem was good. Another crew member said that the training was not sufficient for a crew member to obtain the necessary know how for either evasion or escape. One person thought an oral briefing or actual experience was needed. Another thought the training was adequate.⁵

The Wing Historical Officer accompanied the B-47 crew of Captain Nelson on this exercise. Our downed site was Bastrop, Louisiana. We set up the radio antenna and equipment the afternoon of the 9th of October. At 10000Z we started sending on frequency 4357.5. At 0343Z we made initial contact on the 5810 frequency with 5320 monitor station. We were told to call back at 110335Z. To make our initial contact we had to move our antenna 10 degrees to the right.

At 110335Z we failed to make contact on the 5810 frequency. At 0430Z we made contact with 5320 on 4357 frequency. He kept repeating the message telling us to send our message. They thought it was our

5. Questionnaire Critiques of "COTTON PATCH" IV", filed with 2AF Hq.

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

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initial contact. After we convinced them it was our second contact they called the other monitor station. They called us later and gave us our ETA pickup message. Our pickup time was set at 112200Z. The runway markers were put in place but the rescue plane did not arrive. That evening at 0035Z we made radio contact on frequency 5810 and later on 4357 with 532D. We received another ETA pickup message for 122200Z. The end of transmission was at 0725Z. The rescue plane failed to show up a second time. Again we made radio contact with 532D on frequency 5810. Our ETA pickup message was for 142200Z.

At 142200Z the rescue aircraft arrived, picked us up, and transported us to MacDill AFB, Florida for de-briefing. During interrogation the following information was exchanged: The readability of the monitor station was good to unreadable. The airplane touched down on the runway identifiers with a 1,000 foot roll. The aircraft was on the ground approximately 4 minutes. Take-off was jato assisted using 1,000 feet of the sod runway for take-off. The URC 4 radios worked good and there were no security violations.

Submitted in accordance with 2AF Ops Order 136-55 are the following crew comments in regard to participation in Cotton Patch IV. In Cotton Patch exercises I thru IV the 301st Bomb Wing has furnished 11 of 16 crews required from 4th Air Division. In all exercises a 301st Bombardment Wing crew has been the first to establish and complete

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

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the communications cycle and in three out of four, the first to be picked up.

The following conclusions are drawn from all previous participation. The exercise at present is unrealistic in that exact coordinates of crew locations are furnished the rescue aircraft. These will probably not be known by combat crewmen in wartime to less than 20 minutes of latitude and longitude. Evacuations are made from civilian airfields of not less than 2,800 feet of prepared sod.

A B-47 crew utilizing the hand crank AN/GNR 9 or 11 generator cannot maintain radio contact for extended periods of time. Combat crew potential and training time up to 18 man days per crew is absorbed while gaining credit for two hours of block training plus a three day annual survival course refresher. Despite the fact that all pickup sites are within 110 miles of the base, crews are evacuated to the rescue station up to 900 miles distant, from which further air transportation must be provided to return crews to duty. In each instance to date this has required two days. B-47 crews are committed to five to seven hour navigational flights at low level after pickup which is neither required for motivation or training. Only one crew has an opportunity to witness ground procedures of rescue aircraft landing and taking off.

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History, 301st Bombardment Wing (M)
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The following recommendations are therefore made: That B-47 crews selected to participate in Cotton Patch Exercises be assigned to block training for a period of one week. During this time, and additionally to other block training subjects, the crews will complete the communications cycle from the base survival training area. Pickup demonstration should then be made from a sod strip selected on the base where other crews can observe, an evaluation can be made of the selection, evaluation and preparation of the strip by the crew, and proper crash and fire equipment can be available.⁶

Photographs of "COTTON PATCH IV" are in Exhibit 16A, this History. The photographs show various activities of the downed crew members during Cotton Patch exercises.

301ST AIR REFUELING SQUADRON COMMANDERS' REMARKS - The squadron reported 116 sorties and 522 hours of flying time for the month of October. The average for each of the twenty three assigned crews was 22.7 hours flying time and five sorties.

The squadron consistently receives commitments from higher headquarters on very short notice. This adversely affects operational planning, causes hasty rescheduling, and forces the squadron to cancel air refueling support committed to lower echelons.⁷

6. Crew Comments on "COTTON PATCH IV" submitted by 301 DOI.

7. 301st ARS Commanders' Remarks, 1 November 1955, Exhibit 14.

History, 301st Bombardment Wing (M)
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WING COMMANDERS' REMARKS FOR OCTOBER - A total of 188:05 hours were flown during October performing missions ordered by higher headquarters. Runway construction at Barksdale prevented any B-47 take-offs or landings during the hours of 0700 until 1900 daily through 11 October 1955. Taxiways at Barksdale are under construction or repair and this causes excessive taxiing and makes take-off or landing at close intervals impossible due to only the center taxiway being open. Higher headquarters continues to levy commitments to the 301st Bomb Wing requiring aircraft and crews with insufficient notice for proper scheduling.⁸

8. 301st BOMWG(M) Commanders' Remarks for the month of October 1955, Exhibit 15.

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

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CHAPTER IV

MATERIEL

It has been requested that a Code 40 in the Field Maintenance Squadron be assigned Survival Equipment and Drag Chute Shop only. Another code should be assigned the Dope and Fabric Shop. The 301st Bomb Wing Being the parent wing is responsible for Base Flight and the 3rd Strategic Support Squadron. The bulk of the work in the Dope and Fabric Shop is for these two organizations. The number of people assigned the dope and fabric shop requires the shop to have a 15 day backlog.¹

An inspection of the 301st ARS unit supply revealed that sufficient supply personnel were not assigned to effectively operate the section during the period covered by the inspection; however, two additional supply men have been assigned to the organization and will report to the section for duty approximately 10 November 1955.²

During the month of September eight percent of the 301st Bomb Wings' B-47's were out of commission for parts. The AOCF rate for B-47's during the month of October was increased to one and one-tenths percent.

-
1. TWX, 301 DMM 12405 - Code Classification, 31 October 1955, Exhibit 16.
 2. 301 DMS Letter - Subject, Supply Inspection, 14 November 1955, Exhibit 17.

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

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The ADOP rate for KC-97 tankers of the 301st Air Refueling Squadron was three and six-tenths percent. This was increased during the month of October when six and two-tenths of the 301st ARS KC-97's were out of commission for parts.

A total of seven B-47 periodic inspections were completed during the month of September. There were a total of eight in the month of October. The average number of days B-47's were out of commission for periodic inspection increased over the month of August 1955. This was due in part to the runway being closed for several days and ships having to wait for test flights.³ Other cause was a delay in receiving necessary parts. There was a large decrease in number of days out of commission for periodic inspection for the month of October.⁴

There were three periodic inspections completed on KC-97 aircraft during the month of September 1955. The average time out of commission was less than the specified seven days.⁵ There were also three inspections in October. The average time out of commission for inspection increased for the month of October to six days per aircraft. The increase was largely due to one ship that was out a total of 20 days awaiting an oil sump and the large number of manhours involved to change it.⁶

-
- 3. Monthly Analysis of Maintenance for the month of September, Exhibit 18.
 - 4. Monthly Analysis of Maintenance for the month of October, Exhibit 19.
 - 5. Monthly Analysis of Maintenance for the month of September, Exhibit 18.
 - 6. Monthly Analysis of Maintenance for the month of October, Exhibit 19.

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During the month of September 1955 there were three ninety day inspections performed in accordance with SAC Manual 66-12. Organizations inspected were the 301st Periodic Maintenance Squadron, 353rd Bombardment Squadron and the 32nd Bombardment Squadron. These inspections were generally satisfactory with the 32nd Bomb Squadron showing exceptionally good maintenance of their ground support equipment.⁷

The supply problem seems to be a real draw back for getting high quality maintenance during periodic inspections. An influx of inexperienced personnel to replace personnel discharged and due for discharge is also showing its effects. The maintenance section has started to conduct lectures on all phases of maintenance as one means of overcoming this situation.

As a special project during the month of October was a scheduled ninety day technical inspection performed in the 301st Air Refueling Squadron and the 301st Field Maintenance Squadron. The inspections of these squadrons were generally satisfactory. Improvements in overall maintenance of stands and ground support equipment was noted in the 301st Air Refueling Squadron. The general appearance and maintenance of individual shop equipment has shown considerable improvement since the previous inspection of the 301st Field Maintenance Squadron.⁸

7. Monthly Analysis of Maintenance for the month of September, Exhibit 18.

8. Monthly Analysis of Maintenance for the month of October, Exhibit 19.

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

INDEX OF EXHIBITS

1. PAM 88, Hq 301st BOMWG(M), 26 September 1955.
2. Photograph of Colonel Charles D. Lewis.
3. Photograph of Lt Colonel William B. Colson.
4. Photograph of Colonel Robert H. Borders III.
5. PAM 100, Hq 301st BOMWG(M), 7 October 1955.
6. Photograph of Lt Colonel Elmer T. Harshbarger.
7. PAM 113, Hq 301st BOMWG(M), 21 October 1955.
8. Regulation No. 67-1, Hq 301st BOMWG(M), 10 October 1955.
9. Hq 301st BOMWG(M) Letter, 301A, Subject - Duty Hours, 28 September 1955.
10. Hq 301st BOMWG(M) Letter, 3-1A, Subject - Duty Hours, 12 October 1955.
11. Semi-Monthly Strength Rept - period ending 31 October 1955.
12. Hq 4ADIV Letter, Subject - Inspection of Power Plant Section, 301st FMS.
13. Letter from 301st DMM - Painting of Aircraft, 19 October 1955.
14. 301st ARS Commanders' Remarks, 1 November 1955.
15. 301st BOMWG(M) Commanders' Remarks for the month of October 1955.
- 16A. Photographs of Exercise "COTTON PATCH" IV.
16. TAY, 301 DMM 12405 - Code Classification, 31 October 1955.
17. 301st DMS Letter - Subject, Supply Inspection, 14 Nov 55.
18. Monthly Analysis of Maintenance for the month of September.
19. Monthly Analysis of Maintenance for the month of October.

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT I

PAM 88, Hq 301st BOMWG(M), 26 September 1955

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HEADQUARTERS
301ST BOMBARDMENT WING, "BEBIUM" (SAC)
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUM
(SAC)

26 September 1955

1. 2NDLT MARVIN J POLIQUIN, A03057694, 301ABof Sq, SAC, this sta, is assg'dy as Plt not on CC, dy AFSC 12310, eff this date. Functional acct code is 27000.
2. MAJ DANIEL F DYNE JR, 16043A, 301FldMaintRm, SAC, this sta, is assg'dy as Maint Supv, dy AFSC 4344, eff this date. Functional acct code is 62010.
3. CWO (M-3) ROBERT H HUBSCH, AF2104163, 301FldMaintRm, SAC, this sta, is assg'dy as Acft Maint Off, Maint Supv Div, dy AFSC 43100, eff this date. Functional acct code is 82010.
4. COL ROBERT H BORDERS III, 23892A, this hq, SAC, this sta, is assg'dy as Dir of Mat, dy AFSC 00410, vice LTCOL WILLIARD L GARDY, 6161A, rel'd, eff 1 Oct 55. Functional acct code is 35000.
5. COL CHARLES D LEWIS, 7706A, this hq, SAC, this sta, is assg'dy as Dir of Oprs, dy AFSC 00310, vice LTCOL WILLIAM B COLSON, 7778A, rel'd, eff 1 Oct 55. Functional acct code is 27000.
6. LTCOL WILLIAM B COLSON, 7778A, this hq, SAC, this sta, is assg'dy as Dep Dir of Oprs, dy AFSC 1416, vice LTCOL DANIEL L SANCHEZ, 10661A, rel'd, eff 1 Oct 55. No change in functional acct code.
7. CAPT CARL HINTZE JR, A0764309, 301FldMaintRm, SAC, this sta, is rel'd fr dy as CIO Power Plant Br & assg'dy as CIO Fabrication Br, dy AFSC 8611, vice CAPT PETER C JOHNSON, 20000A, rel'd, eff 20 Sep 55. Functional acct code is 80210.
8. CAPT WILLIAM I LUTHER, 16227A, 301FldMaintRm, SAC, this sta, is assg'dy as CIO Power Plant Br, dy AFSC 4344, eff 20 Sep 55. No change in functional acct code.
9. The dy AFSC of CAPT ROBERT W GILLESPIE, A0665309, 301ArntElectMaint Rm, SAC, this sta, is changed fr 3231 to 3234, eff 21 Sep 55.
10. The dy AFSC of LTCOL CHARLES L LOWELL, 13298A, this hq, SAC, this sta, is changed fr 1411 to 1416, eff 21 Sep 55.
11. The dy AFSC of CAPT GEORGE H CARGILL, A0909099, 32BomRm, SAC, this sta, is changed fr 1431V to 1435V, eff 21 Sep 55.
12. IAW par 44n, Chap 2, Sec IX, SAC Man 66-12, CAPT LAWRENCE F MYERS, A02101852, this hq, SAC, this sta, is assg'dy as Acft Distribution Off, eff this date.

PERMAN 86, Hq 301 Bomb Wg, Barksdale AFB, La, dated 26 Sep 55 (Cont'd)

13. IAW per 12b(1) a and b, AFM 36-1, as amnd, the prim AFSC 6421 of 1STLT ROBERT E HINGRY, AC3012522, 301FldMaintRon, SAC, this sta, is changed to 6424. Dy AFSC is changed fr 6421 to 6424, off this date.

14. IAW per 12b(1) a and b, AFM 36-1, as amnd, the prim AFSC of 1STLT FRANK W MARTIN, AC1905714, 32BomRon, SAC, this sta, is changed fr 2051 to 2054. Dy AFSC is changed to 2054, off this date.

15. IAW per 12b(1) a and b, AFM 36-1, as amnd, the 2AAFSO of CAPT WAYNE T JACKSON, AC590565, this hq, SAC, this sta, is changed fr 2041 to 2044 & is redesignated as prim AFSC. Old prim AFSC 7024 is delt IAW per 15a(1), AFM 36-1, as amnd. Dy AFSC is changed to 2044, off this date.

16. IAW per 15b(2), AFM 36-1, as amnd, the prim AFSC 1224P of the FTO, and inde, SAC, this sta, are delt. New prim AFSC 1231B are awd IAW per 13b(3)(c), AFM 36-1.

2NDLT ROBERT C BIGHAM
2NDLT BILLY M GERON

AC3057115
AC3057480

32BomRon
352BomRon

17. IAW per 2b, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the prim AFSC 1416 of MAJ HOWIS H OSS, 7141A, 32BomRon, SAC, this sta, is delt. 2AAFSO 1521B is redesignated as prim AFSC.

18. IAW per 2c, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the 2AAFSO 4341 of CAPT LLOYD F MEYER, 14536A, 32BomRon, SAC, this sta, is delt.

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIDNEY L REAL JR
Major, USAF
Director of Personnel

Handwritten signature: Daniel D Farley Jr
DANIEL D FARLEY JR
FC (G-1), USAF
Hq Pers Off

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History, 304th Bombardment Wing (H)
(1 - 31 October 1955)

2

EXHIBIT 2

Photograph of Colonel Charles D Lewis

0499



0500

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 3

Photograph of Lt Colonel William B. Colson

0501

THIS PAGE IS DECLASSIFIED IAW EO 13526



0502

THIS PAGE IS DECLASSIFIED IAW EO 13526

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

4

EXHIBIT 4

Photograph of Colonel Robert H. Borders III

0503



0504

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 5

PAM 100, Hq 301st BOMWG(M), 7 October 1955.

5

0505

HEADQUARTERS
301ST BOMBARDMENT WING, MEDICAL (SAC)
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 100)

7 October 1955

1. IAW par 2c, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the prim AFSC 1224P of 2NDLT WILLIAM J PROENICK JR, 403038959, 301Ref Sq, SAC, this sta, is delt. 2AFSC 1231C is redesignated as prim AFSC.
2. IAW par 2c, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the 2AFSC 6421 of 1STLT MARION M CALDWELL SR, 402208630, 301Ref Sq, SAC, this sta, is delt.
3. IAW par 21, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the prim AFSC 1124P of 2NDLT WRIGHT P BOWLES, 403034569, 301Ref Sq, SAC, this sta, is delt. New prim AFSC 7321 is awd IAW par 13b(3)(c), AFM 36-1, as amnd.
4. IAW par 2c, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the prim AFSC 1224P of 2NDLT JAMES A MACLUGAN, 403057686, 352BomRon, SAC, this sta, is delt. New prim AFSC 1231B is awd IAW par 13b(3)(c), AFM 36-1, as amnd.
5. IAW par 2c, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the prim AFSC of 2NDLT DANIEL W OSMAID, 402206806, 352BomRon, SAC, this sta, is delt. New prim AFSC 1231B is awd IAW par 13b(3)(c), AFM 36-1, as amnd.
6. The DOS of 1STLT H-RLEY S BLANCH, 403006248, 32BomRon, SAC, this sta, is changed fr 15 Jul 56 to Indef.
7. Par 9, PERM 63, this hq, cs, pert to asg of 1STLT ROBERT B BALLEW, 40832326, 301ArntElectMaintRon, SAC, this sta, is revo.
8. 1STLT ROBERT L BALLEW, 40832326, 301ArntElectMaintRon, SAC, this sta, is rel fr dy as OIC Comm/Nav Sys, Flt Line Maint Br & asg dy as Asst Flt Line Maint Off, off 3 Sep 55. No change in dy AFSC or functional acct code.
9. SMDP par 10, PERM 95, this hq, cs, pert to change of DOS 2NDLT ALBERT F DISANTO, 403036570, 301Ref Sq, SAC, this sta, as reads: "DOS changed to 30 Dec 57" IAW: "DOS changed to 17 Dec 57".
10. LTCOL ELMER T HARGREAGER, 73754, this hq, SAC, this sta, is asg dy as Wg Ch of Plans, Wg D/Opns, dy AFSC 1411, vice LTCOL CHARLES L LOWELL, 132984, reld, eff 10 Oct 55. Functional acct code is 27000.

PERM 100, Hq 301 Bomb Wg, Barksdale AFB, La, dated 7 Oct 55 (Cont'd)

11. LTCOL CHARLES L LOWELL, 13298A, this hq, SAC, this sta, is rel fr dy as Wg Ch of Plans, Wg D/Opns, and asg dy as Dep D/Opns (E-47 Cadre), eff 10 Oct 55. No change in dy AFSC or functional acct code.

12. MAJ SAMUEL R SMITH, A0406487, 352BomRon, SAC, this sta, is rel fr dy as L/C on CC L48 & asg dy as Sq Comdr (E-47 Cadre), dy AFSC 0061A, eff 15 Oct 55. Functional acct code is 01000.

13. MAJ NORMAN L GOOTIE, A0697844, 352BomRon, SAC, this sta, is rel fr dy as Obs on CC L48 & asg dy as Sq Obsr (E-47 Cadre), eff 15 Oct 55. No change in duty AFSC or functional acct code.

14. Par 3, PERM 95, this hq, cs, pert to asg 1STLT BRUCE E BAILEY, A02220924, this hq, SAC, this sta, as reads: "eff 3 Oct 55" LTR: "eff 8 Oct 55".

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIMNEY L NEAL JR
Major, USAF
Director of Personnel

Samuel R. Farley Jr
DANIEL D FARLEY JR
WO (O-1), USAF
Wg Pers Off

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 6

Photograph of Lt Colonel Elmer T. Marshbarger.

6

0508

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THIS PAGE IS DECLASSIFIED IAW EO 13526

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 7

PAM 113, Hq 301st BOMWG(M), 21 October 1955.

7.

0510

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base, Louisiana

PERSONNEL ACTION MEMORANDUMS)
NUMBER 113)

21 October 1955

1. Ea of the FNO are rel fr dy as Asst Sq Obsr in orgn inde, SAC, this sta, & asg dy as Staff Obsr, Bomb/NavDiv, Wg D/Opns, eff 20 Oct 55. No change in dy AFSC. Functional acct code is 27000.

MAJ GEORGE F ROBERTS	A0427216	353EomRon
CAPT HARRY M. BATON	A0713320	352EomRon
CAPT NORMAN L GIBSON	18389A	32EomRon

2. Ea of the FNO (Presently TDY Mather AFB, Calif & McConnell AFB, Kans), orgn inde, SAC, this sta, are asg dy as Obsr not on CC, dy AFSC 1521B, eff 1 Nov 55. Functional acct code is 80020.

2NDLT DONALD G ZIEMPA	A03026232	32EomRon
2NDLT PAUL R THOMPSON	A03035396	352EomRon
1STLT DONALD E HARRIS	A02245225	353EomRon

3. Inw SAC Reg 51-4, as amnd, ea of the FNO, 352EomRon, SAC, this sta, are rel fr dy as E-47 CC mbrs & asg new prim dy as Wg E-47 Stand Team w/addu E-47 CC mbrs, eff 15 Oct 55. No change in dy AFSC. Functional acct code is 27000.

LTCOL KENNETH A ERIC	A0720271	4/C
LTCOL ALBERT L BELLS	A0762064	Obs
1STLT JACK H CULP SR	A02045167	Plt

4. Ea of the FNO, 352EomRon, SAC, this sta, are rel fr dy as Wg E-47 Stand Team & addu E-47 CC mbrs, & asg new prim dy E-47 CC mbrs, eff 15 Oct 55. No change in dy AFSC. Functional acct code is 80020.

LTCOL HARRY W FIEBLD	A0740391	4/C
LTCOL JACK S HALL	A0739046	Obs
CAPT DONALD S BINGHAM	A0775762	Plt

5. 1STLT CHARLES K WAGNER, A03011251, 301FldMaintRon, SAC, this sta, is asg dy as OIC Aero Repair Br, dy AFSC 4341, eff 19 Oct 55. Functional acct code is 80210.

6. 1STLT JOHN B JOHNSON, A03013790, 353EomRon, SAC, this sta, is asg dy as Acft Maint Off, dy AFSC 4341, eff 19 Oct 55. Functional acct code is 80010.

7. CAPT JOHN E SPRATT, A0680534, 301FldMaintRon, SAC, this sta, is asg dy as OIC Power Plant Br, dy AFSC 4344, eff 17 Oct 55. Functional acct code is 80210.

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 113)

21 October 1955

1. Ea of the FNO are rel fr dy as Asst Sq Obsr in orgn indc, SAC, this sta, & asg dy as Staff Obsr, Bomb/NavDiv, Wg D/Opns, eff 20 Oct 55. No change in dy AFSC. Functional acct code is 27000.

MAJ	GEORGE F ROBERTS	A0427216	353BomRon
CAPT	HARRY M EATON	A0713320	352BomRon
CAPT	NORMAN L GIBSON	18389A	32BomRon

2. Ea of the FNO (Presently TDY Mather AFB, Calif & McConnell AFB, Kans), orgn indc, SAC, this sta, are asg dy as Obsr not on CC, dy AFSC 1521B, eff 1 Nov 55. Functional acct code is 80020.

2NDLT	DONALD G ZIEBEA	A03026232	32BomRon
2NDLT	PAUL R THOMPSON	A03035396	352BomRon
1STLT	DONALD E HARRIS	A02245225	353BomRon

3. IAW SAC Reg 51-4, as amnd, ea of the FNO, 352BomRon, SAC, this sta, are rel fr dy as E-47 CC mbrs & asg new prim dy as Wg E-47 Stand Team w/addu E-47 CC mbrs, eff 15 Oct 55. No change in dy AFSC. Functional acct code is 27000.

LTCOL	KENNETH A KRIG	A0720271	4/C
LTCOL	ALEERT L BELLS	A0762064	Obs
1STLT	JACK R CULP SR	A02045167	Flt

4. Ea of the FNO, 352BomRon, SAC, this sta, are rel fr dy as Wg E-47 Stand Team & addu E-47 CC mbrs, & asg new prim dy E-47 CC mbrs, eff 15 Oct 55. No change in dy AFSC. Functional acct code is 80020.

LTCOL	HARRY W FIELD	A0740391	4/C
LTCOL	JACK S REAL	A0739046	Obs
CAPT	DONALD S BINGHAM	A0775762	Flt

5. 1STLT CHARLES K WAGNER, A03011251, 301FldMaintRon, SAC, this sta, is asg dy as OIC Aero Repair Br, dy AFSC 4341, eff 19 Oct 55. Functional acct code is 80210.

6. 1STLT JOHN B JOHNSON, A03013790, 353BomRon, SAC, this sta, is asg dy as Acft Maint Off, dy AFSC 4341, eff 19 Oct 55. Functional acct code is 80010.

7. CAPT JOHN E SPRATT, A0680534, 301FldMaintRon, SAC, this sta, is asg dy as OIC Power Plant Br, dy AFSC 4344, eff 17 Oct 55. Functional acct code is 80210.

TRAF 113, Hq 301 Bomb Wg, Barksdale AFB, La, dtd 21 Oct 55 (Cont'd)

8. The FSSD of CAPT EDWARD J SKILDA, A0587474, this hq, SAC, this sta, is changed fr 30 Nov 45 to 1 Aug 45.

9. Par 8, PERM 100; this hq, ca, pert to asg 1STLT ROBERT L DILLON, A0832326, 301ArntElectMaintRon, SAC, this sta, as reads: "No change in dy AFSC" IATR: "Dy AFSC 2231".

10. IAW par 12b(1)(a), AFM 36-1, as amnd, the 2AFSC 1411 of MAJ ROBERT O HOCKINS, 14962A, this hq, SAC, this sta, is changed to 1416 & redesignated as Prim AFSC. Old prim AFSC 1245 is retained as 2AFSC. Dy AFSC is changed fr 1411V to 1416V.

11. IAW par 2b & 2d, Ltr Hq 2AF, Subj: Deletion and Downgrade of Off AF Spec, dtd 5 Sep 55, the prim AFSC 0036C, 2AFSC 1044C, 3AFSC 0026B, of LTCOL ELMER T HARSCHLAGER, 7575A, this hq, SAC, this sta, are delt. 4AFSC 0061A is delt IAW par 15b(2), AFM 36-1, as amnd. Now prim AFSC 1416 is awd IAW par 14a, AFM 36-1, as amnd. New 2AFSC 1231E is awd IAW par 13b(3), AFM 36-1, as amnd. Dy AFSC is changed fr 1411 to 1416.

12. IAW par 12b(1)(b), AFM 36-1, as amnd, the prim AFSC 1245 of MAJ PAUL P TAYLOR, 16660A, this hq, SAC, this sta, is changed to prim AFSC 1416. 2AFSC 1435 is delt. Old prim AFSC 1245 is redesignated as 2AFSC. Dy AFSC is changed fr 1411 to 1416.

13. CAPT VERNON M MCCARDLE, A0691400, 32BorRon, SAC, this sta, is asg addu as Plt on Sq Stand Crew, vice CAPT ARTHUR M HOLTORF, 17279A, rel'd, off 10 Oct 55.

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIDNEY L NEAD JR
Major, USAF
Director of Personnel

David D Fairley Jr
DAVID D FAIRLEY JR
WO(W-1), USAF
Wg Pers Off

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History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 8

Regulation No. 67-1, Hq 301st BOMWG(M), 10 October 1955.

8

0514

HEADQUARTERS
301ST AIR LOGISTICAL AND MEDICAL
Barksdale Air Force Base
Louisiana

67-1
1000 1
2 Pages

REGULATION)
NUMBER 67-1)

10 October 1955

SUBJECT

Preparation and Submission of Status of Unit Mission Equipment Reports (RCS-E5)

1. PURPOSE: To establish a standard procedure for the preparation and submission of Status of Unit Mission Equipment Reports (RCS-E5). This information is required to enable this Headquarters to monitor Status of Unit Mission Equipment of Units of the 301st Air Logistics Wing (ALW).
2. SCOPE: This Regulation is applicable to all organizations assigned or attached to the 301st Air Logistics Wing (ALW).
3. REFERENCE: Second Air Force Regulation 67-2 dated 14 January 1955, titled, Status of Unit Mission Equipment, requires all T/O Units to submit a monthly status of UME equipment authorized and on hand within each organization.
4. GENERAL: For the purpose of this report authorized UME equipment will be defined as all UME equipment regardless of the status code. Special authorizations of UME equipment will also be included in this report. Effective with the Status of UME equipment report due as of 25 October, the following procedures will be adhered to by all organizations.
 - a. In computation of UME percentages when the decimal balance is five (5) or more the next higher number will be reported, for example, if the final computation is 78.5 through 78.9 then it will be reported as 79%. If the final computation is 78.4 or less then it will be reported as 78%.
 - b. Reports will be prepared as of the 25th day of each month and will be handcarried to reach the office of the Chief of Supply not later than 1600 hours the 26th day of the month. In the event the 26th day of the month falls on a Saturday, Sunday or Holiday, report will be handcarried to reach the office of the Chief of Supply not later than 1200 hours the next working day.
 - c. Reports will be submitted in duplicate on DD Form 96 (Disposition Form) in the following format.

<u>Authorized</u>	<u>On Hand</u>	<u>Percentage</u>
-------------------	----------------	-------------------

Air Force		
Ordnance		
Other		
Total		

67-1
2 pages
Page 2

d. Signature of the Unit Supply Officer will be required on this report and it is recommended that supply officers furnish the organization commanders with an information copy of the report.

e. The procedures outlined in this Regulation supersede all previous instructions issued by this office in regards to the preparation and submission of the RGS-E9 report.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Charles C. Conley
CHARLES C. CONLEY
Major, USAF
Adjutant

CHARLES C. CONLEY
Major, USAF
Adjutant

DISTRIBUTION:
"0"

0516

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

9

EXHIBIT 9

Hq 301st BOMWG(M) Letter, 301A, Subject - Duty Hours, 28 September 1955.

0517

9

HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

23 September 1955

SUBJECT: Duty Hours

TO: All Squadrons and Staff Sections
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

Effective Monday, 3 October 1955, duty hours for personnel
assigned to the 301st Bombardment Wing, Medium, will be from 0800
to 1700, Monday through Friday.

Everett W. Holstrom
EVERETT W. HOLSTROM
Colonel, USAF
Commander

0518

History, 301st Bombardment Wing (M) .
(1 - 31 October 1955)

10

EXHIBIT 10

Hq 301st BOMWG(M) Letter, 301A, Subject - Duty Hours, 12 October 1955.

0519

HEADQUARTERS
301ST BOMBARDMENT WING, (MEDIUM)
Barksdale Air Force Base
Louisiana

3011

12 October 1955

SUBJECT: Duty Hours

TO: All Squadrons and Staff Sections
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

Effective Monday, 17 October 1955, duty hours for personnel
assigned to the 301st Bombardment Wing, Medium, will be from 0700
to 1600, Monday through Friday.

BY ORDER OF THE COMMANDER:

Edward P. Bowman
EDWARD P. BOWMAN
Major, USAF
ASST Adjutant

0520

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

//

EXHIBIT 11

Semi-Monthly Strength Rept-period ending 31 Oct 55.

0 5 2 1

STATISTICAL SERVICES OFFICE
805th AIR BASE GROUP
BARKSDALE AIR FORCE BASE, LA

SUBJECT: Semi-monthly Strength Report as of 31 Oct 55

OFFICIALS

	AVTH	ASGD	REC	ACOM	ASG P E OTS
HQ 4th ADIV	10	8	5		6
HQ 301st BOMGN	45	52	48	2	47
32d BCIPO	77	59	43		41
352d BCIPO	77	57	35	1	44
353d BCIPO	77	56	53		55
301st ARETS	100	94	75		76
301st A & E	13	13	9		9
301st FLD MAINT	4	4	5		6
301st PER MAINT	4	4	4		4
301st TAC HOSP	27	25	23		23
TOTAL 301st BOMGN	425	425	297	3	305
HQ 376th BOMGN	5	30	79		78
512th BCIPO	77	53	41		53
513th BCIPO	77	57	60		55
514th BCIPO	77	60	53		57
376th ARETS	100	103	95		93
376th A & E	13	15	14		13
376th FLD MAINT	4	4	5		5
376th PER MAINT	4	3	2		2
376th TAC HOSP	27	24	22		21
TOTAL 376th BOMGN	456	416	376		377
HQ SQ 805th ASGRU	100	99	85	10	82
805th SUPPLY	16	13	11		11
805th GEN SER	5	3	2		2
805th APRON	13	9	8		9
805th FISTEL	3	9	7		9
805th FOOD SEC	5	2	2		2
805th OPRONS	21	15	14		23
4230th USAF HOSP	2	22	22		20
2d ALT CHAMBER	2	1	1		1
745th AF BAND	1	1	1		1
TOTAL ASGRU	193	174	153	10	149
3d STRAT SUPP SQ	64	73	59		50
TOTAL ASG. UNITS	1149	1072	740	13	827
HQ 2 AF	219	251	189	2	
46th COMB	7	12	11	3	
2d RECON TECH	33	53	41		
1927th AACG	9	7	2		
26th WEATHER SQ	12	21	15		
TOTAL TENDANT UNITS	310	354	315	5	
AGGREGATE TOTAL	1528	1426	1055	18	827

STATISTICAL SERVICES OF THE
805th AIR BASE GROUP
BARKSDALE AIR FORCE BASE, LA

SUBJECT: SEMI-monthly STRENGTH REPORT as of 31 of Oct 55 AIRMEN

	AUIF	ACSD	PTD	OTCHD	UNR PPE
HQ 4th DIV	7	15	8		7
HQ 301st BOMGRN	107	116	110	2	111
32d BOMGRN	100	90	75	12	90
352d BOMGRN	100	87	82	10	89
353d BOMGRN	100	92	75	8	81
301st A & E	250	218	175		178
301st A & E	129	344	312	29	33
301st FID MAINT	428	450	426	43	445
301st PER MAINT	109	96	97	6	95
301st TAC HOSP	35	99	92		92
TOTAL 301st BOMGRN	1415	1572	1480	111	1504
HQ 376th BOMGRN	100	372	357		397
512th BOMGRN	100	20	23		94
513th BOMGRN	100	97	97		100
514th BOMGRN	100	103	97		99
376th ARES	250	232	214		204
376th A & E	302	423	417		415
376th FID MAINT	429	414	400		413
376th PER MAINT	109	117	117		109
376th TAC HOSP	35	99	91		99
TOTAL 376th BOMGRN	1718	1927	1842		1910
HQ SQ 805th AGRU	475	452	532	35	505
805th SUPPLY	427	357	372		380
805th MTR WFL	177	190	140		141
805th APRON	403	313	344	14	311
805th INTEL	316	310	250		250
805th FOOD SVC	354	327	312		295
805th OPERNS	217	305	217		230
4230th US/F HOSP	41	2	39		39
2d ALT CHAMBER	13	1	1		17
745th AF BAND	34	29	27		29
TOTAL AGRU	2477	2931	2245	99	2135
3d STRIT SUPP SQ	230	239	249		239
TOTAL ASD UNITS	377	241	241	21	5795
HQ 2d AF	395	407	345	7	
16th COMM	131	303	279	11	
2d PECON TECH	340	313	250	2	
1927th AACS	105	74	59	2	
26th WEATHER SQ	40	50	41		
TOTAL TENANT UNITS	992	1117	1027	22	
AGGRATE TOTAL	7069	8592 7832	7832 7832	232	5795

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 12

12

Hq 4ADIV Letter, Subject - Inspection of Power Plant Section, 301st FMS.

0 5 2 4

12
HQ 4ADIV, Barksdale AFB, La., 1, Subject: Inspection of the Power Plant
Section, 301st Field Maintenance Squadron.

(21 OCT 55)

2nd Ind

HEADQUARTERS 301ST BOMBARDMENT WING (M), Barksdale AFB, Louisiana
10 NOV 1955

TO: Commander, 4th Air Division, Barksdale AFB, Louisiana

1. In accordance with paragraph
17, APR 123-1, 13 January 1953, in
spection Report rendered by your
Headquarters on 21 October 1955 is
forwarded as directed.

2. The Director of Materiel,
301st Bombardment Wing, called a
meeting on 3 November 1955 to dis-
cuss each of the items covered in the
Inspection and the corrective action
being taken by the 301st Field Main-
tenance Squadron. This conference
included the Inspectors from your
headquarters, the Wing Director of
Personnel, the Chief of Maintenance,
the Commander and section supervisors
from the 301st Field Maintenance
Squadron. The intent of this con-
ference was to voluntarily provide
additional information from the con-
ferrees in order to satisfy this head-
quarters that all possible action was
being taken to clear up the problem
areas which existed in the 301st Field
Maintenance Squadron. Recommendations
and guidance from the Division Inspec-
tors was requested and rendered when-
ever possible. The mal-assignment of
personnel to this squadron in the
Apprentice Jet Engine Mechanic cate-
gory has caused the entire Wing hard-
ship. These personnel must be assigned
duties in the Jet Engine facilities of
this Wing if existing regulations are
followed. The number of these mechanics
prohibits this assignment on a 100%
basis, because existing facilities in
the Jet Engine Section and trained super-
visors are inadequate to train the large

Hq 4ABIV, Barksdale AFB, La., 1, Subject: Inspection of the Power Plant
Section, 301st Field Maintenance Squadron

overage of semi-skilled personnel assigned. Extremely critical shortages in Reciprocating Engine Mechanics and Ground Power Mechanics has forced the temporary assignment of Jet Engine Mechanics in both of these sections. The Chief of Maintenance and the Commander of the 301st Field Maintenance Squadron, with regard to existing regulations, must utilize these people to support the workload of sections which are not adequately manned.

3. Within the past thirty days, four Maintenance Officers have been assigned to vacant key positions in this squadron. The majority of the MCCIC's have been replaced. The assignment of adequate trained supervisors will alleviate the lack of proper supervision. An exerted effort is being made to improve the management techniques of all supervisory personnel in the squadron and to establish a satisfactory OMT program which will afford the proper training of the 3 level personnel assigned. We have asked your Inspection Team to conduct an inspection of the OMT program and personnel management on the 18th of November 1955. We believe that the newly established OMT program will be effective and in complete operation by this time. Mal-assignments of personnel within the squadron have been corrected to the best of our ability.

1 Incl
n/c

EVERETT W. HOLSTROM
Colonel, USAF
Commander

CERTIFIED A TRUE COPY:

Jack W. Grier
JACK W. GRIER, 2ND LT, USAF

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 13

Letter from 301st DMM - Painting of Aircraft, 19 October 1955.

13.

0 5 2 7

Painting of Aircraft

Commander: 3rd SSS
805th Opns Sq

3DPC

19 Oct 65

1. Due to critical shortage of personnel in the 301st Field Maintenance Squadron paint shop, all painting of aircraft in the 3rd SS Squadron and Base Flight sections will have to be accomplished by personnel assigned those organizations until adequate personnel are assigned.
2. Paint required for painting aircraft may be procured from the Field Maintenance paint shop by contacting the 301st Job Control.

ELLSWORTH A. REWELL, Lt Col, USAF
Chief of Maintenance

CERTIFIED A TRUE COPY

Jack W. Grier
JACK W. GRIER, 2ND LT, USAF

0528

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 14

301st ARS Commanders' Remarks, 1 November 1955.

14

0529

CONFIDENTIAL
 301ST AIR REFUELING SQUADRON
 301ST BOMBARDMENT WING, MEDIUM, (SAC)
 Barksdale Air Force Base
 Louisiana

1 November 1955

SQUADRON COMMANDER REMARKS

Part III
 Air Training Report for Month of October 1955

RCS: 4-SAC-T12

a. Hours flown performing missions ordered by higher Headquarters:

(1) Ferrying Cargo & Personnel	49:30
(2) SES Support	8:05
(3) 2AF Ops Order 215-55 (Sea Horse)	26:00
Total	83:35

b. Weather or Local Conditions:

- (1) The main runway was closed for the first 10 days of October between the hours of 0700 to 1900. This prevented heavy weight take-offs during this period.

c. Restrictive Directives:

- (1) Not applicable.

d. Combat Crew Member Gains and Losses:

- (1) Crew Member Gains
 A. None.
- (2) Crew Member Losses:
 A. Three Navigators, OBS Observer upgrading school
 B. Two Boom Operators, discharged.
 C. Four Assistant Boom Operators, discharged.
 D. One Radio Operator, discharged.

e. Crew Member Changes:

- (1) Four Navigators
 (2) Two Radio Operators
 (3) Three Boom Operators
 (4) Twelve Assistant Boom Operators

f. New Crews:

- (1) Not applicable

g. Crew Status Changes:

- (1) Not applicable

h. Standardization Crews:

- (1) T-21 Wing Standardization Crew
 (2) T-22 Squadron Standardization Crew

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0 5 3 0

Sq Comdr's Remarks Cont; **CONFIDENTIAL**

i. Additional Material and Personnel Problems:

- (1) It is expected that one crew will be disbanded during the month of November due to a shortage of Pilots. The projected loss of Pilots for November is one aircraft commander and one co-pilot. The squadron presently has one spare pilot and there is no indicated input of Pilots.
- (2) Supply action during October for KC-97 propeller blades was considered unsatisfactory for the 301st Bomb Wing aircraft. Stock #4013-D2J17H3-8W Blades are controlled & allocated by SAC. 16 Blades furnished on AF850 requisition O3A-56-5012 required 2 weeks to match and balance. This balancing should have been done by the depot against a master blade. 16 additional blades ordered AOCF 17 October to SMM were extracted by SAAMA to WRAM on 18 October. Barksdale Base Supply received confirmation that the blades were back ordered against the master repair schedule with an estimated delivery date of 29 October. On 22 October WRAM extracted the requirement back to SMM with the statement, "16 blades supplied by WRAM on Barksdale requisition O3A-56-5012. If additional blades have been shipped by SMM request AF850 be advised." This is true. 16 Blades were furnished by Warner Robins on the 3rd of October which were AOCF for aircraft 868. On the 27th of October, Barksdale Base Supply made a follow up upon Kelley and their answer on the 31st of October was 4 blades were shipped to Barksdale. Which also is true; however, the 4 blades were part of a complete Propeller which was AOCF for the 376th Air Refueling Squadron. We feel this is poor support by the depot and lack of coordination on the part of higher Hq Supply Section. The KC-97 AOCF rate for October was 6%, which was mostly caused by Propellers.

j. SAC Minimum Training Requirements not Accomplished:

- (1) Not applicable

k. Non-Combat Ready Crews Capable of Deploying:

- (1) None.

l. Non-Combat Ready Crew Training:

- (1) Primary Crew members of the one noncombat ready crew assigned (IM-29) flew a total of 64 hours during October.

m. Special Training Notes/Remarks:

- (1) Not applicable

n. Comments or Recommendations of the Squadron Commander:

- (1) The Squadron reported 116 sorties and 522 hours flying time for October. The average for each of the twenty three assigned crews was 22.7 hours flying time and 5 sorties.
- (2) During the month of October the squadron lost another experienced Observer to Observer upgrading school. In addition to being a highly qualified KC-97 Observer, this officer was also the Squadron Staff Observer. The continued loss of experienced observers adversely affects the Squadron's ability to perform its mission.

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Comdr's Remarks Cont;

CONFIDENTIAL

- (3) The squadron is critically short of qualified assistant boom operators. The Squadron presently has thirteen qualified assistant boom operators and eleven unqualified assistant Boom Operators. This shortage was brought about by the unusually large number of discharges during September and October.
- (4) There was no Judo instructor available for the first eighteen days of the month. Consequently, the squadron did not accomplish as much Judo training as planned.
- (5) The squadron consistently receives commitments from Higher Headquarters on very short notice. This adversely affects operational planning, causes hasty rescheduling, and forces the squadron to cancel air refueling support committed to lower echelons.

Allen A. Latham

ALLEN A. LATHAM
LtCol, USAF
Commander

CONFIDENTIAL

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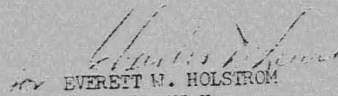
CONFIDENTIAL
HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

WING COMMANDER'S REMARKS

SECTION IV OF
Air Training Report for Month of September 1955

RJS: 4-SAC-T12

I concur with the remarks of the Squadron Commander.


EVERETT W. HOLSTROM
Colonel, USAF
Commander

CONFIDENTIAL

0533

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 15

301st BOMWG(M) Commanders' Remarks for the month of October 1955.

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks - PART V

Air Training Report for Month of September - RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

SMS	35:10
Ferry - Marietta, Ga.	37:40
WDC Project - Wright-Patterson	29:25
A-G Project - Eglin	54:05
Operation Dry Ridge (ECM)	25:20
Transition Dep. CG 2AF	6:25
TOTAL:	188:05

b. Weather or local conditions: Runway construction at Barksdale prevented any B-47 take-offs or landings during the hours 0700 until 1900 daily through 11 October 1955. Taxiways at Barksdale are under construction or repair and this causes excessive taxiing and makes take-off or landings at close intervals impossible due to only the center taxiway being open.

c. Restrictive Directives: None.

d. Combat crew member gains and losses:

(1) Crew members gained:

(a) One observer.

(2) Crew members lost:

(a) Three aircrews, two PCS and one assigned as Squadron Operations Officer.

(b) Three observers, two PCS and one in operation.

e. Crew member change:

(1) Three aircrews.

(2) Three co-pilots.

(3) Two observers.

f. New Crews: None.

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g. Crew status changes:

- (1) L16 disbanded 2 October 1955. Co-pilot and observer placed on select crews, aircom FCS.
- (2) L18 disbanded 15 October 1955. Co-pilot upgraded to aircom on non-ready crew, aircom and observer FCS.
- (3) R19 to L19, 17 October 1955. Upgraded.
- (4) R61 to L61, 17 October 1955. Upgraded.
- (5) S17 removed from duty as Wing Standardization Board crew effective 15 October 1955.
- (6) S10 designated Wing Standardization Board Crew effective 15 October 1955.

h. Standardization crews:

S10, Wing	- 15 October 1955
S03, 32nd Bomb Squadron	- 1 March 1955
S35, 32nd Bomb Squadron	- 1 August 1955
L80, 32nd Bomb Squadron	- 1 June 1955

i. Additional material and personnel problems:

- (1) The loss of personnel to the 341st Bombardment Wing caused a regression of two lead crews.
- (2) The loss of highly qualified maintenance personnel to the 341st Bombardment Wing will cause a decrease in the maintenance capability.
- (3) B47 tank pick up at Eglin AFB, Georgia, late commitment for mission to Eglin, late commitment for special mission to Wright-Patterson AFB, unknown commitment for radio TCC 1247-789 for 7 B47's required many changes in the monthly maintenance plan. The B47 tank pick up schedule was influenced by weather and could not be foreseen; however, the late commitments to transport aircraft to Eglin and Wright-Patterson unduly affected the schedule. The scheduling of aircraft for radio modification required aircraft to be pulled from the flying schedule. The 30th Bomb Wing was not aware of the commitment until the day the personnel from the depot arrived to complete the modification.

j. SAC minimum training requirements not accomplished: Not applicable.

k. Non-combat ready crews capable of deploying: None.

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1. Non-combat ready crew training:

- (1) 301st Bomb Wing has 15 IN crews assigned. Many of these individuals have had to wait several weeks for a quota to Wichita for B-47 transition for the pilots or Phase II training for the observers. Until the personnel have completed the ATRC courses, very little progress can be made toward their 51-19 check-out. At present ten pilots are awaiting a quota for co-pilot transition.
- (2) All available SAC Survival quotas are being filled.
- (3) The continued loss of fully qualified aircrew personnel has created a hardship on our normal training program.
- (4) Flying time accomplished by personnel available is reported on Part I of Air Training Report.
- (5) In compliance with 2AF message 2695 the following is submitted:

<u>CREW</u>	<u>ESTIMATED CR DATE</u>
IN25	1 Jan 56
IN26	1 Feb 56
IN27	1 Feb 56
IN28	1 Feb 56
IN29	15 Jul 56
IN30	15 Jul 56
IN62	1 Feb 56
IN63	1 Mar 56
IN64	1 Apr 56
IN65	1 Mar 56
IN66	15 Jul 56
IN91	15 Feb 56
IN94	15 Dec 55
IN95	15 Jul 56
IN96	15 Jul 56

- (6) The above estimates are valid only for personnel as they are now assigned. The requirement to place qualified personnel from these crews to other combat ready crews may cause these estimates to change.
- m. Flight training operations: A special weapons exercise utilizing 12 aircrew and 306th Air Base Group personnel was performed on 31 October 1955.
- n. Special training month remarks: Not applicable.
- o. Comments or recommendations of the Wing Commander:
 - (1) During the period 1 thru 18 October, no judo instructor was available at Barksdals.

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- CONFIDENTIAL
- (2) No judo injuries were reported during October.
 - (3) Higher headquarters continues to levy commitments requiring aircraft and crews with insufficient notice for proper scheduling. As an example, on 24 October 1955, this wing received a requirement to dispatch a B-47 to Eglin AFB on 25 October 1955. The original requirement was to be for a period of four or five days; however, the aircraft and crew has been gone for eleven days.
 - (4) During October 19 sorties were utilized to ferry aircraft to and from Marietta, Georgia, for wing tank modification. Flying hour utilization was only 50% (approximately) on these sorties due to restriction not to onload fuel at Marietta unless absolutely necessary.
 - (5) There were no crews on probation as of the end of the month.
 - (6) Only one (1) gross error was incurred, and it was a visual run attributed to aircrew member. Reason for the gross error was poor synchronization with the crosshairs drifting off the target after crossover.
 - (7) The present authorization for the number of Recordaks issued to the wing is seven (7), one (1) per squadron and four (4) in the P.I. section. With target study now being accomplished in a centralized target room under the supervision of the Wing Target Section, this section now needs a minimum of four (4) Recordaks. It is therefore requested that the total number of Recordaks authorized per wing be changed to eleven (11).
 - (8) The only objection against operating under Annex XX, SAC Reg 50-8, is the restriction against making malfunction RBS runs utilizing such highly desirable techniques as fixed angle bombing and GPI (Ground Position Indicator). This is regarded as somewhat unrealistic inasmuch as actual combat operations would undoubtedly entail a sound knowledge of emergency bombing techniques.

-a- *Everett W. Holstrom*
 EVERETT W. HOLSTROM
 Colonel, USAF
 Commander

CONFIDENTIAL

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 16A

Photographs of COTTON PATCH IV

16A

0539



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0 5 4 7

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

EXHIBIT 16

TWX, 301 DMM 12405 - Code Classification, 31 Oct 55.

16

0548

COMNAV 4 BARKSDALE AFB LA

3122 20Z OCT 55

UNCLASSIFIED

DEFERRED

COMAF 2 BARKSDALE AFB LA/COURIER

~~UNCLASSIFIED~~/301DMM 12405. For DMAA. Subject is Change Request for SAC Manual 66-14. Reference Chapter 8 paragraph 2G of SAC Manual 66-14. Request Code 40 in the Field Maintenance Squadron be assigned Survival Equipment and Drag Chute Shop only. Another code should be assigned the Dope and Fabric Shop. The 301st Bomb Wing as the parent wing is responsible for Base Flight and the 3rd Strategic Support Squadron. The bulk of the work in this shop is for these two organizations. The number of people assigned the dope and fabric shop requires this shop to have a small 15 day backlog. The survival section as presently computed has a large 15 day backlog, this would give the impression that the Dope and Fabric Shop could be scheduled for more work when in reality the shop is loaded to capacity. It is requested that Code 42 be assigned the Dope and Fabric Shop.

UNCLASSIFIED

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ELLSWORTH A. POWELL, Lt Col, USAF

301DMM/EAP/agm/0900/31Oct55 5124

G. M. LINFANTE
1st LT USAF
Asst. Adjutant

CERTIFIED A TRUE COPY

Jack W. Grier
JACK W. GRIER, 2ND LT, USAF

0549

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

17

EXHIBIT 17

301 DMS Letter - Subject, Supply Inspection, 14 Nov 55

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301DMS

14 NOV 1955

SUBJECT: Supply Inspection

TO: Commander
301st Air Refueling Squadron
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. In compliance with SAC Regulation 67-32, an inspection of your Unit Supply was conducted on 1 November 1955. The inspection was performed by Captain H. F. McKean.
2. Sufficient supply personnel were not assigned to effectively operate the section during the period covered by the inspection; however, two additional supply men have been assigned to the organization and will report to the section for duty approximately 10 November 1955.
3. Your supply activity is below the SAC standard; therefore, special emphasis will be placed on the section to elevate it to the required level.
4. Inclosure 1 (SAC Form 310) reveals the current status of your Unit Supply. Immediate attention will be given to the weak areas circled in red. The original of SAC Form 310 will be retained for your files. The duplicate will be returned to this headquarters.
5. This report will be indorsed back to this headquarters within twelve working days showing action taken to correct cited discrepancies.

BY ORDER OF THE COMMANDER:

1 Incl
SAC Form 310 (in dup)

CURTIS C. CORLEY
Major, USAF
Adjutant

CERTIFIED A TRUE COPY

Jack W. Grier
JACK W. GRIER, 2ND LT, USAF

0551

History, 301st Bombardment Wing (H)
(1 - 31 October 1955)

18

EXHIBIT 18

Monthly Analysis of Maintenance for the month of September.

0 5 5 2

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Office of the Quality Control Officer
Barksdale Air Force Base
Louisiana

301M100

10 October 1955

SUBJECT: Monthly Analysis

THRU: Chief of Maintenance
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

TO: Commander
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Quality Inspection of aircraft.

a. A total of seven (7) periodic inspections were completed during the month of September 1955, on B-47 aircraft by Docks 1 and 2. Four (4) in Dock 1 and three (3) in Dock 2. There was an increase of Quality Control discrepancies over the month of August 1955, of one (1) discrepancy per aircraft average. Dock 1 having the least number of discrepancies per aircraft inspected.

b. Armament and Electronics discrepancies found during periodic inspection showed a sharp decrease over August 1955. Total discrepancies averaged less than one (1) per aircraft. A&E Maintenance is continually improving; however, reliability of "K" sets coming out of inspection is less than the flight line. This could be due to the fact test hops are being run at night and optics can't be checked. Also many flights use camera attacks and this is not as good a check as an EBS run.

c. Field Maintenance showed a slight increase in discrepancies found on periodic inspection over August 1955. This increase averaged about one (1) discrepancy per aircraft.

2. Analysis of periodic inspection on B-47 aircraft.

a. The average number of days out of commission for periodic inspection increased over the month of August 1955. This was due in part to the runway being closed for several days and ships having to wait for test flights. Other cause was delay in receiving necessary parts.

Hq, 301BQNGH, 301MNC, Barksdale AFB, La, Subj: Monthly Analysis (Cont'd)

b. There were three (3) periodic inspections completed on KC-97 aircraft during the month of September 1955. Average time out of commission was less than the specified seven (7) days. 871 picked up ten (10) diagonals while undergoing periodic inspection, this being due to lack of parts at Goose Bay. Paint and equipment for painting, cannon plugs, and other electrical wire components, being the main items short.

3. Flight line spot checks. B-47 and KC-97 aircraft.

a. There were nineteen (19) aircraft inspected on the line during the month of September 1955. There were no noticeable trends over the month of August 1955, in quality discrepancies.

b. There was an increase in discrepancies noted on Field Maintenance during the month of September 1955 over the month of August 1955. The systems showing the greatest increase were Electrical and Sheetmetal. Discrepancies in these two systems will naturally increase as the aircraft start to accumulate more time. Loose rivets, chafing wire, etc, are just now beginning to show up.

4. Base Flight monthly analysis of quality maintenance.

a. Quality maintenance for Base Flight aircraft for the month of September 1955 was generally satisfactory. Maintenance of aircraft forms showed considerable improvement over the month of August 1955. One area of increase in discrepancies noted was on C-47 engines. This was due to change over in personnel working on these units.

b. Number of days out of commission for periodic inspections was very high during September 1955. This was due to work stoppages awaiting parts and aircraft being backlined awaiting parts.

5. Analysis of Base Flight spot checks.

a. Spot check inspection on B-25 aircraft showed an increase in discrepancies on airplane general, engine, and forms. Indicating need for closer inspections on preflight and postflight inspections and more emphasis on supervision. No noticeable trends on other aircraft.

6. Comments (Base Flight).

a. Compliance with instructions in TO 41-1-61 which was mentioned in previous reports was very satisfactory for September 1955.

Hq, 301BQNGM, 301DTRQC, Barksdale AFB, La, Subj: Monthly Analysis
(Cont'd)

b. Condition of maintenance stands showed some improvement over previous months. This was due to receipt of parts.

c. With the transfer of C-45, C-119 and B26 aircraft, it is believed the time out awaiting parts will be greatly reduced.

7. Flight test.

a. Discrepancies on test flights for September 1955 were satisfactory. Write-ups were very low on 3SSS and Base Flight aircraft during this period.

8. Analysis of inspection work cards.

a. Periodic inspection B-47 and KC-97.

(1) Discrepancies involving the fuselage exterior, wings, and wheel well doors were the outstanding items for this period. These were loose or missing rivets, screws and bolts, cracks, dents, and abrasions.

b. Postflight work cards - B-47.

(1) No outstanding write ups on B-47 postflight work cards.

c. Postflight workcards - KC-97.

(1) Fuel leaks from engine intake system and oil leaks from rockerbox covers and enter-connects were the outstanding discrepancies reported.

9. Weight and balance.

a. Twenty-five aircraft for which this wing is responsible for maintenance of weight and balance records are overdue weighing. This is due to scales not being available for weighing for some time. Weighing of these aircraft to commence 6 October 1955.

10. Analysis of quality inspection of aircraft - 3rd SSS.

a. There were two periodic inspections completed in September 1955. Number of days out of commission was high due to excessive unscheduled maintenance and parts not available. Quality inspection discrepancies increased sharply on periodic inspection during month of September 1955. This office has no explanation for this rapid increase.

Hq, 301BCEWGN, 301BCEWQC, Barksdale AFB, La, Subj: Monthly Analysis
(Cont'd)

There is an indication that some aircraft have come out of the dock with red diagonals which could have been cleared, this could be the result of pushing the docks to get an aircraft out of inspection.

b. Quality of maintenance found on spot checks for the month of September 1955 was about the same as for August 1955; however, there is much room for improvement here also.

11. Special projects.

a. During the month of September 1955 there were three (3) ninety day inspections performed in accordance with SAC Manual 66-12. Organizations inspected were 301st Periodic Maintenance Squadron, 353rd Bombardment Squadron and 32nd Bombardment Squadron. These inspections were generally satisfactory with the 32nd Bomb Squadron showing exceptionally good maintenance of their ground support equipment.

12. Unsatisfactory reports.

a. The number of UR's submitted has been gradually decreasing for the passed three (3) months. UR's are at present one of the best maintenance tools available to the men maintaining and flying aircraft, if used properly and consistently. It is evident that the majority of squadrons in the wing are not using the UR system as they should. It is recommended that a wing wide program be established to foster the timely submission of UR's. This might be accomplished by recognition of the squadron and individual submitting the most UR's each month. This is just a suggestion, but it is essential that some action be taken as there were only two (2) UR's submitted by the tactical squadrons during the month of September 1955. The 352nd is not submitting any failure reports (AFTO-Form 33) as required by SAC Manual 66-14.

EUGENE G. SCHLEGEL
Major, USAF
Quality Control Officer

History, 301st Bombardment Wing (M)
(1 - 31 October 1955)

19

EXHIBIT 19

Monthly Analysis of Maintenance for the month of October 1955.

0 5 5 7

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Office of the Quality Control Officer
Barksdale Air Force Base
Louisiana

310100

10 November 1955

SUBJECT: Monthly Analysis

FROM: Chief of Maintenance
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

TO: Commander
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Quality Inspection of aircraft undergoing periodic inspection.

a. A total of eight (8) periodic inspections were completed during the month of October 1955, on B-47 aircraft by docks 1 and 2. Four inspections completed by each dock. There was a decrease in quality control discrepancies over the month of September, of 1.8 discrepancies per aircraft average. Dock No. 3 having the least number of discrepancies per aircraft inspected.

b. Armament and Electronics discrepancies found during periodic inspection were slightly lower than for the month of September. Discrepancies noted averaged less than one per aircraft inspected.

c. There were no significant trends in number of discrepancies noted at Field Maintenance for the month of October. Average number of discrepancies per aircraft inspected were 1.5.

2. Analysis of Periodic Inspection

a. There was a slight increase in number of days out of commission for periodic inspection for month of October. Average time out ten days which is still three days over the 8 day maximum of seven days. Dock # 2 made the best showing, their aircraft were down an average of two days less per aircraft than dock # 1. Parts not available is still the major item in keeping ships in docks over sevendays.

b. There were three (3) periodic inspections completed on KC-97 and on one C-97 aircraft by Dock 3 during the month of October. Average time out of commission for inspection increased for month of October six days per aircraft. This increase was largely due to ship #51-864 which was out a total of twenty days. This was due to awaiting an oil pump for #4 engine and the large number of manhours involved in changing this unit.

Hq, 3d BCGM, 3d BMDQC, Barksdale AFB, La., Subj: Monthly Analysis

3. Flight Line Spot Checks on B-47 & KC-97 Aircraft

a. There were 19 aircraft inspected on the flight line during the month of October. Twelve (12) B-47 and five (5) KC-97. There were no significant trends in average number of discrepancies noted per aircraft. In the three bomb squadrons, 352nd has had the lowest number of discrepancies noted per aircraft for the passed two months, September and October.

b. There was a decrease in discrepancies noted on Field Maintenance during the month of October. Largest decrease was in Electrical System.

4. Base Flight Monthly Analysis

a. During October seven periodic and eight spot check inspections were completed on Base Flight aircraft. Of the seven inspected three (3), were B-25 and four (4) were C-47 type aircraft.

b. Inspection discrepancies on B-25 type indicated a downward trend in Airplane Control, engine and in the number of days out during inspection, but the discrepancies noted on Aircraft Records increased over previous months. Closer supervision of aircraft records by crew chief and flight chief will eliminate this unsatisfactory trend. The number of days B-25 aircraft were out during inspection was lowered during October and the number of discrepancies on aircraft at time of start and finish of inspections were substantially reduced.

c. C-47 aircraft inspections indicated a downward trend in A.G., Engine and form discrepancies but a substantial increase in number of days aircraft were out during inspection and in the number of uncorrected discrepancies at completion of periodic inspections. Outstanding work orders and lack of parts accounting for this increase.

5. Analysis of Base Flight Spot Checks

a. Of the eight Spot Check Inspections two (2) were B-25, four C-47 and two were T-33 type aircraft. The small amount of discrepancies found on the B-25 and C-47 aircraft reflected the quality of line maintenance on these type aircraft to have improved considerably over previous month. However the number of discrepancies noted on the two T-33 aircraft were all on AFG and was a considerable increase over previous month. Closer inspection of aircraft at preflight and post flight will eliminate majority of the type of discrepancies noted.

6. Comments:

a. Although the quality of maintenance on the line improved on the B-25 and C-47 aircraft, indications are that numerous manhours are lost each month due to shortage of proper type maintenance stands for number and type of aircraft assigned.

Hq, 301BOMGE, 301DMHC, Barksdale AFB, La., Subj: Monthly Analysis

7. Flight Test:

a. B-47: Increasing trend of K-System discrepancies on aircraft coming out of Periodic Inspection. Rise in average discrepancies from one per aircraft during August and September to an average of three per aircraft for October. No other significant trends.

b. KC-97: No significant trends.

c. C-124: Continued low number of all types of flight test discrepancies. No significant trends.

d. Base Flight: Continued low number of all types of flight test discrepancies on all types of aircraft. No significant trends.

8. Analysis of Inspection Work Cards.

a. Periodic and Postflight Inspections: Outstanding unscheduled maintenance discrepancy write-ups follow the same general trends reported previously.

b. The quarterly Inspection Requirement change report submitted by this organization for the quarter ending 30 September recommended inspection changes which should provide a more thorough inspection at more frequent intervals on those outstanding type discrepancies.

9. Weight and Balance

a. Seventeen (17) aircraft for which this Wing is responsible are overdue weighing.

b. Scales are presently available and a weighing schedule has been put into effect by maintenance control. One KC-97, four C-124 and one C-47 type aircraft were weighed during October.

10. Analysis of Periodic Inspection of 3rd SSS Aircraft.

a. There were four (4) periodic inspections completed during the month of October on C-124 aircraft. Average number of days out of commission for periodic inspection increased two (2) days over the preceding month. One factor largely responsible for this was Ship # 49-252 which was out a total of 56 days. This ship was AOCF 25 days for wing flap cable. Also considerable difficulty was encountered in the installation of this cable. Aircraft grounded an average of 23. diagonal cable while under going inspection due to parts on back order.

b. There was an increase in discrepancies noted by Quality Control Inspectors during the month of October on periodic inspections. This trend has been upward for the past four months. Average discrepancies noted for October were 145 per aircraft which is considered to be very high.

Hq, 31 BOMBGR, 381000, Barksdale AFB, La., Subj: Monthly Analysis

c. Quality maintenance found on spot checks for month of October showed some improvement over month of September.

11. Comments

a. The monthly problem seems to be a real drawback for getting high quality maintenance during periodic inspections. An influx of inexperienced personnel to replace personnel discharged and due for discharge is also showing its effects. The Maintenance Section has started to conduct lectures on all phases of maintenance as one means of overcoming this situation.

12. Special Projects:

a. During the month of October scheduled ninety (90) dry Technical Inspections were performed in the 31st Air Refueling Squadron and the 31st Field Maintenance Squadron. The inspections of these squadrons were generally satisfactory. Improvements in overall maintenance of stocks and ground support equipment was noted in the 31st Air Refueling Squadron. The general appearance and maintenance of individual shop equipment has shown considerable improvement since the previous inspection of the 31st Field Maintenance Squadron.

13. Unsatisfactory Reports:

a. The U. S. situation is about the same as for September. There is a continual need for stress on the importance of timely submission of unsatisfactory and Aircraft and Engine Component Failure Reports.

EUGENE G. SMITH
Major, US F
Quality Control Officer



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Conley
17 March 56

UNITED STATES AIR FORCE

OFFICE OF THE

31st AIR MOBILITY WING, AMB

HEADQUARTERS, AIR FORCE BASE, INDIANAPOLIS

1 January 1956 - 31 January 1956

AIRBORNE UNITS

31st Headquarters Squadron Section
32nd Bombardment Squadron
33rd Bombardment Squadron
34th Bombardment Squadron
35th Bombardment Squadron
36th Bombardment Squadron
37th Bombardment Squadron
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100th Bombardment Squadron

PREPARED BY:

Troy L. Shepard
TROY L. SHEPARD
S/ST., USAF

REVIEWED BY:

Jack W. Greer
JACK W. GREER
COL, USAF
Historical Officer

APPROVED BY:

Everett W. Holston
EVERETT W. HOLSTON
Colonel, USAF
Commander

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

0799

AUTHORITY

This history has been prepared in accordance with the following
regulations and supplemental directives:

AFR 210-3, 11 March 1955
AFR 210-1, 13 September 1953
SAC Manual 210-1, June 1951
SAC Regulation 210-1, 29 August 1955
2AF Regulation 210-1, 1 July 1954

0800

Training, 321st Airborne Division
10 January - 31 January 1955

1st Airborne Division
10 January 1955

Commander	Colonel Robert M. Hinton
Deputy Commander	Colonel Kenneth E. Davis
Director of Operations	Colonel Charles E. Smith
Director of Logistics	Colonel Robert E. Smith, III
Director of Personnel	Major Elmer L. Carl, Jr.
Chief of Plans, Division	Major Robert A. Linder
Chief of Intelligence	Lt Colonel Ellsworth A. Howell
Chief of Communications	Major Lincoln D. Helges
Comptroller	Major Gerald E. Shirey
Adjutant	Major Curtis E. Corley
Chief Transport Division	Major Fred Dugnette
Logistics Officer	Major Daniel E. Price, Jr.
Chief Transport Intelligence Branch	Major William F. Omlsac
Commander, Headquarters Squadron	Lt Colonel E. Edgerton
Commander, 321st ASLT	Lt Colonel Elmer E. Hershberger
Commander, 352d ASLT	Lt Colonel Peyton E. Taylor
Commander, 353d ASLT	Major William A. Fiske
Commander, 301st ASLT	Lt Colonel Allan A. Lethen
Commander, 301st ASLT	Major William R. Charlton
Commander, 301st ASLT	Major Charles B. Wackelberry

History, 301st Bombardment Wing (L)
(1 January - 31 January 1956)

REGISTER OF KEY PERSONNEL (Con't)
(1 January - 31 January 1956)

Commander, 301 B.S.	Major Mac C. Hemphill
Commander, 301st Tactical Hospital	Major Roy R. Patterson
Chief of Nursing Service	Lt Colonel Edith L. Patient
Director of Safety	Major Driskill R. Horton
Chief of Communications and Electronics Division	Major Thomas H. Hardin
Chief of Predictions and Targets Branch	Major Ernest W. Liverman
Deputy Director of Operations	Lt Colonel Samuel T. Battalio
Assistant Chief of Intelligence Div/	Major Lincoln E. Relyea
Report and Analysis Officer	Unoccupied at Present Time
Special Weapons Officer	Major Robert R. Hoskins
Gunner Officer	Captain Harold H. VanWormer
Ammunitions Officer	Unoccupied at Present Time

Section 111 - (Continued) (Page 2)
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Section 112

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10)

Section 113

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Section 114 - (Continued) (Page 3)
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Section 115

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Section 116 - (Continued) (Page 4)
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Section 117

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Section 118 - (Continued) (Page 5)
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Section 119

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Section 120 - (Continued) (Page 6)
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History, 301st Bombardment Wing (M)
(1 January - 31 January 1956)

INTRODUCTION

The primary mission of the 301st Bombardment Wing, Medium, is the conducting of long range bombardment operations in any part of the world at any time, either independently or in cooperation with land and sea forces.

The responsibility of the 301st Bombardment Wing, Medium, is:

(1) maintain assigned units in a state of readiness to permit immediate operations either alone or jointly with other forces against enemies of the United States; (2) Organize, train, and stage, as directed, appropriate combat service, and supporting units for theatre or other overseas deployment; (3) Train bombardment crews, refueling crews and units for performance of global bombardment operations; (4) support the Air Reserve and National Guard Program in accordance with instructions received from Headquarters, Second Air Force; (5) Perform such special missions as the Commanding General, Second Air Force, may direct.

301-1, 301-2, 301-3, 301-4, 301-5
 (1 January - 31 January 1956)

PLANS

301-1, 301-2, 301-3, 301-4, 301-5

Chief of Plans, Division - Maj. Robert A. Phipps, 1937A, succeeded Lt Colonel Walter J. Westerman, 7375A, as Chief of Plans of this wing.¹ Lt Colonel Westerman was assigned duty as Squadron Commander of the 30th Bombardment Squadron.²

Chief of Intelligence - Major Harold D. Meyer, 401094h, succeeded Lt Colonel George A. Stillman Jr, 19361, as Chief of Intelligence of this wing.³ Lt Colonel Stillman was transferred to the Intelligence Division of 2nd Air Force.

Chief of Bombardment Division - Major Carl L. Squitto, 4-736072, succeeded Lt Colonel Samuel L. Battelle, 7375A, as Chief of Bombardment of this wing.⁴ Lt Colonel Battelle was assigned duty as Deputy Director of Operations of this wing.

Commander, 30th Bombardment Squadron - Lt Colonel Walter J. Westerman, 7375A, succeeded Lt Colonel Donald W. Kerten, 7741A, as commander of the 30th Bombardment Squadron.⁵ Lt Colonel Kerten was transferred to the Plans Division of 2nd Air Force.⁶

1. HQ 301 FA. #14, 24 Jan 56, Exhibit No. 1

2. IBID.

3. HQ 301 FA. #3, 3 Jan 56, Exhibit No. 2

4. HQ 301 FA. #14, 24 Jan 56, Exhibit No. 1

5. IBID.

6. IBID.

7. IBID., Edward L. Interviewed via telephone by CDR Jack W. Grier, 20 Feb 56.

301st Bombardment Wing
11 January 1956

3

Chief of Communications and Navigation Division - Major William J. Nelson, 11 2716, succeeded Major James G. Anderson, Jr., as Chief of Communications for this wing.⁸ Major Anderson was transferred to SAC Communications as an Staff Sergeant Technical Officer.⁹

Deputy Director of Operations - Lt Colonel David T. Pettilli, 7776A, succeeded Lt Colonel William J. Nelson, 7776A, as Deputy Director of Operations, this wing.¹⁰ Lt Colonel Nelson was transferred to the 301st and assigned as the Director of Operations of that wing.

Air Tasking - The combat mission was awarded to Major Ernest A. Liveman for his display of extraordinary skill, in his capacity as Wing Radar Prediction Officer for the 301st Bombardment Wing, during the period of August 14 through September 1, 1955. Major Liveman worked tirelessly and unselfishly in connection with the strategic Air Command evaluation mission, "Test Case", which involved a secret night radar attack against an airfield target utilizing only target material based on 15 year old photography. The 301st Bombardment Wing achieved top ranking results in SAC and these results can be directly attributed to the radar target prediction capabilities of Major Liveman.¹¹

8. Tq 301st PA, #11, 10 January, 1956, Exhibit No. 2

9. Wall, Edward, interviewed via telephone by SPT Jack L. Miller, 20 Feb 56.

10. Tq 301st PA, #11, 21 January 1956, Exhibit No. 1

11. News Clipping From 301st, Aircraft Observer, Exhibit No. 4

12. Watts, William H. Ingot, Interdicted by G. H. Baker, 1 Apr 46.
13. Watts, William H. Ingot, Interdicted by G. H. Baker, 1 Apr 46.
14. Watts, William H. Ingot, Interdicted by G. H. Baker, 1 Apr 46.

13

16

16. A re-aft incident report #2, a/cing Saelet, exhibit 6.

17. 1925.

15. "O-TS", "Skill", Interview by 2 AF, Jack W. Grier, 1 Mar 66.

History, 301st Bombardment Wing (A)
(1 January - 31 January 1956)

7

on interphone in the rear of the aircraft who acknowledged the A/C orders to stow the boom and stated boom stowed. The radio operator stated he notified the boom operator to stow the boom. Evidently he gave his instructions to one of the passengers instead of the boom operator. The assistant boom operator seeing that no one was in the pad and knowing the boom was in trail position and gravity dump entered the pad and attempted to stow the boom as the plane was on final approach. Because of darkness and limited time before touchdown he could not find his headset or hand mike to notify the A/C that the boom was not stowed. The slower airspeed of the aircraft on final prevented flying the boom to stowed position.¹⁹ The assistant boom operator received a letter of appreciation from Colonel Holstrom for his work in attempting to stow the boom during an emergency.

19. Aircraft Incident Report #8, Flying Safety, Exhibit 7.

History, 301st Bombardment Wing
(1 January - 31 January 1956)

CHAPTER II

PERSONNEL

TOTAL ASSIGNED STRENGTH - The total assigned officer strength as of 31 December 1955 was 378¹ with a listing of 365 assigned officers as of 31 January 1956 according to the statistical services semi-monthly strength report.² This decrease of 13 officers was distributed throughout the 301st Bomb Wing with no large amount being lost from any one squadron.

The assigned airmen strength was 1,562 as of 31 December 1955³ and 1,574 as of 31 January 1956.⁴ This was an increase of 12 airmen in the 301st Bombardment Wing during the month of January.

AUTHORIZED STRENGTH - The authorized strength for officers was increased during the period of this history from 423 to 424.⁵ This was an increase in authorization of 1 officer.

The authorized airmen strength as of 31 January 1956 was 1,590,⁶ 25 less than the authorization of 1,615 as of 31 December 1955.⁷ The authorization for the 301st Air Refueling Squadron dropped from 250 to 224, a decrease of 26.⁸ This decrease was caused by a decrease in boom operators. KC-97 crews of the Air Refueling Squadron were authorized two boom operators per crew for the 30 KC-97 crews. This authorization was cut from two to one plus a pool of 4 boom operators. This authorized

1. Exhibit 9 of November-December History 1955.
2. Semi-Monthly Strength Report, period ending 31 JAN 56, Exhibit 5.
3. Exhibit 9 of November-December History 1955.
4. Semi-Monthly Strength Report, period ending 31 JAN 56, Exhibit 5.
5. IBID.
6. IBID.
7. Exhibit 9 of November-December History 1955.
8. Semi-Monthly Strength Report, period ending 31 JAN 56, Exhibit 5.

History, 301st Bombardment Wing (B)
(1 January - 31 January 1956)

9

a total of 34 boom operators for the Air Refueling Squadron, 26 less than formerly authorized.⁹

RELATIONSHIP OF ASSIGNED TO AUTHORIZED PERSONNEL - As of 31 December 1955 this command was short 45 officers.¹⁰ As of 31 January 1956 this shortage was increased to 65 officers.¹¹ This shortage mainly consisted of B-47 aircraft commanders. A shortage of B-47 Observers KC-97 pilots and supply officers also existed.¹²

PERSONNEL SHORTAGES - The 301st Bombardment Wing has continued shortages in the following fields:

- Supply
- Administration
- Personnel
- Operations Specialists
- 7 level (Supervisors) B-47 Aircraft Maintenance Technicians
- 1-System (7 level) Technicians
- Auto Pilot Technicians
- Busby Products Repair¹³

RE-ENLISTMENTS - During the month of January 1956, a total of 21 airmen were discharged from this wing who were eligible to re-enlist. Five, or 23.8% of such eligible airmen re-enlisted during that period.¹⁴ This is considerably lower than the re-enlistment rate of 30%

9. NEAL, Sidney B, Interview by 2NDLT Jack W. Grier, 28 FEB 56.
10. Exhibit 9 of November-December 1955, History
11. Semi-Monthly Strength Report, period ending 31 JAN 56, Exhibit 5.
12. BOBO, Jeff, M/Sgt, Interviewed by 2NDLT Jack W. Grier, 28 FEB 56.
13. FAHEY, Daniel, W/C, Interviewed by 2NDLT Jack W. Grier, 29 FEB 56.
14. SMITH, Gerald W, Interviewed by 2NDLT Jack W. Grier, 28 FEB 56.

CONFIDENTIAL
100-100000-100000

1. The purpose of this document is to provide information regarding the activities of the [redacted] and the [redacted] in the [redacted] area. The [redacted] is a [redacted] organization that has been active in the [redacted] area for many years. The [redacted] is a [redacted] organization that has been active in the [redacted] area for many years. The [redacted] is a [redacted] organization that has been active in the [redacted] area for many years.

0814

The five previous crosses remain to be collected.

Code and Cipher	153	23	173
Emergency Communication	155	27	173
Survival Intelligence	155	27	173
Air to Air Recognition	157	26	163

History, 1st Lieutenant Wing ()
 History - 21 January 1954

2

Aircraft Section	155	15	155
Technical Section	155	15	155

The following is the list of courses scheduled to
 carry out to the various sections.

Police Section	51	5	51
Preserve Section	51	5	51
Celestial Section	51	5	51
Technical Section	51	5	51
Technical Section	51	5	51
Technical Section	51	5	51
Technical Section	51	5	51
Technical Section	51	5	51

The following is the schedule of courses to be carried out by
 section heads in the various sections.

Police, Sub. and Section	15	5	15
General training courses are as follows:			
Instrument school	51	5	155
Technical Section	51	5	155
Technical Section	51	5	155
Technical Section	51	5	155

The last two courses remain to be scheduled.

Physical conditioning Unit	155	15	205
Survival Exercise	155	15	125
Advanced survival	155	15	125

0816

1. 3-12-56 Training Report for 2-31 Jan 56, at GLE to J210LT
2. Article letter posted on 301 HQ 214 Bulletin Board. Photograph from AF Observer, Whitt 74
3. 3-12-56, Kenneth A. Lt Col, Interviewed by GDLT Jack E. Boier, 7 Mar 56

1901

15 January 1966 are as follows:

1. 30th Continental Squadron - 98.5
2. 31st Continental Squadron - 98.5
3. 353rd Postcard Squadron - 99.0
4. 36th Air ReSupply Squadron - 99.0

There were three items on which action was to be taken by the Base Accountable Officer to correct critical shortages of M4 items.

Seventy-five percent of the items that have been checked are "Blue Square" items. Base Supply was to make a list of Blue Square items on hand and forward to the cycle one project officer at Warner-Rebbins for assistance.³

The PA coupler for A-21 VE Radio is a critical item and has been for the past 3 months. There is a shortage of eight couplers and three 013865000 Control units in the A-21.

1. HQ HAFTRC 65, 11 Jan 56, filed in 301Adjutants Section, 301st EOWWG
2. A minute of Fly Away Meeting, 25 Jan 56, Filed in 301W
3. ISIP.

CONFIDENTIAL

1. The following information was obtained from a review of the files of the [redacted] and [redacted] and is being furnished to you for your information.

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HEADQUARTERS
301ST BOMBARDMENT WING, BOMBING (SAC)
Barksdale Air Force Base Louisiana

PERSONNEL ACTION MEMORANDUM
Number 14)

24 January 1956

1. MAJ WILLIAM R GOALB, 14552A, 353BomRon, S.C. this sta. is asg addu as Sq Supply Off, vice 1STLT SIMON P JARVIS, A03016068, reld, eff 24 Jan 56.
2. LTCOL SAMUEL T BATTALIO, 7079A, this hq, SAC, this sta. is rel fr dy as Ch, Bomb Div, Wg D/Opns, & asg dy as Dep D/Opns, vice LTCOL WILLIAM B COLSON, 7778A, reld, eff 26 Jan 56. No change in Dy AFSC or functional acct code.
3. MAJ FRED D DUJETTE, A0736692, this hq, S.C. this sta. is rel fr dy as Ch, Capabilities & Analysis Br, Bomb Div, Wg D/Opns, & asg dy as Ch, Bomb Div, Wg D/Opns, Dy AFSC 1411, vice LTCOL SAMUEL T BATTALIO, 7079A, reld, eff 26 Jan 56. No change in functional acct code.
4. MAJ ROBERT A ZWICK, 12378A, this hq, S.C. this sta. is rel fr dy as Asst Ch of Plans, Wg D/Opns & asg dy as Ch of Plans, Wg D/Opns, vice LTCOL ROBERT T HERSHBERGER, 7375A, reld, eff 26 Jan 56. No change in functional acct code. Dy AFSC changed fr 1525B to 1411.
5. 2NDLT ARTHUR D DAVIS, A03030000, this hq, S.C. this sta. is asg addu as P2 Proj Off Int SAC Reg (Class) 200-4, acted 1 Jan 56, eff 19 Jan 56.
6. LTCOL ELMER T HERSHBERGER, 7375A, 32BomRon, S.C. this sta. is asg dy as Sq Condr, Dy AFSC 0061A, vice LTCOL DONALD H MARTIN, 7741A, reld, eff 26 Jan 56. Functional acct code is 01000.
7. MAJ LAWRENCE R MENSURE, A0433283, this hq, S.C. this sta. is asg dy as Asst Ch of Plans, Dy AFSC 1521E, vice MAJ ROBERT A ZWICK, 12378A, reld, eff 26 Jan 56. Functional acct code is 27000.
8. CPT NORMAN L GIBSON, 18389A, this hq, S.C. this sta. is rel fr dy as Staff Obsr, Bomb Div, Wg D/Opns, & asg dy as Ch, Capabilities & Analysis Br, Bomb Div, Wg D/Opns, vice MAJ FRED D DUJETTE, A0736692, reld, eff 26 Jan 56. No change in Dy AFSC or functional acct code.
9. The DOS of the FNO, orgn inde, S.C. this sta. is changed fr dato inde to Indef:

RANK	NAME	AFSC	UNIT	OLD DOS
1STLT	JOHN R KNOWLTON	A03026103	Hq301BomWg	13 Apr 57
1STLT	GEORGE R OSTEN JR	A03026370	32BomRon	27 Apr 57
1STLT	JONATHAN K SNYDER	A03005047	301Ref Sq	31 May 56

REF: 14, Hq 301 Bomb Wg, Barksdale AFB, LA, dtd 24 Jan 56 (Cont'd)

10. Bd of the FMO, orgn inde, SMO, this sta, are assg Functional Category B, eff 1 Dec 55. AUTH: 2AF Msg LPAC 2992, dtd 16 Dec 55 & SMO Msg STP 50842, dtd 22 Dec 55:

NAME	AFSN	UNIT	BY AFSC
EUGENE G SCHLAGEL	10443059	Hq301BomWg	4391
CHARLES D RUCKENBERRY	10669726	301FldMntRon	0021LR

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIMPLY L NOL JR
Major, USAF
Director of Personnel

Charles D Ruckenberg Jr.
CHARLES D RUCKENBERRY JR
WO(M-1), USAF
Wg Pers Off

DISTRIBUTION:

- 1 - Lt Sq Wg Cdr
- 1 - Base Stat
- 1 - HMA
- 4 - 301B Historian
- 1 - Lt Sq 301B
- 2 - Hq 2AF, LTR: DPCC
- 2 - EPC
- 5 - 301DP
- 30 - 301DP

HEADQUARTERS
JOINT BOMBARDMENT Wing, Medium (SAC)
Barksdale Air Force Base Louisiana

PERSONNEL ACTIONS MEMORANDUM
REF: 3)

3 January 1956

2

1. MAJ LINCOLN D REYNOLDS, A0425674, this hq, SAC, this sta, is reld fr dy as Asst Ch of Intell Div, Wg D/Opns, By AFSC 2054, & asgd dy as Ch of Intell Div, Wg D/Opns, By AFSC 2016, vice LTCOL GEORGE H STILLSON JR, A0654, reld, eff 9 Jan 56. No change in functional acct code.

2. LNW per 12b(1)(b), AFA 36-1, as amnd, the Prim AFSC of 2NDLT MAJOR D DAVIDSON, A03030000, this hq, SAC, this sta, is changed fr 2051 to 2054. By AFSC is changed fr 2051 to 2054. No change in functional acct code.

3. LNW per 2d, Ltr Hq 2AF, Subj: Deletion & Downgrade of Off AF Spec, dtd 5 Sep 55, the Prim AFSC 1521P of 2NDLT CHARLES R SMITH, A03035104, 352BonHon, SAC, this sta, is delt. New Prim AFSC 1521B is awd LNW per 13b(3)(a), AFA 36-1, as amnd. No change in functional acct code.

4. LNW per 12b(1)(a) and (b), AFA 36-1, as amnd, the Prim & Dy AFSC of MAJ JOHN C ADAMS, A02045135, 352BonHon, SAC, this sta, is changed fr 1231B to 1234B, eff 1 Jan 56. No change in functional acct code.

5. LNW per 2d, Ltr Hq 2AF, Subj: Deletion & Downgrade of Off AF Spec, dtd 5 Sep 55, the Prim AFSC 1521P of 1STLT RAYMOND R GILBERT, A03014020, 352BonHon, SAC, this sta, is delt. New Prim AFSC 1521B is awd LNW per 13b(3)(a), AFA 36-1, as amnd. No change in functional acct code. Ser Cat is changed fr 5 to 4.

6. LNW per 12b(1)(a) and (b), AFA 36-1, as amnd, the Prim & Dy AFSC of CPT MILLS G MURPHY, A02095681, 353BonHon, SAC, this sta, is changed fr 1231B to 1234B. No change in functional acct code.

7. 2NDLT CLAY D HILLEY, A03036951, 301ARef Sq, SAC, this sta, is deferred for OASer until 9 Jun 56.

PARA 3, Hq 301 Bomb Wg, Barksdale AFB, LA, dtd 5 Jan 56 (Cont'd)

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIDNEY C. HARRIS JR
Major, USAF
Director of Personnel

DANIEL D. FARLEY JR
CO(M-1), USMC
Mg Pers Off

DISTRIBUTION:

- 1 - Hq Sq A/R OIR
- 1 - Base Stat
- 1 - 4EX
- 4 - 301B/ Historian
- 1 - Hq Sq 301B/
- 2 - Hq 2AF, LTR: BPFCC
- 2 - BPC
- 30 - 301DP3

18 January 1956

1. MAJ THOMAS H. HINDEN, #3527616, this hq, SAC, this sta, is rel fr dy as Asst Jg Comm Off & asg dy as Jg Comm Off, eff 9 Jan 56. No change in Dy ASCO or functional acct code.
2. MAJ JOHN W. GILLES, #33031109, this hq, SAC, this sta, is rel fr dy as Intell Off, dy w/Jg Intell Div, D/Opns & asg dy as Jg Historian with addn as Asst Jg Adj. Dy ASCO 7021, eff 12 Jan 56. Functional acct code is 47000.
3. MAJ ROBERT E. NICHOLS, 129424, 353Borden, SAC, this sta, is asg dy as A/G of SAC, eff 31 Mar 55. No change in Dy ASCO or functional acct code.
4. The Dy ASCO of Lt. Col. Ref Sq, SAC, this sta, is changed as inde. AUTH: SAC MSG 129424, dtd 12 Jan 56.

[illegible]

5. ENDET JOEL G MUSE, A03036583, 301 Reef St, S.C. this sta. is deferred for OSMER until 30 Jun 56.

Form 11, Hq 301 Bomb Gp, Barksdale AFB, La., dtd 19 Jan 56 (Cont'd)

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIDNEY L. HARRIS JR.
Major, USAF
Director of Personnel

Sgt. Maj. H. J. H. H. H.
DANIEL D. FARLEY JR.
SG(M-1), USAF
Asst. Pers Off

DISTRIBUTION:

- 1 - As Sq M/R Ck
- 1 - Base Stat
- 1 - AEC
- 1 - GOLD: Historian
- 1 - As Sq GOLD
- 1 - Hq 2nd, 1st, 2nd, 3rd
- 1 - BPO
- 5 - GOLDP.
- 70 - GOLDP.



THE COMMENDATION RIBBON was awarded this week to Major Ernest W. Liverman for his display of outstanding ability in his capacity as Wing Radar Prediction Officer for the 301st Bombardment Wing. During the period of August 18 through September 19, 1955 Major Liverman worked tirelessly and unstintingly in connection with the Strategic Air Command Evaluation Mission, "Post Hole"; which involved a scored night radar attack against an airfield target utilizing only target material based on 15-year-old photography. It was an outstanding feat for the 301st Bombardment Wing to achieve top bombing results in the most important single exercise a SAC bombardment wing participates in during the entire year. The bombing results can be directly attributed to the radar target prediction accomplished by Major Liverman. He has been in the service since November 5, 1941 when he entered aviation cadet training at Midland, Texas. He has been with the 301st Bombardment Wing since August 13, 1950; most of this time was spent performing the duties of a Radar Prediction Officer. Major Liverman is a native of North Carolina, is married and has two children.

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UNITED STATES AIR FORCE
 1964-1965
 AIR FORCE AIRCRAFT, 1964-1965

UNITED STATES AIR FORCE AIRCRAFT, 1964-1965

UNIT	1964	1965	1966	1967	1968
1st AF	14	14	14		14
2nd AF	77	61	42		11
3rd AF	77	61	41	1	11
4th AF	77	67	42		11
5th AF	100	74	73		75
6th AF	10	11	11		11
7th AF	6	6	6		6
8th AF	4	2	2		2
9th AF	27	22	21		21
10th AF	124	104	27	5	300
11th AF	45	71	62		50
12th AF	77	60	52		15
13th AF	77	53	46		30
14th AF	27	60	45		44
15th AF	100	95	10		10
16th AF	100	17	11		13
17th AF	10	5	5		6
18th AF	10	2	2		2
19th AF	77	10	10		10
20th AF	153	100	131		303
21st AF	10	10	10	4	65
22nd AF	10	10	10		13
23rd AF	10	10	10		10
24th AF	10	10	10		10
25th AF	10	10	10		10
26th AF	10	10	10		10
27th AF	10	10	10		10
28th AF	10	10	10		10
29th AF	10	10	10		10
30th AF	10	10	10		10
31st AF	10	10	10		10
32nd AF	10	10	10		10
33rd AF	10	10	10		10
34th AF	10	10	10		10
35th AF	10	10	10		10
36th AF	10	10	10		10
37th AF	10	10	10		10
38th AF	10	10	10		10
39th AF	10	10	10		10
40th AF	10	10	10		10
41st AF	10	10	10		10
42nd AF	10	10	10		10
43rd AF	10	10	10		10
44th AF	10	10	10		10
45th AF	10	10	10		10
46th AF	10	10	10		10
47th AF	10	10	10		10
48th AF	10	10	10		10
49th AF	10	10	10		10
50th AF	10	10	10		10
51st AF	10	10	10		10
52nd AF	10	10	10		10
53rd AF	10	10	10		10
54th AF	10	10	10		10
55th AF	10	10	10		10
56th AF	10	10	10		10
57th AF	10	10	10		10
58th AF	10	10	10		10
59th AF	10	10	10		10
60th AF	10	10	10		10
61st AF	10	10	10		10
62nd AF	10	10	10		10
63rd AF	10	10	10		10
64th AF	10	10	10		10
65th AF	10	10	10		10
66th AF	10	10	10		10
67th AF	10	10	10		10
68th AF	10	10	10		10
69th AF	10	10	10		10
70th AF	10	10	10		10
71st AF	10	10	10		10
72nd AF	10	10	10		10
73rd AF	10	10	10		10
74th AF	10	10	10		10
75th AF	10	10	10		10
76th AF	10	10	10		10
77th AF	10	10	10		10
78th AF	10	10	10		10
79th AF	10	10	10		10
80th AF	10	10	10		10
81st AF	10	10	10		10
82nd AF	10	10	10		10
83rd AF	10	10	10		10
84th AF	10	10	10		10
85th AF	10	10	10		10
86th AF	10	10	10		10
87th AF	10	10	10		10
88th AF	10	10	10		10
89th AF	10	10	10		10
90th AF	10	10	10		10
91st AF	10	10	10		10
92nd AF	10	10	10		10
93rd AF	10	10	10		10
94th AF	10	10	10		10
95th AF	10	10	10		10
96th AF	10	10	10		10
97th AF	10	10	10		10
98th AF	10	10	10		10
99th AF	10	10	10		10
100th AF	10	10	10		10
TOTAL	1531	1360	1163	7	1167

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MINNEAPOLIS, MINN. 55401, U.S.A.

000000: 3rd-Monthly Strata Report as of 31 January 76 13771

Special Handling Required IAW Paragraph 49a & 52 AFR 62-14 301BW 1956 Rpt #2

AIRCRAFT INCIDENT REPORT

TO: Commander, 3534 Bm Sq (M)	FROM: 3534 Bm Sq	THRU: Commander
Barksdale Air Force Base, La.	Squadron Flying	3534 Bomb Sq
ATTN: Wing Flying Safety Off	Safety Officer	Barksdale AFB, La.

SECTION I

Place of Incident -
Barksdale AFB, La.

2. Base Departed -
Barksdale AFB, La.

3. Dark

4. Classification - IFR

5. Mission or Activity engaged in -
IP Check Out

6. Type of Flight - Approach

Altitude - MVA

7. Aircraft Type - B-47D

b. Organization aircraft assigned to -
3534 Bombardment Squadron

8. Damage to Aircraft: Two small dents to leading edge of #6 wing panel.

9. Remarks:

a. BACKGROUND: The IP was a student pilot who was at night. He was on a check out. On this approach to runway 32, the aircraft was required to descend to low to make a safe landing.

b. WHAT DID YOU DO? Took over the aircraft, applied power and made abrupt pull-up to miss trees off the landing end of runway 32. Five more touch and go landings were shot without incident.

c. WHAT WAS THE IMMEDIATE RESULT? Number 6 engine struck the tops of the trees but it was not known at the time.

d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT? Instructor Pilot let student pilot get too low on final approach. ESP switch was on. Consequently, engine acceleration was slow. Aircraft mushed after applying 100% power and raising the nose.

e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE? More strict adherence to Instructor Pilot's duties.

SECTION II

10. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT? The Instructor Pilot in front seat allowed the student IP to descend too low during approach to landing. Due to heavy weather, IP's attention was drawn away from the aircraft. At the time of this incident was 1800 CST and it was completely dark. Landing lights were being used. Shortly before striking the trees top, the IP told the student to decrease his rate of descent and add power. The student followed these instructions. The student stated that he could not see the runway or the runway lights at this time from the back seat. The IP then instructed the student to level off as he was too low. The student then raised the nose of the aircraft in order to level off. At this time the gross weight was approximately 110,000 pounds with the best flare speed computed to be 134 knots. The IAS was 136 knots at this point. When the nose was raised at this time the aircraft continued to mush and it became apparent to the IP that the aircraft was getting dangerously low. The IP took over the controls, advanced the throttles to full open and executed an abrupt pull up. Apparently, the number six engine brushed the top branches of a pecan tree which is approximately 50 feet high and about 3,500 feet from the end of the runway, directly on the center line of the runway. These trees are contracted to be cut down by 1 February 1957. The first 1,600 feet of runway 32 is closed for night and IFR take-offs and all landings due to the obstruction as a result of these trees.

AIRCRAFT INCIDENT REPORT (Cont'd)

11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT?
- a. This incident will be discussed at the next Flying Safety Meeting.
 - b. In order to insure the safest possible situation during back seat landings at night on runway 32 at Barksdale, all pilots in the 301st Bombardment Wing has been instructed that "Until such a time as the trees are removed there will be no back seat landings accomplished at night on runway 32 at Barksdale unless there is an IP in the front seat". It is felt the high experience level of the IP in the front seat of this aircraft is all that prevented an aircraft accident. All IPs have been instructed to use extreme caution when students are making back seat landings.
 - c. The Wing B-47 Standardization Section President will discuss SOP's for traffic pattern, approach, and landings at the next Flying Safety Meeting.
12. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE OF SIMILAR INCIDENTS: Same as above.
13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED: No. N/A.
14. Date of Investigation - 11 January 1958
15. Squadron 353d Bomb Sq
16. Name & Grade of Flying Safety Officer Donald L. Kessler, Major

DISTRIBUTION

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801st AD Lockbourne AFB, Ohio	15 cys
806th AD Langley AFB, Va.	15 cys
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813th AD Pinecastle AFB, Fla.	15 cys
825 AD Little Rock AFB, Ark.	15 cys
340th BW Sedalia AFB, Mo.	8 cys
15th AF March AFB, Calif.	10 cys
8th AF Westover AFB, Mass.	10 cys
4th AD Barksdale AFB, La.	2 cys
Base Operations	2 cys
301st - DO, DM, FM, R&E	2 cys ea
32nd, 352nd, 353rd, 301st AFS	6 cys ea
378th BW	10 cys

Special Handling Required IAW Paragraph 49A & 52 AFR 62-14 301BW 1956 Rpt #8

AIRCRAFT INCIDENT REPORT		RCS: 1-SAC-F2
TO: Commander, 301st Bm Wg (M)	FROM: Squadron Flying	THRU: Commander
Barksdale Air Force Base, La.	Safety Officer, 301st	301st Air Refueling
ATTN: Wing Flying Safety Off	Air Refueling Squadron	Sq, Barksdale AFB, La.

SECTION I

1. Place of Incident - Barksdale AFB, La.
2. Base Departed - Barksdale AFB, La.
3. Dark
4. Clearance - VFR
5. Mission or activity engaged in - Air Refueling and pilot proficiency
6. PHASE OF FLIGHT: a. Level Flt. Landing. b. Altitude: N/A.
7. AIRCRAFT: a. KC-97G 52857 b. Organization aircraft assigned to - 301st Air Refueling Squadron
8. DESCRIPTION OF DAMAGE TO AIRCRAFT: Ruptured flexible boom forward of IFR line valve damaged boom nozzle and ice shield.

9. NARRATIVE REPORT:

- a. DESCRIBE WHAT LED TO THE INCIDENT: IFR line valve malfunction on first attempt to transfer fuel to receiver valve was in closed position, could not position valve electrically or manually to open position. Receiver, tower and control room were notified. Decided to fly until fuel burned down to maximum gross landing weight (had 35,000 lb JP-4 in deck tanks). Was contacted by Engineering Officer through control room; he advised using procedure that had all ready been used to position valve manually. Co-pilot went to lower aft and succeeded in positioning valve to open position, called control room for a receiver and proceeded to refuel canteen 20. Normal hook-up was made approximately 50 miles south of Barksdale. When pressure was put on line, boom forward of line valve ruptured.
- b. WHAT DID YOU DO? Got rid of receiver, notified crew of emergency, went through emergency procedure for heavy fumes, started dumping fuel by gravity flow, notified tower of emergency and was cleared straight in. Called for boom to be stowed when at 1200 feet and approximately 3 miles on final. Received acknowledgement that boom was stowed.
- c. WHAT WAS THE IMMEDIATE RESULT? Fuel was pouring into lower aft - as gravity dumping was started, rate of fuel flow into lower aft evidently lessened. Normal landing was made using reverse at which time it was reported over interphone we had a boom fire.
- d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT? (1) Malfunction of IFR line valve; (2) Rupturing of flexible fitting forward of IFR line valve; (3) Apparent panic of boom operator and his failure to keep me properly informed of his actions; (4) Boom not up and locked.
- e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE? (1) When line valve malfunctions do not attempt to refuel; (2) More frequent inspection and change of flexible booms; (3) Install light or some type indicator on pilots panel as a means of checking by pilot that boom is stowed.

SECTION II

10. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT? Failure of IFR line valve (gear stripped on electric meter). Rupture of IFR flexible boom forward of line valve (material failure of boom). Boom was not stowed prior to landing, ice shield and boom nozzle damaged beyond repair. Cause of boom not being stowed can be attributed to (a) primary boom operator leaving refueling pod while dumping fuel without notifying the A/C; (b) radio operator was only one on interphone in rear of aircraft and acknowledged the A/C orders to stow the boom and stowed boom stowed. Radio operator stated he notified the boom operator to stow the boom. Evidently he gave his instructions to one of the passengers instead of the boom operator. Due to the fact the lights were out in the rear of the aircraft, and he did not have a flashlight in his possession. The assistant boom operator seeing that no one was in the pod and knowing the boom was in trail position and in gravity dump configuration with the aircraft on final approach. He entered the pod and attempted to stow the boom. He was unable to stow the boom prior to landing and unable to notify the A/C that the boom was not stowed. Reasons for not notifying the A/C the boom was not stowed; (1) He could not find his headset or hand mike due to the darkness and limited amount of time before touch-down. Reasons for

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not being able to stow the boom: (1) The IFR system was in fuel dump configuration and the shub switch had been found to be inoperative on the in-flight operational check; (2) The airspeed at this time precluded flying the boom to the stowed position. The boom can not be flown to the stowed position below 160 miles an hour. Aircraft was on final approach between 150 - 160 miles an hour.

11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT? This crew has been re-checked by the Wing Standardization Board and found fully competent to perform their duties. Aircraft records have been checked and found some flexible boots are apparently overdue for change. Squadron Maintenance Officer has been advised that the flexible boots should be checked and changed if necessary, or as required by T.O. This has been brought to the attention of all crew members in a flying safety meeting and will be emphasized again in the next flying safety meeting scheduled for 3 February 1956. Wing Standardization Board has strongly emphasized that boom operators properly use the traffic pattern check list.
12. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE OF SIMILAR INCIDENTS? Once you have any major malfunction or fuel leakage in IFR system, do not attempt to refuel except in a dire emergency. Recommend a light or indicator be put on pilot instrument panel so the pilot will be able to know when the boom is properly stowed and retracted (and that this light or indicator work off of the emergency buss). Also recommend that "boom stowed" be entered on pilot's pre-traffic pattern check-list. And a closer check be made by maintenance personnel and flight crew personnel of all flexible boots in the IFR system.
13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED: No. REASON WHY NOT SUBMITTED: AFTO-33 component failure report submitted to Wing Maintenance Control on the IFR line valve.

14. Date of Investigation - 26 January 1956	15. Squadron - 301st Air Refueling	16. Name & Grade of Flying Safety Officer GARNER E BROWN Captain, USAF
--	---------------------------------------	---

DISTRIBUTION:

6th AD MacDill AFB, Fla. - 15 cys	15th AF March AFB, Calif. - 10 cys
801st AD Lockbourne AFB, Ohio - 15 cys	8th AF Westover AFB, Mass. - 10 cys
806th AD Lake Charles AFB, La. - 15 cys	4th AD Barksdale AFB, La. - 2 cys
38th AD Hunter AFB, Ga. - 15 cys	Base Operations - 2 cys
813th AD Pinecastle AFB, Fla. - 15 cys	301st - DO, DM, FM, A&E - 2 cys ea.
825th AD Little Rock AFB, Ark. - 15 cys	32d, 352d, 353d, 301ARS - 2 cys ea.
340th BW Sedalia AFB, Mo. - 8 cys	376th BW - 10 cys



FLYING SAFETY CREW OF THE MONTH for the 301st Bombardment Wing was selected from the 32nd Bomb Squadron. From left to right, they are Maj. Wallace D. Horton, aircraft commander; 1st Lt. Burno F. Pitts, pilot; and Maj. Edward D. Seward, observer.

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HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM
Barksdale Air Force Base
Louisiana

Division Commander's Remarks

Section J

Air Training Report for the Month of January, 1956 - RCS: 3-SAC-T12

I concur with the remarks of the Wing Commander.


M. A. PRESTON
Brigadier General, USAF
Commander

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks - PART V

Air Training Report for Month of December - RGS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1) SES	70:55
(2) Ferry Acft to & from Marietta	19:45
(3) Ferry Acft to Castle	23:20
(4) Ferry Acft to Goose	4:30
(5) SAC IG inspection (Tail Gate Mission)	71:10
TOTAL	191:40

b. Weather or local conditions:

- (1) Fourteen sorties were cancelled due to weather at Barksdale AFB.
- (2) Twenty-four aircraft were diverted to other bases during the month because of local weather being below minimums.

c. Restrictive directives: None.

d. Combat crew member gains and losses:

(1) Crew members gained:

(a) One aircraft commander.

(b) Three co-pilots.

(c) One observer.

(2) Crew members lost:

(a) Four co-pilots - Two PCS, one unassigned, one discharge.

(b) One observer - PCS.

e. Crew member changes:

(1) 4 aircraft commanders.

(2) 8 co-pilots.

(3) 4 observers.

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f. New crews: Two non-ready crews formed during the month; IN31 - 7 Jan 56; IN33 - 29 Jan 56.

g. Crew status changes:

- (1) IN66 disbanded 7 January 1956. Aircom and observer placed on IN crews. Co-pilot unassigned.
- (2) R20 disbanded 29 January 1956. Aircom placed on IN crew. Co-pilot placed on "R" crew. Observer placed on "S" crew.
- (3) IN25 to R25, 29 January 1956. Upgraded.
- (4) N94 to R94, 24 January 1956. Upgraded.
- (5) L38 to R38, 24 January 1956. Downgraded.
- (6) L78 to N78, 24 Jan 56. Downgraded.

h. Standardization crews:

S40, Wing - 15 Oct 55
S03, 32nd Bomb Sq - 1 Mar 55
S35, 352nd Bomb Sq - 1 Aug 55
S80, 353rd Bomb Sq - 1 Jun 55

i. Additional material and personnel problems:

- (1) The Bombardment/Navigation section has been unable to secure HO-249 publications Vols. I, II and III; SAC Technical Pamphlet 50-7, Shack Bombing Tables; and Recordaks. All of these items are vitally needed to perform this wing's mission. HO-249 publications were requisitioned 3 October 1955 and have been on back order since that time. Supply difficulty letter is being submitted on this item. The latest requisition for SAC Technical Pamphlet 50-7 was submitted 15 December 1955 and a supply difficulty letter is being submitted. Several requisitions for the Recordak have been submitted during 1955. The authorization first had to be changed from 4 per wing to 11 per wing, and the latest supply difficulty letter was submitted on 1 January 1956. The latest information is that the wing should receive 4 Recordaks some time in May 1956. At this date the authorization change for the additional 4 Recordaks has not yet been obtained. All of the above named items are very important and sorely needed to maintain this wing at top proficiency.
- (2) Personnel problems that were reported during the past six months still exist within the 301st Bombardment Wing.

j. SAC minimum training requirements not accomplished: Not applicable.

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k. Non-combat ready crews capable of deploying:

N78 - TDY Castle for B52 training.
IN65

l. Non-combat ready crew training:

- (1) Two crews were upgraded to ready status during January.
- (2) Non-combat ready crew personnel available received a high priority for flying training.
- (3) Non-combat ready training is receiving special emphasis and is being monitored on a daily basis by the wing staff.
- (4) Flying time for "IN" personnel is reported on Part I of the Air Training Report.
- (5) Following is submitted in accordance with 2AF Msg 2695:

<u>CREW</u>	<u>ESTIMATED CR DATE</u>
N78	TDY B-52 training
IN27	15 Jul 56
IN28	1 May 56
IN29	15 Jul 56
IN30	15 Jul 56
IN31	1 Aug 56
IN33	1 Aug 56
IN62	15 Apr 56
IN63	15 Apr 56
IN64	1 Jun 56
IN65	1 Feb 56
IN91	15 Apr 56
IN96	15 Jul 56

m. Field training operations: An air weapons exercise utilizing 32 aircrews and 37 aircraft, (and personnel of the 805th Air Base Group), was performed in conjunction with the SAC IG inspection on 30 and 31 January 1956.

n. Special training month remarks: Not applicable.

o. Comments or recommendations of the Wing Commander:

- (1) The 301st Bombardment Wing monthly operations and maintenance plan based on the monthly 60-9 was ineffectual as a planning document during January. Two major changes, after publication, invalidated it.

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- (a) Increased flying hour allocation, (Jan, Feb and March), was received after plan completion. Since our requested allocation was based on maximum maintenance capability, without interruption of the existing training program, immediate changes had to be incorporated to assure that a share of this increase was accomplished in January.
- (b) A revised method of scheduling, both flying training and ground training, was instigated on the 23rd of January in an effort to maintain integrity in both these areas and absorb the added flying time allocation.
- (2) CAA clearances for Bomber Stream Missions and USCM's continues to require much coordination and in most cases there are altitude restrictions or route changes to the original mission plan.
- (3) Gunnery performed at SES:

Crew	Ammo Loaded	Ammo Fired
S37	700	700
S77	700	350
- (4) The SAC IG will submit a report of their inspection. During their critique on 4 February 1956 the wing was given an overall rating of excellent.
- (5) Two crews successfully completed SES during January 1956.
- (6) Four crews began SES evaluation on 30 January 1956.

Everett W. Holstrom
 EVERETT W. HOLSTROM
 Colonel, USAF
 Commander

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301ST AIR REFUELING SQUADRON
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana


Division Commander's Remarks

Section J

Refueling Air Training Report for the Month of January, 1956

(RCS: 4-SAC-T12)

I concur with the remarks of the Squadron and Wing Commanders.


M. A. PRESTON
Brigadier General, USAF
Commander

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HEADQUARTERS
301ST BOMBARDMENT WING, WEIING
Barksdale Air Force Base
Louisiana

MONTHLY MONITOR'S REVIEW

PART IV OF

Air Training Report for Month of January 1956

RCS: 4-SAC-T12

I concur with the remarks of the Squadron Commander.

Everett W. Holstrom
EVERETT W. HOLSTROM
Colonel, USAF
Commander

4-6-1123

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301ST AIR REFUELING COMMAND
 DISTRICT BOMBARDMENT WING, MEDIUM
 arksdale Air Force Base
 Louisiana

1 February 1956

WING COMMANDER REPORT

Part III

Air Training Report for Month of January 1956

PCS: 4-SAC-T12

- a. Hours Flown - Performing Missions Ordered by Higher Headquarters:

(1) Ferrying Cargo & Personnel	51:50
(2) USON (Tailgate)	30:40
Total	82:30
- b. Weather or Local Conditions:
 - (1) Six sorties and fifty training hours were lost during the month due to the local weather situation and a SAC IG inspection.
- c. Restrictive Directives:
 - (1) Not Applicable.
- d. Combat Crew Member Gains and Losses:
 - (1) Crew Member Gains:
 - A. None.
 - (2) Crew Member Losses:
 - A. One Aircraft Commander - PCS to FEAR
 - B. Two Navigators - One released EAD, one PCS to Observer Upgrading school.
 - C. One Boom Operator - PCS Forbes AFB, Kansas.
- e. Crew Member Changes:
 - (1) Two Co-Pilots
 - (2) Six Navigators
- f. New Crews:
 - (1) Not Applicable
- g. Crew Status Changes:
 - (1) T-13 - Dropped 25 Jan 56 - No replacement Aircraft Commander.
 - (2) M-18 Upgraded to T-18.
- h. Standardization Crews:
 - (1) T-21 Wing Standardization Crew
 - (2) T-22 Squadron Standardization Crew

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Sq Comdr's Remarks Cont; (January)

- i. Additional Material and Personnel Problems:
(1) Not Applicable
- j. SAC Minimum Training Requirements not Accomplished:
(1) Not Applicable
- k. Non-Combat Ready Crews Capable of Deploying:
(1) One
- l. Non-Combat Ready Crew Training:
(1) Not Applicable
- m. Special Training Month Remarks:
(1) Not Applicable
- n. Comments or Recommendations of the Unit Commander:
 - (1) The Squadron reported 100 sorties and 530 hours flying time for January. The average for each of the twenty-two assigned crews was 23.6 hours flying time and 4.5 sorties.
 - (2) The Squadron accomplished 53 wet hook-ups less than 40,000 lbs during January which were not reportable on the part one of the T-12.
 - (3) Items 30 and 31 on the SAC Form 36A Part II state Cell Missions, however, Paragraph 6 a (1) (B) 2 states Cell flying of at least one hour's duration, therefore, numbers listed in Part II indicate hours of Cell Flying.

ALLAN A LATHAN
LTCOL, USAF
Commander

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OFFIC SAC QUARTER AIR REG

/CONFIDENTIAL/30124 6-428-4. For SAC DHE. 30124 - Acft Malfunction and Abort Rept, CCS: SAC-015, 1-21 Jan 56, fols: A. Abort Dates: 1-47: 15 aborts, 218 sorties, 6.8 percent. KC-97: 2 aborts, 101 sorties, 2 percent. B. The B-47 aborts are as follows, 6 ground (2 due fire warning lights, 3 due eng discrepancies, 1 due canopy leaking arm, 1 due secondary inverter failure and 1 due to low line speed caused by dragging fwd brakes.) 7 air aborts, (4 due E System, 1 due pressurization, 1 due fuel regulator and 1 due vibration caused by failure of fwd wheel to be braked on gear retraction). C. Malfunction Summary. 33 B-47 malfunctions 15X, 1 Radio, 2 A-5 Radar, 12 APG and Eng. 12 KC-97 malfunctions, 3 propeller, 3 IFF, 2 Hyd, 1 Inverter, 1 APS-42, 1 M-1 Compass and 1 engine turbo.

A CERTIFIED TRUE COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

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LEROY C. OPPER, MAJOR, USAF
30124/LCO/gph/1300/8Feb 56 23167

/t/S. T. FLEMING
Maj. USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Office of the Quality Control Officer
Barksdale Air Force Base
Louisiana

301B11700

16 February 1956

SUBJECT: Monthly Analysis

THRU: Chief of Maintenance
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

TO: Commander
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Quality inspection of aircraft undergoing periodic inspection.

a. A total of six (6) periodic inspection were completed on B-47 aircraft during the month of January by docks 1 and 2. Three inspections were completed by each dock. There was an increase in discrepancies noted over the month of December of three discrepancies per aircraft.

b. One periodic inspection was completed on KC-97 Aircraft by dock 3. There was an increase in discrepancies noted by Quality Control inspectors on aircraft general and engines over the month of December. This trend has been upward for two months. Discrepancies noted averaged 8 per aircraft.

c. Armament and electronics discrepancies found during periodic inspection increased over the month of December. This is due largely to performing a runup on K-System after each periodic inspection.

d. There were no significant trends in number of discrepancies noted on systems maintained by Field Maintenance for the month of January. Average number of discrepancies noted 2.5 per aircraft.

2. Analysis of periodic inspections. (Days out of Commission are Calendar days)

a. There were no significant change in number of days out of commission for periodic inspection for B-47 aircraft during the month of January. Average number of days out for periodic inspection 10.3.

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Hq, 301DMMQC, Burksdale AFB, La, Subj: Monthly Analysis (Cont'd)

b. There was one (1) periodic inspection completed on KC-97 aircraft during the month of January. This inspection was completed in eleven (11) days. This is a decrease of two (2) days in time out of commission for periodic inspection over the month of December.

3. Flight line inspection of B-47 aircraft

a. There were eleven (11) B-47 aircraft inspected on the flight line during the month of January. There were no significant trends in number or discrepancies noted. Average number of discrepancies noted 5.4 per aircraft and engines.

b. There were five (5) KC-97 aircraft inspected on the flight line during the month of January. There was an increase in average number of discrepancies noted on aircraft and engines over the month of December. Average number of discrepancies noted 10.4 per aircraft. This indicates need for more care in performance of post-flight inspection.

c. There was an increase in discrepancies noted on systems maintained by Field Maintenance Sq on B-47 and KC-97 aircraft for the month of January. This indicates need for more care in performance of post-flight inspections on these systems.

d. There were no significant trends in number of discrepancies noted on armament and electronics equipment during flight line inspections for the month of January.

4. Comments and action taken by 301st Maintenance Standardization Branch on discrepancies noted in preceeding paragraphs.

a. Write ups were in most all instances against items that were on the inspection work cards. This indicates that the mechanics performing the inspection are not following the work cards close enough. The supervisors responsible have been notified of this condition. Recommendations made by this section as to how this condition can be improved.

b. One reason for an increase in B-47 engine discrepancies was because of compliance with tech order 2J-J47-501 the quality of maintenance on this F.O. compliance has been taken up with the Field Maintenance section and action has been taken to improve this condition.

Hq, 301DMMQC, Barksdale AFB, La, Subj: Monthly Analysis (Cont'd)

c. In the past the Standardization Branch could not adequately cover the KC-97 maintenance. A 43171B has been added to the Standardization Branch and the quality of maintenance will be monitored closer in the future. At present particular emphasis is being placed on the KC-97 post-flight.

5. Base flight monthly analysis report

a. Periodic inspections

During the month of January, 11 periodic inspections were completed. Discrepancy trend is on the decrease over previous month, however aircraft forms discrepancies are still too high, 17 average per aircraft, with 3-25 aircraft high, 21 average, 6-47 low, 12 average. As on previous months 95% of form discrepancies were on DD form 781-2. Closer supervision by Flight Chiefs will reduce these discrepancies. Number of discrepancies on aircraft leaving docks shows a 50% decrease, or average of 6 per aircraft.

b. Flight line inspections (spot)

7 spot inspections were completed on flight line aircraft. There was no trend in number of discrepancies. Average discrepancies per aircraft on APG 5, with 1 per engine.

6. Flight Test

a. There were no significant trends in flight test discrepancies during the month of January.

7. Analysis of inspection work cards.

a. No significant trends.

8. Weight and balance

a. A regular ninety (90) day inspection was performed on wing weight and balance records, and based on the number of discrepancies noted this office recommends that a weight and balance technician be assigned to each squadron and base flight. Since Field Maintenance has responsibility of the actual weighing of all aircraft assigned this wing they should also have at least one technician assigned. This could be made available by sending presently assigned men to attend weight and balance course at Shute Field. Length of course 10 days. Our recommendation is for the squadron or unit 263 equipment man or clerk that handles

Hq, 301DWMQ, Barksdale AFB, La, Subj: Monthly Analysis (Cont'd)

the charts on the aircraft be designated as the unit weight and balance M.C.O. He would thus be the man eligible for weight and balance school. At present there are no qualified technicians in the squadron and the condition of the weight and balance records reflects this.

9. Special Projects:

During the month of January scheduled ninety (90) day technical inspections were performed in the 32nd Bomb Squadron and the 301st Field Maintenance Squadron. The inspection in the 301st Field Maintenance Squadron revealed that the ground power and motorized equipment section lacked the capability to maintain sufficient ground support units in commission to meet the requirements demanded by the flight line. The inspection of the 32nd Bomb Squadron was satisfactory.

10. Products Improvement Program

a. There were thirty six (36) UR's submitted during the month of January. The only noticeable trend was in failure of the T-201 transformer. This trend has shown for the past three months.

b. There were 322 Electronic Failure Reports submitted by armament and Electronics Squadron during the month of January with no significant trends.

c. There were seventy eight (78) AFIO Form 33's submitted during the month of January. Although this is a great improvement over the month of December the number is still not near what it should be. The 352nd Bomb Sq. was high with thirty three (33) submitted, while the 352nd was low with only two (2) submitted. The number submitted by Sq are as follows, 32nd Sq 17, Periodic Maintenance 11, Field Maintenance 9, Air Refueling Sq 5. Continued emphasis must be placed on the importance of submitting Failure Reports any time replacement or repairs are made on B-47 and KC-97 aircraft. Many of the AFIO Form 33's received by this office had to be returned to the originator for re-submission due to either insufficient or wrong information.

d. There were no AFIO Form 33A's submitted during the month of December. This seems a little out of line in view of the fact that we are having difficulty maintaining adequate support equipment to service assigned aircraft. In view of the facts as disclosed in this and the preceding paragraph this office strongly recommends a program to insure that all men

Hq, 301DAMQC, Barksdale AFB, La, Subj: Monthly Analysis (Cont'd)

involved in the maintenance of aircraft or support equipment become familiar with contents of TO-00-35D-54, dated 15 Nov 55.

a. The immediate supervisors are definitely not, I reiterate, not putting emphasis on this program. Only the people on the spot can do this since in many cases it never comes to Quality Control's attention until the condition has become critical or prevalent in several aircraft or items of equipment.

Eugene G. Schlegel
EUGENE G. SCHLEGEL
Major USAF
Quality Control Officer



HISTORY

OF THE

301ST BOMBARDMENT WING, MEDIUM
BARKSDALE AIR FORCE BASE, LOUISIANA

1 April 1956 - 30 April 1956

ASSIGNED UNITS

301st Headquarters Squadron Section
32nd Bombardment Squadron
352nd Bombardment Squadron
353rd Bombardment Squadron
301st Field Maintenance Squadron
301st Periodic Maintenance Squadron
301st Air Refueling Squadron
301st Armament and Electronics Maintenance Squadron
301st Tactical Hospital

TYPED BY:

TROY L. SHEPARD
S/SGT., USAF

WRITTEN BY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF
Historical Officer

APPROVED BY:

Everett W. Holstrom
EVERETT W. HOLSTROM
Colonel, USAF
Commander

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

BSI Cont No
S 17367

AUTHORITY

This history has been prepared in accordance with the following regulations and supplemental directives:

AFR 210-3, 11 March 1955
AFR 210-1, 1 December 1955
SAC Manual 210-1, June 1951
SAC Regulation 210-1, 15 March 1956
2AF Regulation 210-1, 1 July 1954

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

ROSTER OF KEY PERSONNEL
(as of 31 April 1956)

Commander	Colonel Everett W. Holstrom
Deputy Commander	Colonel Kenneth S. Steele
Director of Operations	Colonel Charles D. Lewis
Director of Materiel	Colonel Robert H. Borders III
Director of Personnel	Major Sidney L. Neal, Jr.
Chief of Plans, Division	Major Norbert A. Zwicke
Chief of Maintenance	Lt Colonel Ellsworth A. Powell
Chief of Intelligence	Major Lincoln D. Relyea
Comptroller	Major Gerald W. Shirey
Adjutant	Major Curtis C. Corley
Chief Bombardment Division	Major Fred Duquette
Logistics Officer	Captain Harry W. Vander Ven
Chief Target Intelligence Branch	Major William P. Cumiskey
Commander, Headquarters Squadron	Lt Enoch M. Edgerton
Commander, 32 BOMRON	Lt Colonel Francis S. Holmes, Jr.
Commander, 352 BOMRON	Lt Colonel Dayton R. Taylor
Commander, 353 BOMRON	Major William R. Goade
Commander, 301 ARS	Lt Colonel Alann A. Lathan
Commander, 301 A&ERON	Major William R. Charlton
Commander, 301FMS	Major Charles D. Huckleberry

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

ROSTER OF KEY PERSONNEL (Con't)
(1 April - 31 April 1956)

Commander, 301 PMS	Major Mac O. Hemphill
Commander, 301st Tactical Hospital	Major Roy R. Patterson
Chief of Nursing Service	Lt Colonel Edith M. Patient
Director of Safety	Major Driskill B. Horton
Chief of Communications and Electronics Division	Major Thomas H. Hardin
Chief of Predictions and Targets Branch	Major Ernest W. Liverman
Deputy Director of Operations	Lt Colonel Samuel T. Battalio
Report and Analysis Officer	Captain Lawrence P. Myers
Special Weapons Officer	Major Robert R. Hoskins
Gunner Officer	Captain Harold H. VanWormer
Munitions Officer	Unoccupied at Present Time

CHAPTER 11

CHAPTER 12

CHAPTER 13

CHAPTER 14

CHAPTER 15

CHAPTER 16

CHAPTER 17

CHAPTER 18

CHAPTER 19

CHAPTER 20

CHAPTER 21

CHAPTER 22

1. The first part of the document is a list of the names of the individuals who were involved in the investigation. The names are listed in alphabetical order and are as follows:

1. Mr. J. Edgar Hoover	11. Mr. J. Edgar Hoover
2. Mr. J. Edgar Hoover	12. Mr. J. Edgar Hoover
3. Mr. J. Edgar Hoover	13. Mr. J. Edgar Hoover
4. Mr. J. Edgar Hoover	14. Mr. J. Edgar Hoover
5. Mr. J. Edgar Hoover	15. Mr. J. Edgar Hoover
6. Mr. J. Edgar Hoover	16. Mr. J. Edgar Hoover
7. Mr. J. Edgar Hoover	17. Mr. J. Edgar Hoover
8. Mr. J. Edgar Hoover	18. Mr. J. Edgar Hoover
9. Mr. J. Edgar Hoover	19. Mr. J. Edgar Hoover
10. Mr. J. Edgar Hoover	20. Mr. J. Edgar Hoover

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

INTRODUCTION

The primary mission of the 301st Bombardment Wing, Medium, is the conducting of long range bombardment operations in any part of the world at any time, either independently or in cooperation with land and sea forces.

The responsibility of the 301st Bombardment Wing, Medium, is:

(1) maintain assigned units in a state of readiness to permit immediate operations either alone or jointly with other forces against enemies of the United States; (2) Organize, train, and stage, as directed, appropriate combat service, and supporting units for theatre or other overseas deployment; (3) Train bombardment crews, refueling crews and units for performance of global bombardment operations; (4) support the Air Reserve and National Guard Program in accordance with instructions received from Headquarters, Second Air Force; (5) Perform such special missions as the Commanding General, Second Air Force, may direct.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

1

CHAPTER I

ORGANIZATION AND ADMINISTRATION

STAFF CHANGES - WING LOGISTICS OFFICER - Captain Harry W. Vander Ven, AO-1540461,¹ succeeded Major Daniel F. Duke, Jr 16043A, as Logistics Officer of the 301st Bombardment Wing.² Captain Vander Ven was Assistant Wing Logistics Officer prior to being assigned duty as Wing Logistics Officer.³ Major Duke was assigned to the 301st Field Maintenance Squadron⁴ for duty with the Maintenance Supervision Division.⁵ Captain Vander Ven also replaced Major Duke as Top Secret Control Officer for Director of Materiel section.⁶ (UNCL)

32ND BOMB SQUADRON COMMANDER - Lieutenant Colonel Francis S. Holmes Jr, 7678A, succeeded Lieutenant Colonel Elmer T. Harshbarger, 7375A as Squadron Commander of the 32nd Bomb Squadron.⁷ Lt. Colonel Holmes was Aircraft Commander on Combat Crew IN30 prior to assignment of duty as 32nd Bomb Squadron Commander.⁸ Lt. Colonel Harshbarger was transferred to the Third Strategic Support Squadron of Barksdale AFB and assigned duty as Commander of that organization.⁹ (UNCL)

SENIOR WING STANDARDIZATION CREW - Lt Colonel Kenneth A. Krig, Lt Colonel Albert L. Beals, and First Lieutenant Jack H. Culp Sr, were designated

1. PAM 79, HQ 301BOMWG(M), 1 May 1956, Par 2, Exhibit 1.
2. SO 39, HQ 301BOMWG(M), 6 April 1956, Par 2, Exhibit 2.
3. PAM 79, HQ 301BOMWG(M), 1 May 1956, Par 2, Exhibit 1.
4. SO 39, HQ 301BOMWG(M), 6 April 1956, Par 2, Exhibit 2.
5. PAM 74, HQ 301BOMWG(M), 25 April 1956, Par 14, Exhibit 3.
6. PAM 64, HQ 301BOMWG(M), 5 April 1956, Par 1, Exhibit 4.
7. PAM 62, HQ 301BOMWG(M), 3 April 1956, Exhibit 5.
8. IBID.
9. Interview by 2nd Lt Jack W. Grier, Historian With W/O Daniel Parley, Personnel Officer, 301BOMWG(M), 25 May 1956.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

2

as Senior Wing Standardization Bombardier Crew on B-47 type aircraft for the 301st Bombardment Wing. Their assignment was effective 20 March 1956 in accordance with SAC REG 51-4, 14 July 1955.¹⁰ (UNCL)

AWARDS AND CITATIONS - Airman 1/C James J. Crawford of the 301st Bomb Wing Armament and Electronics Squadron was congratulated recently by Colonel Kenneth S. Steele, 301st Deputy Wing Commander, and Major William R. Charlton, 301st A&E Squadron Commander.¹¹ Airman Crawford was commended for winning dual honors as Honor Graduate and Academic Award Winner in the class of 56C at the Base Leadership School.¹² Since the establishment of the Leadership School 14 months ago only one other airman besides Airman Crawford has won both the awards.¹³ (UNCL)

SECOND AIR FORCE STAFF VISIT - Second Air Force personnel, Major Norman P. Stoker, Captain William J. Davis, Captain Gene C. Riddle and S/Sgt James R. Speegel visited the Director of Operations, Fourth Air Division; the Ground Training Officers and Personal Equipment Officers of the 301st, 376th Bombardment Wings various sections of and the Third Strategic Support Squadron.¹⁴ (UNCL)

The purpose of the visit was five fold. The personnel visiting were to observe the Conduct and effectiveness of the Block Training Program and to insure that training personnel were familiar with regulations, standard charts and forms pertaining to ground training activities. They were also to observe personal equipment activities which included technical

10. SO 37, HQ 301BOMWG(M), 2 April 1956, Par 1, Exhibit 6.

11. Photograph, Major Charlton congratulating Airman Crawford. Exhibit 8.

12. Article, "Forty-Eight Graduate From Leadership School," Barksdale Observer, 20 April 1956, P 1. Exhibit 7.

13. IBID.

14. Report, "Staff Visit, Barksdale Air Force Base", 7 May 56, Prep by 2AF Personnel making Staff Visit. Exhibit 9.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

3

order compliances, inspection, maintenance, handling and storage of equipment and the status of training devices.¹⁵ (UNCL)

The staff visit began with a meeting for discussion of any problems experienced in the conduct of the ground training program. After dismissal of the meeting the various sections previously mentioned were visited.¹⁶ (UNCL)

The 301st Bombardment Wing Consolidated Personal Equipment Section was found to be well organized and operating effectively with the supervision of a full time personal equipment officer. The inspectors noted that a technical order file and familiarization board was not being maintained according to 2AF Supplement 1 to SAC Regulation 55-8. The personal equipment was spot checked and everything was found to be okay with the exception that R-1A anti-exposure suits were being inspected by personal equipment section personnel instead of the proper Field Maintenance Activity. It was recommended that an accelerated program to complete the sizing, fitting and assembly of Mark IV anti-exposure suits be established to equip the remaining 35 percent of the B-47 crew members.¹⁷ (UNCL)

The 301st Air Refueling Squadron personal equipment section was adequately body manned but five of the airmen had not attended a personal equipment technical training school. Action taken to alleviate the situation was a request for quotas for a personal equipment course. The

15. IBID.

16. IBID.

17. IBID.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

4

technical order file was incomplete in that it did not contain an index and did contain obsolete material. A familiarization log for technical orders was not being maintained. All equipment spot checked for inspection check dates revealed that inspections were being performed with the required frequency. The only discrepancy was that the date of inspection was not being stamped on the life preservers and R-1A containers.¹⁸ (UNCL)

18. IED.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

5

CHAPTER II

PERSONNEL

TOTAL ASSIGNED STRENGTH - The total assigned officer strength as of 31 March 1956 was 374¹ with a listing of 374 assigned officers as of 30 April 1956 according to the statistical services semi-monthly strength report.²
(UNCL)

The assigned airman strength was 1,544 as of 31 March 1956³ and 1,546 as of 30 April 1956.⁴ This was an increase of two airmen in the 301st Bombardment Wing during the month of April.⁵ (UNCL)

AUTHORIZED STRENGTH - The authorized strength for officers was 429 as of 31 March 1956⁶ but was decreased to 426 as of 30 April 1956.⁷ One of the decreased slots was a personnel officer and the other two were in the materiel section - a maintenance type warrant officer and an Armament and Electronics officer.⁸ (UNCL)

1. Report "Semi-Monthly Strength Report as of 31 Mar 56" Included as Exhibit 4, 1-31 Mar 56 History.
2. Report, "Semi-Monthly Strength Report as of 30 Apr 56" prepared by BAFB Statistical Services, Exhibit 10.
3. Report "Semi-Monthly Strength Report as of 31 Mar 56" Included as Exhibit 4, 1-31 Mar 56 History.
4. Report, "Semi-Monthly Strength Report as of 30 Apr 56" prepared by BAFB Statistical Services, Exhibit 10.
5. IHID.
6. Report, "Semi-Monthly Strength Report as of 31 Mar 56" Included as Exhibit 4, 1-31 Mar 56 History.
7. Report, "Semi-Monthly Strength Report as of 30 Apr 56" prepared by BAFB Statistical Services, Exhibit 10.
8. Interview by 2NDLT Jack W. Grier, Historian, with W/O Farley, 301BOMWG(M) Personnel, 29 May 56.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

6

The authorized airmen strength as of 30 April 1956 was 1,574,⁹ 15 less than the authorization of 1,589 for the 31st of March 1956.¹⁰ This decrease in authorization was not confined to any one squadron but was distributed throughout all squadrons in the wing.¹¹ (UNCL)

RELATIONSHIP OF ASSIGNED TO AUTHORIZED PERSONNEL - As of 31 March 1956 this command was short 55 officers.¹² As of 30 April 1956 the shortage figure remained about the same at 57 officers.¹³ This shortage consists mainly of rated personnel. (UNCL)

As of 31 March 1956 this command was short 45 airmen.¹⁴ As of 30 April this shortage was reduced to 28 airmen.¹⁵ The reduction of personnel shortages was caused by the afore mentioned authorization decrease. (UNCL)

PERSONNEL SHORTAGES - A shortage of supply officers still exists in the 301st Bombardment Wing. The ground power personnel shortage still exists as reported last month and is not being relieved any because of a failure of qualified personnel to reenlist. The 301st Bombardment Wing is still

9. Report, "Semi-Monthly Strength Report as of 30 Apr 56" prepared by BAFB Statistical Services, Exhibit 10.
10. Report, "Semi-Monthly Strength Report as of 31 Mar 56" Included as Exhibit 4, 1-31 Mar 56 History.
11. Report, "Semi-Monthly Strength Report as of 30 Apr 56" prepared by BAFB Statistical Services, Exhibit 10.
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14. Report, "Semi-Monthly Strength Report as of 31 Mar 56" Included as Exhibit 4, 1-31 Mar 56 History.
15. Report, "Semi-Monthly Strength Report as of 30 Apr 56" prepared by BAFB Statistical Services, Exhibit 10.

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History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

7

Short painters (552X1), K-System Technicians (32170E), and seven level B-47 Aircraft Maintenance Technicians (43171E). Trained Clerks in the Administrative Field (70250 and 70270) and Dope and Fabric Technicians are badly needed.¹⁶ (UNCL)

RE-ENLISTMENTS - During the month of April 1956, a total of 23 airmen were discharged from this wing who were eligible to re-enlist. Fifteen or 65% of such eligible airmen accomplished re-enlistment during that period.¹⁷ This month's rate is lower than the re-enlistment rate of 75% for the month of March 1956.¹⁸ (UNCL)

MANNING OF GOOSE TASK FORCE - A request for deletions of four Goose Task Force personnel was made 21 February 1956. The 301st Wing Commander, Colonel Holstrom, requested that Major Relyea, Wing Intelligence Officer (2016) be removed from the GIF requirement. Upon implementation of an alert all intelligence officers leaves the 301st Bomb Wing section with the exception of Captain Jackson, who remains in the target branch. One officer goes with the Goose Task Force, one goes to Fourth Air Division plus one going on the Post Strike Team. It has been indicated as essential to proper EWF execution that the Wing Intelligence Officer be available to assist in briefing and launching forces.¹⁹ (SECRET)

16. Interview by 2NDLT Jack W. Grier, Historian, with W/O Daniel Farley, DP 301BOMWG(M), 28 May 1956.

17. Interview by 2NDLT Jack W. Grier, Historian, with Major G.W. Shirey, Comptroller, 301BOMWG(M), 28 May 1956.

18. IHD.

19. Ltr HQ 301BOMWG(M), to Commander, 4th Air Division, "Manning of Goose Task Force". Exhibit 11.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

8

It was also requested that one Intelligence Operations Specialist (20450) be removed from the GTF because of the present shortage of Intelligence Clerks.²⁰ Both of the requested deleted slots were concurred with by the Fourth Air Division Commander.²¹ (SECRET)

Another request was made to delete Major Goade, Commander of the 353rd Bomb Squadron, and if necessary to substitute Major Callam, 353rd Operations Officer.²² It was concurred by the 4th Air Division Commander that Major Goade be replaced by Major Callam.²³ This action placed all three bomb squadron operations officers on the GTF.²⁴ Major Goss, Air Refueling Squadron Operations Officer was included but has been deleted from the GTF.²⁵ (SECRET)

It was requested that Major Paul Taylor, Assistant Wing Operations and Training Officer, be deleted from the GTF,²⁶ but the Fourth Air Division Commander did not concur to such action.²⁷ (SECRET)

20. IHL.

21. 1st Ind, HQ 4AD to Commander 301BOMWG(M), 9 Apr 56, to Ltr HQ 301BOMWG(M) to Commander 4AD "Manning of Goose Task Force". Exhibit 12.

22. Ltr HQ 301BOMWG(M) to Commander, 4AD "Manning of Goose Task Force". Exhibit 11.

23. 1st Ind, HQ 4AD to Commander 301BOMWG(M), 9 Apr 56, to Ltr HQ 301BOMWG(M) to Commander 4AD "Manning of Goose Task Force". Exhibit 12.

24. Ltr HQ 301BOMWG(M) to Commander, 4AD "Manning of Goose Task Force". Exhibit 11.

25. 1st Ind, HQ 4AD to Commander 301BOMWG(M), 9 Apr 56, to Ltr HQ 301BOMWG(M) to Commander 4AD "Manning of Goose Task Force". Exhibit 12.

26. Ltr HQ 301BOMWG(M) to Commander, 4AD "Manning of Goose Task Force". Exhibit 11.

27. 1st Ind, HQ 4AD to Commander 301BOMWG(M), 9 Apr 56, to Ltr HQ 301BOMWG(M) to Commander 4AD "Manning of Goose Task Force". Exhibit 12.

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History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

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CREW MEMBER CHANGES - One co-pilot and one observer were two crew members gained by the 301st Bomb Squadrons during the month of April. One Aircraft commander, two co-pilots and two observers were lost from the wing during April. The aircraft commander was transferred PCS to Loring Air Force Base; of the two co-pilots, one was transferred PCS to Loring Air Force Base, one was unassigned to a crew and one of the observers was sent PCS to Loring Air Force Base with the other being sent PCS to Fifth Air Division.²⁸ (CONF)

Two aircraft commanders, five co-pilots and one observer were involved in crew member changes in the 301st Wing Bomb Squadrons during the month of April. No new crews were assigned to the 301st Bomb Wing during the period covered by this history.²⁹ (CONF)

Crew number 178 composed of Major Wayne D. Morgan, First Lieutenant Kenneth A. Caldwell and Major James R. Cobb were downgraded to N78 so they could be transferred to B-52 crew training at Castle Air Force Base, California. The crew was transferred from this station to Castle Air Force Base for training in January³⁰ and was dropped from our roster this month due to their PCS assignment to Loring Air Force Base, 17 April 1956.³¹ (CONF)

28. Report, "Wing Commander's Remarks Part V, Air Training Report for month of April" - RCS: 3-SAC-T12. Exhibit 15.

29. IHD.

30. Interview by 2NDLT Jack W. Grier, Historian, with Major Paul P. Taylor Operations and Training 301BOMWG(M), 7 June 1956.

31. Report, "Wing Commander's Remarks, Part V, Air Training Report for month of April" - RCS: 3-SAC-T12. Exhibit 15.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

10

A shortage of combat ready co-pilots still exists within the wing. If this situation did not exist the upgrading of new crews by advancing experienced co-pilots to the aircraft commander position would be possible but the shortage creates a problem area. Every effort is being made to overcome the co-pilot shortage and it has been anticipated that it will be done by may of this year.³² (CONF)

Two KC-97 aircraft commanders were the only crew members gained in the Air Refueling Squadron during the month of April. Another Air Refueling Squadron change was three aircraft commanders being transferred PCA and PCS. Other Air Refueling Squadron crew members lost were two co-pilots (one released from EAD and one transferred PCS), two flight engineers (one discharged and the other transferred PCS), and two boom operators (one discharged and one transferred PCS).³³ (CONF)

Four aircraft commanders, 14 co-pilots, three navigators, eight flight engineers, four radio operators and six boom operators amounted to 39 crew member changes in the 301st Air Refueling Squadron for the month of April.³⁴ (CONF)

³². IBID.

³³. Report, "301st Air Refueling Squadron Commander's Remarks - Part III, Air Training Report for month of April" - RCS: 4-SAC-T12. Exhibit 16.

³⁴. IBID.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

11

CHAPTER III

OPERATIONS AND TRAINING

MISSION - The mission of the 301st Bombardment Wing (M) is to train strategic aircrews and sufficient accessory personnel in order to maintain a state of readiness for immediate and sustained operations in any part of the world whether independently or in conjunction with other air elements and/or land or naval forces in accordance with direction from higher headquarters. This includes, but is not necessarily limited to, the maintenance of proficiency of strategic crews and units to successfully deliver atomic and other weapons as directed by prescribed tactics and procedures in the event that Emergency War Plans (EWP's) should be placed into effect.¹ (UNCL)

TRAINING OBJECTIVE - The ultimate training objective has been to". . . . develop all bombardment crews and units to a state of proficiency which will permit their immediate engagement in effective offensive operations against an enemy" of the United States in accordance with the approved tactical doctrine.² (UNCL)

AIR TRAINING ACCOMPLISHMENTS - April of 1956 was a free training month. The mission of the 301st Bombardment Wing during, April was to accomplish all assigned missions as directed and perform a maximum amount of training for IN crews for upgrading.³ During the month of April each of the Non

1. SAC Reg 50-8 and suppl. thereto, filed in Adj Sec 301BOMWG(M).

2. EXTRACT, SAC Reg 50-8, Suppl 1, 24 Dec 1954 filed in Adj Sec 301BOMWG(M)

3. Operations Plan #423-56, HQ 301BOMWG(M), 23 Mar 56. Exhibit 13.

History, 301st Bombardment Wing (M)
 (1 April 1956 - 31 April 1956)

12

Combat Ready personnel available accomplished over 40 hours of flying time.⁴ (CONF)

Visual radar bombing, grid celestials, completion of outstanding 60-2 requirements and training in areas of weakness selected by the wing commander were other items of training included in the months training program.⁵ No unit simulated combat missions were flown during the month of April. Pilot proficiency missions were not scheduled as such for the month of April, however, many flying hours will be devoted to pilot proficiency training in conjunction with other training.⁶ (UNCL)

A total of 265:40 hours of B-47 flying time were logged during the month of April performing missions ordered by Higher Headquarters. One hundred sixteen hours and 30 minutes were flown by three B-47 aircraft stationed on temporary duty in the South Pacific participating in AEC's Operation Red Wing. AFG Project Eglin accounted for 87:10 hours of the total time flown. Nine hours and 35 minutes were used on a flight for the Second Air Force Commanding General and Holiday in Dixie (Barksdale Open House) accounted for the remaining 52 hours and 25 minutes.⁷ (CONF)

Six sorties were cancelled during the month of April because of local weather conditions.⁸ (CONF)

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- 4. Operations Plan #423-56, HQ 301BOMWG(M), 23 Mar 56, Exhibit 13.
 - 5. Operations Plan #423-56, HQ 301BOMWG(M), 23 Mar 56, Exhibit 13.
 - 6. Ltr, HQ 4AD to Commander, Second Air Force, "Proposed Flying Training Program", April 1956. Exhibit 14.
 - 7. Report, "Wing Commander's Remarks - Part V, Air Training Report for Month of April" - RCS: 3-SAC-TL2. Exhibit 15.
 - 8. IBID.

History, 301st Bombardment Wing (M)
 (1 April 1956 - 31 April 1956)

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Figures for the month of April for items of training scheduled and training items accomplishment indicates a very good training effort on the part of the 301st Bombardment Wing. A total of 729 hours of flying time was scheduled for the 301st B-47 Combat Ready aircraft. Eight hundred and twenty seven hours of flying time were accomplished for a high percentage of 114 percent.⁹ (CONF)

Considering only the B-47 combat ready crews the percentage of training accomplished was well over the 100 percent mark with the exception of grid legs, T-59 Release, dry hook-ups and Gunnery.¹⁰ (CONF)

The non-ready B-47 crews accomplished 641 hours of training out of 553 hours scheduled for a figure of 115.9 percent trained. With the exception of day celestial, cell tactics visual release and standboard checks all of their percent trained figures were well over 100 percent. Bad weather over the gunnery range and bombing range accounted for the lower percentage figure of training accomplished in those two areas. Further information on critiers scheduled accomplished and percent trained can be obtained from exhibit 15 of this history.¹¹ (CONF)

A total of 203:55 hours were flown by KC-97's of the 301st Air Refueling Squadron performing missions ordered by higher headquarters. Ferrying cargo and personnel accounted for 22:45 hours of the total flying time. One hundred fifty two hours and forty minutes were used deploying the 301st Air Refueling Squadron to Goose Air Base, Labrador for Operation Daylight. Air Refueling support for the 380th Bomb Wing

9. IBID.
 10. IBID.
 11. IBID.

History, 301st Bombardment Wing (M)
(1 April 1956 - 31 April 1956)

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accounted for the remaining 28 hours and 30 minute of flying time logged.¹² (CONF)

Bad weather in the local area on the 5th of April caused a cancelling of three sorties and a loss of 22 hours of flying time.¹³ (CONF)

Five new KC-97 crews were formed on 1 April 1956. Even though many crew members were TDY to HTTU and MTD during the month, the Air Refueling Squadron still logged an average of 35.5 hours flying time per crew member for a total of 1,490 hours.¹⁴ (CONF)

Air Refueling Squadron Training figures indicate a commendable job of training for the month of April. Six hundred and forty seven hours of flying time were accomplished out of 625 hours planned for a figure of 103 percent. Except for day celestial legs and grid legs all items of training in the ARS were well over 100 percent. Day celestial legs were 80 percent completed and grid legs were 40 percent accomplished.¹⁵ (CONF)

The Air Refueling Squadron crews flew a total of 93 sorties in the month of April. Each of the 21 assigned combat crews logged an average of 31 hours flying time and four and one-half sorties during April.¹⁶ (CONF)

GROUND TRAINING ACCOMPLISHMENTS - The refresher CBR training course of the first phase of Block Training had a zero percent of hours trained in this wing. A total of 111 hours was applicable as training hours. One hundred personnel completed training under requirements of the old regulation.

12. Report, 301st Air Refueling Squadron Commander's Remarks - Part III, Air Training Report for month of April" RCS: 4-SAC-TL2, Exhibit 16.

13. IBID.

14. IBID.

15. IBID.

16. IBID.

History, 301st Bombardment Wing (M)
 (1 April 1956 - 31 April 1956)

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Training required by IAW Annex I, SAC Regulation 50-24, dated 21 February 1956, was not available during phase one. The 301st Air Refueling Squadron had a zero percent trained figure of 147 applicable hours for the same course. The reason for this low percent trained figure is the same as prior mentioned for the bomb squadrons.¹⁷ (UNCL)

The personal affairs course had a total trained figure of 87 out of 111 for a 78 percent trained figure. This course and SAC Mobility Plan and AB Defense were not taught during block training and other periods available conflicted with flying schedules.¹⁸ (UNCL)

Emergency communications, survival intelligence, special weapons academic course, tactical doctrine, K-Systems course and a basic weather course were all in the high 90 percent trained category.¹⁹ (UNCL)

All non-block phase 1 training courses had a high percent trained figure with the exception of Refresher Handgun Qualification and Inflight Maintenance Courses. The low figure for the handgun qualification course was due to prescribed training not being available during phase 1 training. The Inflight Maintenance trainer was out of commission during the entire phase except the last three weeks causing a shortage of trained personnel in that course.²⁰ (UNCL)

All courses attended by the 301st Air Refueling Squadron, both block and non-block phase 1 training had a marginally low percent trained figure. This was caused by their deployment for a USCM plus rotational deployment that prevented completion of phase 1 courses.²¹ (UNCL)

¹⁷. Report, "Report of Ground Training Accomplishments," RCS 2AF-T4, covering reporting period from 1 April to 30 Apr 56, filed in 301 Ops & Tng Sec.

¹⁸. IBID.

¹⁹. IBID.

²⁰. IBID.

²¹. IBID.

Water, Air, and Land Pollution

1

The present concept of pollution control and its application to water, air, and land pollution has been developed and is being applied to the various types of pollution problems. The following are the main types of pollution problems which are being studied and controlled.

1. Water Pollution - This is the most serious type of pollution problem. It is caused by the discharge of pollutants into the water. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

2. Air Pollution - This is the second most serious type of pollution problem. It is caused by the discharge of pollutants into the air. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

3. Land Pollution - This is the third most serious type of pollution problem. It is caused by the discharge of pollutants into the land. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

4. Soil Pollution - This is the fourth most serious type of pollution problem. It is caused by the discharge of pollutants into the soil. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

5. Marine Pollution - This is the fifth most serious type of pollution problem. It is caused by the discharge of pollutants into the marine environment. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

6. Atmospheric Pollution - This is the sixth most serious type of pollution problem. It is caused by the discharge of pollutants into the atmosphere. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

7. Acoustic Pollution - This is the seventh most serious type of pollution problem. It is caused by the discharge of pollutants into the acoustic environment. The pollutants can be in the form of solids, liquids, or gases. The pollutants can be natural or man-made. The pollutants can be in the form of organic or inorganic compounds. The pollutants can be in the form of nutrients or toxic substances. The pollutants can be in the form of radioactive materials. The pollutants can be in the form of pathogens. The pollutants can be in the form of other harmful substances.

7. "The Air Force's New Role in the Cold War," *Air Force Magazine*, January 1960.
8. Overstating Order #50, p. 40; see also "Air Force's New Role," *Air Force Magazine*, January 1960.
9. Interview by Col. Lt. A. Miller, Washington, D.C., 7 June 1960.
10. Report, "First Air Refueling Wing's Forward Support - Part III, Air Training Element Development of April - May, 1960-1961." Exhibit 1.
11. Interviews Order #50, 1st Air Division, 11 April 60, filed in HQ USAF AFM file office.

1. "Immediate Care," 27 April 1968, "First Confirmed Case of Polio"
in "Life Flower", 27 April 1968, p. 10; pp. 1-2.

2. Report, "The First Polio Historical Society," April 1968, pp. 1-21, pp. 10-21.
P. 21.

Figure 1: A schematic diagram of a 1D lattice chain. It shows a horizontal line with several dots representing lattice sites. The sites are connected by horizontal lines, indicating nearest-neighbor interactions. The diagram is labeled 'Figure 1' and includes a caption below it.

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1. Description of the aircraft

The aircraft is a single-engine, low-wing, single-seat, fixed-wing aircraft. It is a light aircraft, designed for use as a personal or business transport. The aircraft is constructed of aluminum alloy and is painted in a light blue color. It has a maximum gross weight of 1,500 pounds and a maximum speed of 150 knots. The aircraft is equipped with a standard instrument panel and a single engine with a maximum power output of 150 horsepower.

The aircraft is a single-engine, low-wing, single-seat, fixed-wing aircraft. It is a light aircraft, designed for use as a personal or business transport. The aircraft is constructed of aluminum alloy and is painted in a light blue color. It has a maximum gross weight of 1,500 pounds and a maximum speed of 150 knots. The aircraft is equipped with a standard instrument panel and a single engine with a maximum power output of 150 horsepower.

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1. Description of the aircraft

1. The first part of the document is a list of names and dates, which appears to be a record of some kind. The names are written in a cursive script, and the dates are in a more formal, printed style. The list is organized into two columns, with names on the left and dates on the right. The names are: John Smith, James Brown, William Jones, and Thomas White. The dates are: 1810, 1811, 1812, and 1813. The list is followed by a signature, which appears to be "John Smith".

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUM)
NUMBER 79)

1 May 1956

1. MAJ GLEN A COOLEY, AO661082, this hq, SAC, this sta, is asg dy as Dep Chief, Plans Div, Wg D/Opns. Dy AFSC is 1431. Functional acct code is 27000.
2. CAPT HARRY W VANDLER VEN, AO1540461, this hq, SAC, this sta, is rel fr dy as Asst Wg Log Off & asg dy as Wg Log Off, eff 6 Apr 56. Dy AFSC is changed fr 6424 to 6411, no change in functional acct code.
3. Par 6, PIRAR 73, this hq, cs, pert to dy asgmt of 1STLT ROBERT A PIZOLATO, AO3014334, this hq, SAC, this sta, as reads "is asg dy as Job Gen Off, Dy w/Maint Gen Div, D/Mat" IATR: "is asg dy as Armt Sys Off, dy w/Job Gen Sec, D/Mat".
4. The DOS of 1STLT JOHN F EHLERS, AO3009119, 32BomRon, SAC, this sta, is changed fr 28 Mar 53 to 30 Sep 57.
5. MAJ KENNETH D BLANCHARD, AO823528, 301ARef Sq, SAC, this sta, is rel fr dy as A/C not on CC & asg dy as A/C on CC IM33, eff 30 Apr 56. No change in Dy AFSC or functional acct code.
6. CAPT WILLIAM W FURE, AO811384, 301ARef Sq, SAC, this sta, is asg dy as Plt on CC IM31, Dy AFSC is 12310, eff 30 Apr 56. Functional acct code is 80020.
7. 1STLT LELAND J BRILLHART, AO837776, 301ARef Sq, SAC, this sta, is rel fr dy as Plt on CC T11 & asg dy as Plt on CC T14, eff 30 Apr 56. No change in Dy AFSC or functional acct code.
8. 1STLT RODNEY R HILDEBRAND, AO944907, 301ARef Sq, SAC, this sta, is asg dy as Plt on CC IM32, Dy AFSC is 12310, eff 30 Apr 56. Functional acct code is 80020.
9. 1STLT GLEN A JOHNSON, AO2235217, 301ARef Sq, SAC, this sta, is rel fr dy as Plt on CC T22 & asg dy as Plt on CC T15, eff 30 Apr 56. No change in Dy AFSC or functional acct code.
10. 1STLT RICHARD J KELLY, AO2227654, 301ARef Sq, SAC, this sta, is rel fr dy as Plt on CC T15 & asg dy as A/C on CC T10, eff 30 Apr 56. No change in Dy AFSC or functional acct code.
11. 1STLT ROBERT O MARTIN, AO3035234, 301ARef Sq, SAC, this sta, is rel fr dy as Plt on CC T28 & asg dy as Plt not on CC, eff 30 Apr 56. No change in Dy AFSC or functional acct code.
12. 1STLT ROY R OWLES, AO3006416, 301ARef Sq, SAC, this sta, is rel fr dy as Plt on CC T14 & asg dy as Plt on CC T22, eff 30 Apr 56. No change in Dy AFSC or functional acct code.
13. 1STLT HARRY E RAISOR, AO3021122, 301ARef Sq, SAC, this sta, is rel fr dy as Plt on CC IM32 & asg dy as Plt on CC T26, eff 30 Apr 56. No change in Dy AFSC or functional acct code.

FORM 79, Hq 301 Bomb Wg, Barksdale AFB, La. dtd 1 May 56 (Cont'd)

14. The Overseas Deferment Code of 2NDLT STANLEY O WLEPPER, A03037667, 301Ref Sq, SAC, this sta, is changed fr No M to 9.

15. 2NDLT JAMES A HASLAMAN, A03057686, 301Ref Sq, SAC, this sta, is rel fr dy as Plt on 03 IM31 & asg dy as Plt on 03 T11, eff 30 Apr 56. No change in Ex AFSC or functional acct code.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DANIEL D FARLEY JR
WO (W-1), USAF
Wg Pers Off

D. Farley Jr
DANIEL D FARLEY JR
WO (W-1), USAF
Wg Pers Off

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1450

HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDER)
NUMBER 37)

6 April 1956

1. 1STLT STANLEY COOK, AO2247272, having been ASG from 301BOMBW, SAC, APO 845, NYK, to HQ 4TH AIR DIV, this STA, with EDCSA 22 APR 56, by PARA 9, SO 15, HQ 72BOMWG(H), SAC, APO 845, NYK, dated 18 JAN 56, and further ASG this HQ by PARA 10, SO 80, HQ 4TH AIR DIV, SAC, this STA, dated 3 APR 56, is further ASG to 301AREFS, SAC, this STA, with same EDCSA.
2. MAJ DANIEL F DUKE JR, 16043A, is REL from ASG with this HQ, this STA & RSG 301FLDMANTRON, SAC, this STA, REPT NLT 9 APR 56. EDCSA: 2 APR 56.
3. 1STLT GEORGE W ATKINSON, AO842483, is REL from ASG with 301AREFS, SAC, this STA & RSG this HQ, this STA, REPT NLT 9 APR 56. EDCSA: 9 APR 56.
4. MSGT JOE V GILLESPIE, AF6258305, is REL from ASG with 301AREFS, SAC, this STA: RSG this HQ, for DY with DIR of MNT, REPT NLT 10 APR 56. EDCSA: 9 APR 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Curtis C. Corley
CURTIS C CORLEY
Major, USAF
Adjutant

CURTIS C CORLEY
Major, USAF
Adjutant

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HEADQUARTERS
301ST BO BOMBARDMENT WING, HEDRUM (SAC)
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUM
(74)

25 April 1956

1. MAJ WILLIAM P CUMISKEY, A01549247, this hq, SAC, this sta, is rel fr dy as OIC Wg Target Intell Br & asg dy as Asst Wg Intell Off, eff 23 Apr 56. No change in Dy AFSC or Functional acct code.
2. The Aero Rating of MAJ ELTON R STULTING, 12144A, this hq, SAC, this sta, is changed fr Pilot to Senior Pilot.
3. Par 2, DERRA, 69, this hq, SAC, this sta, is revo.
4. MAJ LESLETH D BLACKSHAW, A0823528, 301aRef Sq, SAC, this sta, is asg dy as A/C not on CC. Dy AFSC 12310, eff 20 Apr 56. Functional acct code is 80020.
5. MAJ GLEN A COOLEY, A0661082, 301aRef Sq, SAC, this sta, is rel fr dy as A/C on CC T25 & asg dy as A/C on CC T10, eff 15 Apr 56. No change in Dy AFSC or Functional acct code.
6. IAW par 15b(2), AFM 36-1, as amnd, the 2 AFSC 4341 of CAPT CARLOS E HARRISON, A02082693, 301aRef Sq, SAC, this sta, is delt.
7. 1STLT ROBERT E BALLEW, A0832326, 301aRef Sq, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC T27, eff 15 Apr 56. No change in Dy AFSC or Functional acct code.
8. 1STLT GEORGE A MERR, A02228400, 301aRef Sq, SAC, this sta, is rel fr dy as Plt on CC T23 & asg dy as A/C on CC T25, eff 15 Apr 56. No change in Dy AFSC or Functional acct code.
9. The Overseas Deferment Code of 1STLT BILLY E LAWFORD, A03007964, 301aRef Sq, SAC, this sta, is changed from No 11 to 8.
10. 1STLT ROBERT O MARTIN, A03035234, 301aRef Sq, SAC, this sta, is rel fr dy as Plt on CC T27 & asg dy as Plt on CC T28, eff 15 Apr 56. No change in Dy AFSC or Functional acct code.
11. 1STLT GEORGE R WHITLEY, A01865394, 301aRef Sq, SAC, this sta, is asg dy as Sq Comm Off, Dy AFSC is 3034, eff 13 May 56. Functional acct code is 80020.
12. 1STLT KENNETH E WILLIAMS, A03036128, 301aRef Sq, SAC, this sta, is rel fr dy as Plt on CC T28 & asg dy as Plt on CC T25, eff 15 Apr 56. No change in Dy AFSC or Functional acct code.
13. 2NDLT WILLIAM J BRODERICK JR, A03038959, 301aRef Sq, SAC, this sta, is rel fr dy as Plt on CC T25 & asg dy as Plt on CC T23, eff 15 Apr 56. No change in Dy AFSC or Functional acct code.
14. MAJ DANIEL F DULE JR, 16043A, 301FldMaintRon, SAC, this sta, is rel fr dy as Wg Log Off & asg dy with Maint Supervision Div, Dy AFSC 4344 & further aattached to 301aRef Sq for dy as Maint Supervisor for 301aRef Sq, during period of TDY, OCLUS, eff 9 Apr 56. Functional acct code is 80010.

FORM 74, Hq 301 Bomb Wg, Barksdale AFB, La, dtd 25 Apr 56 (Cont'd)

BY ORDER OF THE COMMANDER:

OFFICIAL:

Daniel D Farley Jr.
DANIEL D FARLEY JR
WO (W-1), USAF
Wg Pers Off

DANIEL D FARLEY JR
WO (W-1), USAF
Wg Pers Off

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base Louisiana

PERSONNEL ACTIONS MEMORANDUM
NUMBER 64)

5 April 1956

1. CAPT HARRY W VANDER VEN, A01540461, this hq, SAC, this sta, is asg addn as TopSec ConOff for D/Rat Sec, vice MAJ DANIEL F DUKA JR, 160432, reld.
2. WO(W-1) DANIEL D FARLEY JR, 952691B, this hq, SAC, this sta, is asg addn as Combat Crew ConOff for this hq, vice MAJ SIDNEY L WALK JR, A0922779, reld, eff 1 Apr 56.
3. IAW par 12b(1)(b), AFA 36-1, as amnd, the 3rdFSC 00612 of LTCOL BLISS T H. ROEBELER, 73752, 32BomHon, SAC, this sta, is upgraded to 00662 & redesignated as Prim AFSC. Dy AFSC is changed fr 00612 to 00662. Old Prim AFSC 1416 is redesignated as 3rdFSC. No change in functional acct code.
4. IAW par 13b(3)(a), AFA 36-1, as amnd, the Prim AFSC of 2ndLt PAUL E WELLS JR, A03032517, 353BomHon, SAC, this sta, is changed fr 7321 to 6421. Old Prim AFSC 7321 is delt IAW par 15b(2), AFA 36-1, as amnd.
5. MAJ JAMES W BURT, A0763941, 301stRef Sq, SAC, this sta, is asg dy as A/C on CC 1133, Dy AFSC 1231C, eff 1 Apr 56. Functional acct code is 80020.
6. MAJ DWIGHT H BURTON, A0433467, 301stRef Sq, SAC, this sta, is asg dy as A/C on CC 1134, Dy AFSC 1231C, eff 1 Apr 56. Functional acct code is 80020.
7. MAJ ALTON S REED, A0440146, 301stRef Sq, SAC, this sta, is rel fr dy as A/C not on CC & asg dy as A/C on CC 1132, eff 1 Apr 56. No change in Dy AFSC or functional acct code.
8. IAW par 2b, Ltr Hq 2AF, Subj: Deletion & Downgrade of Off AF Spec, dtd 5 Sep 55, the 3rdFSC 1224F, 4thFSC 6021, & 5thFSC 1051B of MAJ ALTON S REED, A0440146, 301stRef Sq, SAC, this sta, are delt. 2ndFSC 1435 is downgraded to 2ndFSC 1431 IAW par 2c, Ltr Hq 2AF, same subj & date. 3rdFSC 1231C is awd IAW par 13b(3)(a), AFA 36-1, as amnd. 6thFSC 7024 is redesignated as 4thFSC.
9. CAPT BILLY V DIXON, 164252, 301stRef Sq, SAC, this sta, is asg dy as A/C on CC 1135, Dy AFSC 1231C, eff 1 Apr 56. Functional acct code is 80020.
10. CAPT JACK W MUNCAN, A0773318, 301stRef Sq, SAC, this sta, is rel fr dy as Obs not on CC & asg dy as Obs on CC 1132, eff 1 Apr 56. No change in Dy AFSC or functional acct code.
11. CAPT CORBIN B WILLIS JR, A0824025, 301stRef Sq, SAC, this sta, is asg dy as A/C on CC 1136, Dy AFSC 1231C, eff 1 Apr 56. Functional acct code is 80020.

ARRM 64, Hq 301 Bomb Wg, Barksdale AFB, La, dtd 5 Apr 56 (Cont'd)

12. 1STLT JAMES R. GLEN, A02205000, 301st Ref Sq, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC IM36, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

13. 1STLT HOWARD W. MARQUAND, A02226217, 301st Ref Sq, SAC, this sta, is rel fr dy as Obs not on CC & asg dy as Obs on CC IM36, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

14. 1STLT HARRY E. R. ISOR, A03021122, 301st Ref Sq, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC IM32, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

15. 2NDLT JOHN E. HAYNIE, A03058453, 301st Ref Sq, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC IM35, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

16. 2NDLT FREDERICK W. HOLTCRAVE, A03058232, 301st Ref Sq, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC IM34, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

17. 2NDLT WILLIAM C. LACOSTER JR, A03058285, 301st Ref Sq, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC IM33, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

18. 2NDLT KENNETH D. NIXON, A03036586, 301st Ref Sq, SAC, this sta, is rel fr dy as Obs not on CC & asg dy as Obs on CC IM33, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

19. 2NDLT JOULETT Y. PARSONS, A03037676, 301st Ref Sq, SAC, this sta, is rel fr dy as Obs not on CC & asg dy as Obs on CC IM35, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

20. 2NDLT CLIFFORD B. RIMAR, A03037481, 301st Ref Sq, SAC, this sta, is rel fr dy as Obs not on CC & asg dy as Obs on CC IM34, eff 1 Apr 56. No change in Dy AFSC or functional acct code.

21. SMOP 11, IRRM 62, this Hq, es, SAC, this sta, as port to 1STLT STUART J. WILLIAMS, 25451A, 301st Ref Sq, SAC, this sta, as reads "ESG1 new dy as Plt on CC T21" LTR "ESG1 new dy as Plt on MC-97 Wg Stand Team w/414 as Plt on CC T21".

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIDNEY E. NIXON JR
Major, USAF
Director of Personnel

Sidney E. Nixon Jr.
SIDNEY E. NIXON JR.
MO(W-1), USAF
sg Pers Off

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base Louisiana

PERSONNEL ACTIONS MEMORANDUM)
NUMBER 62)

3 April 1956

1. IAW par 13b(3)(a), AFM 36-1, as amnd, MAJ ROBERT M. CANTHER, 142344, this hq, SAC, this sta, is awd 2AAFSC 00310.
2. LTCOL FRANCIS S HOLMES JR, 7678A, 32BomRon, SAC, this sta, is rel fr dy as A/C on CC IN30, Dy AFSC 1231B & asg dy as Sq Comdr, Dy AFSC 0061A, eff 6 Apr 56. Functional acct code is changed fr 60020 to 01000.
3. The DOS of 1STLT KENNETH B STARNES, A03025605, 32BomRon, SAC, this sta, is changed fr 30 Mar 57 to Indef.
4. IAW par 15b(2), AFM 36-1, as amnd, the Prim AFSC 7321 of 2NDLT GERALD D SNODGRASS, A03059401, 32BomRon, SAC, this sta, is delt. New Prim AFSC 6421 is awd IAW par 13b(3)(a), AFM 36-1, as amnd.
5. MAJ GEORGE T FAY, A0679849, 352BomRon, SAC, this sta, is rel fr dy as A/C on CC IN49 & asg dy as A/C not on CC, eff 1 Apr 56. No change in Dy AFSC or Functional acct code.
6. CAPT WALTER V COLEMAN JR, 16480A, 353BomRon, SAC, this sta, is rel fr dy as Plt on CC S68 & asg dy as A/C on CC IN49, eff 1 Apr 56. No change in Dy AFSC or Functional acct code.
7. 1STLT CLAUDE D BAIL JR, A0781772, 353BomRon, SAC, this sta, is rel fr dy as Plt on CC IN96 & asg dy as Plt on CC S68, eff 1 Apr 56. No change in Dy AFSC or Functional acct code.
8. 2NDLT EDWARD L TURNER, A03057200, 353BomRon, SAC, this sta, is rel fr dy as Plt not on CC & asg dy as Plt on CC IN96, eff 1 Apr 56. No change in Dy AFSC or Functional acct code.
9. The Overseas Deferment Code of the FNO, 301Ref Sq, SAC, this sta, is changed fr 3 to X.

GR, NAME, AFSC

1STLT HARVEY S GARDNER JR, A03026237
1STLT WARREN E HARRISON, A03023544
1STLT GEORGE S PERRY JR, A03025844
1STLT ALLAN M RAMSEY JR, A03033780

10. The DOS of 1STLT ERNEST H SCHNECK, A03006268, 301Ref Sq, SAC, this sta, is changed fr 15 Jul 56 to Indef.

PERAM 62, Hq 301 Bomb Wg, Barksdale AFB, La, dtd 3 Apr 56 (Cont'd)

11. The FNO, 301st Ref Sq, SAC, this sta, are rel fr dy as inde & asg dy as inde, eff 1 Apr 56. No change in Dy AFSC or Functional acct code.

GR, NAME, AFSC	OLD DY ASG	NEW DY ASG
CAPT WILLIAM S LAMING, A0405857	Obs not on CC	Obs on CC T17
1STLT HARVEY S GARDNER JR, A03026237	Obs on CC T07	Obs on CC T19
1STLT BILLY E LAMKFOOD, A03007964	Obs on CC T19	Obs on CC T07
1STLT LLOYD L MCCOLLUM, A02228406	Plt on CC T21	Plt not on CC
1STLT STUART J WILLIAMS, 25451A	Plt on CC T25	Plt on CC T21
2NDLT BELBERT D COOPER, A03057656	Plt not on CC	Plt on CC IM29
2NDLT WILLIAM J BRODERICK JR, A03038959	Plt on CC IM29	Plt on CC T25
2NDLT JOSEPH Y PARSONS, A03037676	Obs on CC T17	Obs not on CC

12. The FNO, 301st Ref Sq, SAC, this sta, are rel fr dy as inde & asg dy as inde, eff 31 Mar 56. No change in Dy AFSC or Functional acct code.

GR, NAME, AFSC	OLD DY ASG	NEW DY ASG
1STLT WARREN R HARRISON, A03023544	Obs on CC T05	Obs on CC T15
2NDLT KENNETH D NIXON, A03036586	Obs on CC T15	Obs not on CC
2NDLT HAROLD E O'LEARY, A03037479	Obs not on CC	Obs on CC T05

BY ORDER OF THE COMMANDER:

OFFICIAL:

SIDNEY L NEAL JR
Major, USAF
Director of Personnel

Samuel D Farley Jr
SAMUEL D FARLEY JR
CO(W-1), USAF
Hq Pers Off

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HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDER)
NUMBER 37)

2 April 1956

1. PARA 4, SO 33, this HQ, CS, PERT to DSG of FNO, 352BOMRON, SAC, this STA, as WG Standardization BD Crew on B-47 type ACFT for 301BOMRON(1), is REVO:

<u>GR NAME SN</u>	<u>ORGN</u>
LTCOL KENNETH A KRIG, AO720271	352BOMRON
LTCOL ALBERT L BEALS, AO762064	DO
1STLT JACK H CULP, SR, AO2045167	DO

2. PARA 5, SO 33, this HQ, CS, PERT to DSG of FNO, UINDC, SAC, this STA, as SQ Standardization BD Crews on B-47 type ACFT for UINDC, is REVO:

<u>GR NAME SN</u>	<u>ORGN</u>
LTCOL RUSSELL E HODGE, AO684867	32BOMRON
CAPT MILTON E CHATHAM, AO715990	DO
MAJ DARRE D STANSBERRY, AO2084445	DO
LTCOL JOHN C LEWIS, 16283A	352BOMRON
CAPT JOHN D ROCHE, AO2221628	DO
LTCOL OSCAR L BLACK, AO427121	DO
MAJ CLYDE W COURTNEY, 16321A	353BOMRON
1STLT FRANK L HINES, 23369A	DO
MAJ WILLIAM T DANIEL, AO933953	DO

3. FNO, UINDC, SAC, this STA, are DSG as Senior WG Standardization BD Crew on B-47 type ACFT for 301BOMRON(1), EFF 20 MAR 56. AUTH: SAC REG 51-4, 14 JUL 55. All PREV orders in conflict with the FOL are RESC.

<u>GR NAME SN</u>	<u>ORGN</u>
LTCOL KENNETH A KRIG, AO720271	352BOMRON
LTCOL ALBERT L BEALS, AO762064	DO
1STLT JACK H CULP, SR, AO2045167	DO

4. FNO, UINDC, SAC, this STA are DSG as WG Standardization BD Crews on B-47 type ACFT for UINDC, EFF 20 MAR 56. AUTH: SAC REG 51-4, 14 JUL 55. All PREV orders in conflict with the FOL are RESC.

<u>GR NAME SN</u>	<u>ORGN</u>
LTCOL RUSSELL E HODGE, AO684867	32BOMRON
CAPT MILTON E CHATHAM, AO715990	DO
MAJ DARRE D STANSBERRY, AO2084445	DO
LTCOL JOHN C LEWIS, 16283A	352BOMRON
CAPT JOHN D ROCHE, AO2221628	DO
LTCOL OSCAR L BLACK, AO427121	DO
MAJ CLYDE W COURTNEY, 16321A	353BOMRON
1STLT FRANK L HINES, 23369A	DO
MAJ WILLIAM T DANIEL, AO933953	DO

SD 37, HQ 301BOMWG(M), Barksdale AFB, LA. 2 APR 56. CONT

5. EA INDIV ASG DY functions INDC, this ORGN, this STA, is APTT ADDU
MFR OF THE ACFT Malfunction and Abort RD for 301BOMWG(M), this STA, IAW
SAC REG 66-11, to convene at the call of the PRES thereof:

<u>DY Function</u>	<u>UASG</u>	<u>ED Title</u>
DIR of Operations	This HQ	DEEM MNR (PRES)
DIR of MAT	DO	PERM MNR
CH of MAINT	DO	DO
WG STAFF ORSR	DO	DO
ARMT&ELECT MAINT SUV	301ARMT&ELECTMAINTRON	DO
MAINT CON OFF	This HQ	Advisor
OIC, Malfunction Data Col- lection Analysis Unit	301ARMT&ELECTMAINTRON	Advisor
FLT LINE MAINT SUV (of Appropriate SYS)	DO	ALTN
OIC, WG QUAL CON UNIT	This HQ	DO
COMDR of Appropriate SQ	- - -	DO

BY ORDER OF THE COMMANDER:

OFFICIAL:

Jack W. Corley
CURTIS C CORLEY
Major, USAF
Adjutant

CURTIS C CORLEY
Major, USAF
Adjutant

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AWARDS FOR OUTSTANDING WORK went to two top-notch airmen upon completion of the Base Leadership School recently. Capt. Kenneth R. Bloom (left), representing the 376th A&E commander, presents the Commandant's Award to A/1c Donald E. Wagner (second from left); and Maj. William H. Charlton, 301st A&E CO (right), presents Academic and Honor Graduate Awards to A/1c Jimmie J. Crawford.

Forty-Eight Graduate From Leadership School

Forty-eight "top notch" airmen first class graduated from the 4th AD Leadership School Friday morning, April 13. Graduation exercises were held in the Silver Wing Room of the NCO Open Mess, with Lt. Col.

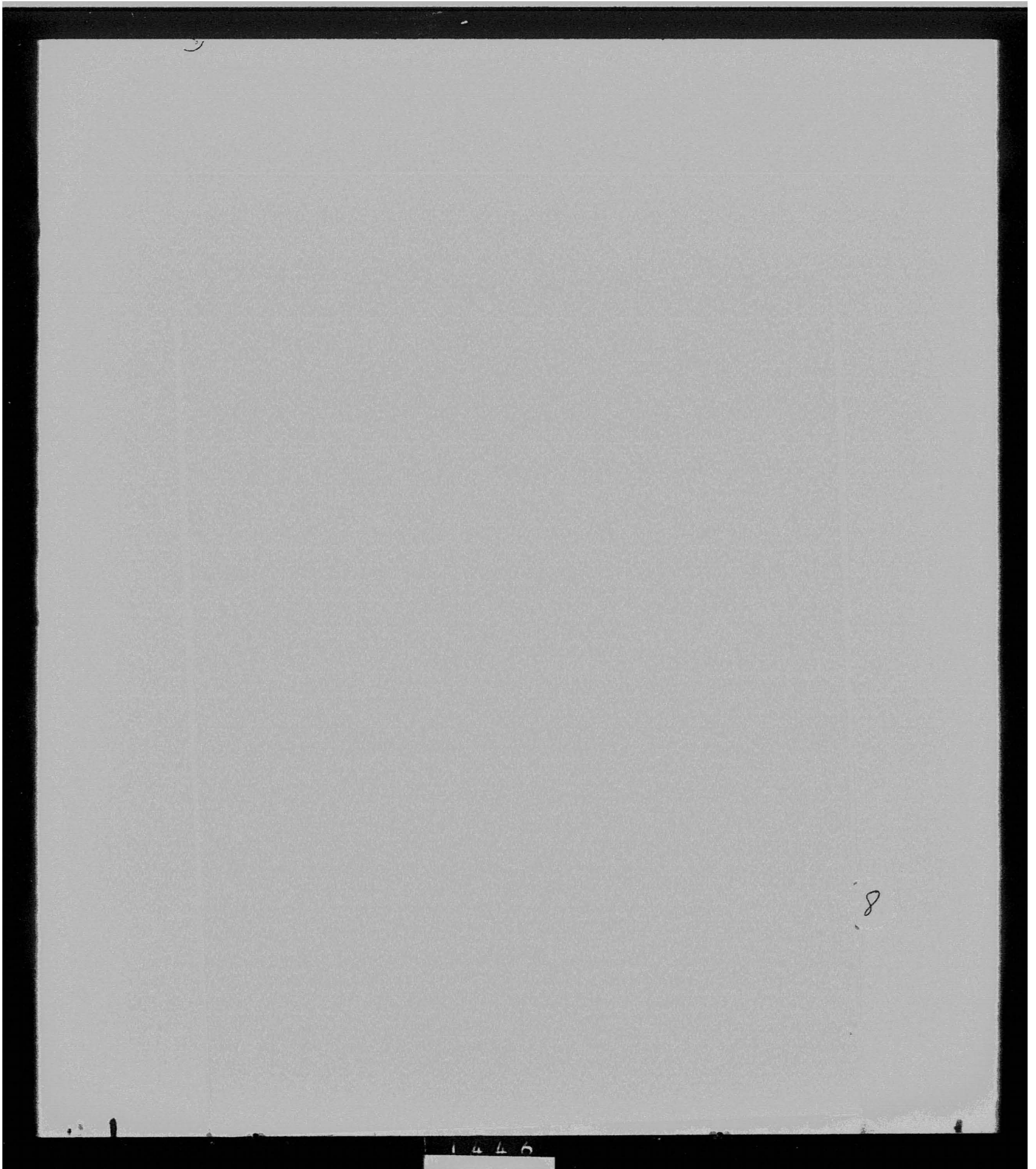
Robert S. Milner, Director of Materiel, 376th Bomb Wing, presenting diplomas.

Lt. Col. James T. Holley, School Commandant, expressed his appreciation for a "job well done" by the school faculty, and pointed out that this was extremely difficult due to the continuous rotation of instructor personnel among the air base group, wings, and separate squadrons of Earksdale.

A special certificate was presented to A/1c James J. Crawford, 301st A&E Squadron, for having achieved the highest academic grades, and being selected as the Honor Graduate of Class 56-C. The Commandant's Award was won by A/1c Daniel E. Wagner, 376th A&E Squadron, for his outstanding leader-

ship qualities displayed while attending school.

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SUBJECT: Staff Visit, Barksdale Air Force Base

TO: D/Operations FROM: Chief, Training DATE: 7 May/56/COMMENT NO. 1
Division DOTG/Maj Stoker & Capt Davis/2632/ep

1. INSTALLATION VISITED: Barksdale Air Force Base, Louisiana
2. DATE AND DURATION OF VISIT: 20 - 26 April 1956 - 4 days
3. PERSONNEL MAKING VISIT: Major Norman P. Stoker
Captain William J. Davis
Captain Gene C. Riddle
S/Sgt James R. Speegel
4. PERSONNEL CONTACTED: Director of Operations, 4th Air Division;
Ground Training Officers and Personal Equipment Officers, 301st and 376th
Bombardment Wings, and 3rd Strategic Support Squadron; Commander, Opera-
tions Squadron; Squadron Ground Training Officers and Personal Equipment
Officers.
5. PURPOSE OF VISIT:
 - a. To observe the conduct and effectiveness of the Block Train-
ing Program.
 - b. To insure that training personnel are familiar with regula-
tions, standard charts and forms pertaining to ground training activities.
 - c. To observe the status of training devices.
 - d. To observe personal equipment activities including technical
order compliances, inspection, maintenance, handling and storage of equip-
ment.
 - e. To provide assistance.
6. GENERAL:
 - a. The staff visit began with a general ground training confer-
ence with division, wing and air base group training officers. Purpose
of this meeting was to discuss any problems experienced in the conduct of
the ground training program and to answer questions pertaining to train-
ing.
 - b. Prior and/or subsequent to the meeting referred to above the
visiting officers contacted on an individual basis, personnel listed in
paragraph 4 above.

9.

b. 301st Bomb Wing Consolidated Personal Equipment Section.

- (1) Finding. This section was well organized and operating in an exemplary manner under the supervision of a full-time personal equipment officer (AFSC 1435). Of the eight airmen assigned, two are due for discharge by June 1956.

Action. Recommended personnel action be initiated to obtain replacements for the projected loss of personnel since eight airmen is the minimum number required to operate this section.

- (2) Finding. A technical order file and familiarization board were being maintained. The technical order index had not been annotated in accordance with 2AF Supplement 1 to SAC Regulation 55-3.

Action. Recommended annotation of the technical order file index and further recommended use of 2AF Form 222 as a technical order familiarization document.

- (3) Finding. Equipment was stored neatly.

Action. None.

- (4) Finding. Oxygen masks were being inspected, cleaned, etc., in accordance with 2AF Regulation 160-1, as amended.

Action. None

- (5) Finding. A spot check of parachutes, multi-place life rafts, survival kits, B-5 life preservers and R-1A anti-exposure suits indicated that inspections were being performed with the required frequency. R-1A anti-exposure suits were being inspected by personnel of this section.

Action. Recommended inspection of R-1A anti-exposure suits be performed by the Field Maintenance Activity.

- (6) Finding. Approximately 65 Percent of the B-47 crew members were equipped with Mark IV anti-exposure suits.

Action. Recommended establishment of an accelerated program to complete the sizing, fitting and assembly of these suits for the remaining crew members.

- (7) Finding. Depot modified A-1 kit containers had not been received.

Comment. These containers are on SAC controlled automatic distribution. A quantity has been received by the 376th Bomb Wing, although the 301st Bomb Wing priority was higher than the 376th Bomb Wing.

Action. Recommended follow-up action be initiated to determine if containers destined for the 301st Bomb Wing have arrived on Parksdale Air Force Base.

- (8) General Comment. This is one of the best Personal Equipment Sections observed in Second Air Force.

c. 301st Air Refueling Squadron.

- (1) Finding. This section is adequately body manned; however, none of the five airmen (AFSC 922XX) have attended a technical training school on personal equipment.

Action. Recommended quotas be requested for Personal Equipment Course Number 5892250-4 for personnel possessing the prerequisite qualifications.

- (2) Finding. The technical order file was incomplete, contained obsolete material and did not contain an index. A technical order familiarization log was not being maintained.

Action. Recommended that technical order requirements be established on a Publications Requirement Table; the obsolete publications be removed; an index be inserted and annotated, and 2AF Form 222 be used as a familiarization log.

Comment. 2AF Supplement 1 (dated 5 April 1956) to SAC Regulation 55-3 provides guidance relative to technical order files in Personal Equipment Sections.

- (3) Finding. A spot check of E-5 life preservers, E-1A anti-exposure suits, D-1 and E-1 survival kits, twenty-man rafts, one-man rafts and URC-4 radios indicated that inspections were being performed with the required frequency. The squadron Personal Equipment Section was inspecting the

B-5 life preservers, R-1A anti-exposure suits, D-1 and E-1 survival kits. The date of inspection was not being stamped on the life preservers and R-1A containers.

Action. Recommended that all of the equipment excepting the URC-4 radios be inspected by the Field Maintenance activity. Further recommended that the date of inspection be stamped on the B-5 life preservers.

- (4) Finding. The date of weighing was not being marked on CO2 cylinders used in B-5 life preservers, as required by technical orders.

Action. Recommended immediate action be initiated to weigh and date these cylinders.

- (5) Finding. Several CRT-3 (Gibson Girl) radios were over due inspection.

Action. Recommended inspection be completed without delay.

- (6) Finding. Technical Order 15X-1-1 and Second Air Force Regulation 160-1A were not being complied with in that crew members' oxygen masks were not being cleaned, inspected, etc., every 30 days by personnel of the Personal Equipment Section. A roster reflecting the date of cleaning and initials of the individual cleaning the mask was not being maintained.

Action. Recommended initiating an oxygen mask cleaning program without delay and that rosters reflecting this activity be maintained.

- (7) Finding. Approximately 37 percent of the required number of D-1-2 survival kit containers (sleds) were on hand. All of the D-1-2 kits on hand were incomplete due to lack of component items.

Action. Recommended aggressive action be initiated to obtain the required containers (sleds) and component items to complete the packaging of all kits.

* * * * *

s/ Donald H. Merten
t/ DONALD H. MERTEN
Lt Colonel, USAF
Deputy Chief, Training Division

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Jack W. Grier
JACK W. GRIER
2nd Lt., USAF

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STATION SERVICES OFFICE
 605th Air Base Group
 BARNESDALE AIR FORCE BASE, LA.

SUBJECT: Semi-Monthly Strength Report as of 30 April 1956 OFFICERS

UNIT	AUTH	ASGT	PER	ATCH	PER V
HQ 4th Air DIV	10	10	10	0	10
HQ 301st ACB AG	49	48	40	0	37
352d BOMBGR	76	64	34	0	31
352d BOMBGR	76	66	47	1	47
353d BOMBGR	70	60	52	0	52
301st AERS	99	95	83	5	77
301st AER WINT SQ	12	8	5	0	8
301st FLD WINT SQ	1	7	7	0	7
301st PER WINT SQ	3	2	2	0	2
301st TFC HOSP	27	23	23	0	21
TOTAL 301st ACB AG	425	371	278	6	262
HQ 376th ACB AG	60	50	53	0	48
512th BOMBGR	76	60	44	0	42
513th BOMBGR	76	62	43	0	43
514th BOMBGR	76	60	44	0	44
376th AERS SQ	90	74	79	0	79
376th AER WINT SQ	17	17	13	0	14
376th FLD WINT SQ	1	7	7	0	7
376th PER WINT SQ	3	2	2	0	2
376th TFC HOSP	27	23	23	0	23
TOTAL 376th ACB AG	450	391	308	0	302
HQ 605th ABGRU	90	91	107	25	104
605th SUP SQ	35	21	9	0	10
605th AIR VEH SQ	5	5	5	0	5
605th BOMB SQ	13	6	5	0	6
605th FLD SQ	7	9	8	0	7
605th FLD SVC SQ	4	3	3	0	3
605th CPK SQ	21	15	13	0	15
4230th USAF HOSP	26	25	22	0	20
2d ALT CHAMBER FLT	2	2	2	0	2
745th AF HOSP	1	1	1	0	1
TOTAL ABGRU	192	168	175	25	173
3d STGT SUP SQ	64	69	60	0	59
TOTAL ASGT FIVE	1142	1012	841	31	826
HQ 2d ABGRU	262	259	217	2	220
430th SUP SQ	3	5	4	0	4
46th COMM SQ	15	11	8	0	9
2d RECON TECH SQ	63	41	29	0	38
1927th COS	7	5	5	1	5
26th METTRY SQ	34	23	14	0	16
TOTAL TENDI UNITS	341	317	293	3	294
GRAND TOTAL	1529	1379	1134	34	1120

STATISTICAL SERVICES OFFICE
805th Air Base Group
BARKSDALE AIR FORCE BASE, LA

SUBJECT: Semi-Monthly Strength Report as of 30 April 56 AIRMEN

UNIT	AUTH	ASGD	PST	ATCH	PED AV
805th Air Div	7	7	7	0	6
HQ 301st BOMB WG	122	145	129	0	134
32d BOMBON	96	61	61	0	61
352d BOMBON	96	77	80	8	79
353d BOMBON	96	80	74	0	74
301st AREFS	220	221	421	222	221
301st A&E MA SQ	325	340	278	0	295
301st FID MA SQ	419	420	285	5	350
301st PER MA SQ	106	91	80	0	78
301st TAC HOSP	94	91	1	0	85
TOTAL 301st BOMB WG	1574	1544	1469	235	1377
HQ 376th BOMB WG	139	147	143	0	147
512th BOMBON	96	60	72	0	73
513th BOMBON	96	61	78	0	75
514th BOMBON	96	75	68	0	68
376th AREFS SQ	220	216	211	8	210
376th A&E MAINT SQ	393	421	394	0	388
376th FID MA SQ	424	382	355	0	353
376th PER MA SQ	106	100	88	0	93
376th TAC HOSP	94	79	75	0	75
TOTAL 376th BOMB WG	1464	1583	1484	8	1463
HQ 805th ABGAV	475	562	620	97	639
805th SUP SQ	411	348	304	0	312
805th MTR VEH SQ	190	206	193	0	192
805th APPRON SQ	418	315	304	36	319
805th INSTL SQ	258	281	237	0	242
805th FOOD SVC SQ	316	296	269	0	279
805th OPRON SQ	204	257	249	7	243
4230th USAF HOSP	41	59	57	0	54
2nd ALT CHAMBER FLT	13	17	13	0	14
745th AF BAND	34	24	24	0	24
TOTAL 805th ABGAV	2360	2305	2270	140	2318
3d STRAT SUP SQ	260	263	264	0	265
TOTAL ASGD UNITS	5485	5784	5494	383	5449
HQ SQ 2AF	0	1	1	0	1
4304 SUPP SQ	406	420	393	9	396
16th COMM SQ	317	245	267	8	262
2nd RECON TECH SQ	346	346	330	3	327
1927th AACB	51	105	96	5	98
26th WEATHER SQ	72	36	36	0	36
TOTAL TENDANT UNITS	1199	1185	1125	25	1120
AGGREGATE TOTAL	7064	6979	6619	408	6569

THIS PAGE IS DECLASSIFIED IAW EO 13526

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1456

THIS PAGE IS DECLASSIFIED IAW EO 13526

SUBJECT: (Unclassified) Manning of Goose Task Force

TO: Commander
4th Air Division
Barksdale Air Force Base
Louisiana

1. Reference my letter, Subject: (Unclassified) Request for Changes to Task Force Personnel, 21 February 1956. (UNCL)

2. Request the following changes be made in the manning of the Goose Task Force:

a. Delete Major Relyea, Wing Intelligence Officer (2016). No replacement for this officer is available in the Wing as all but one officer (Captain Jackson) from the Target Branch leaves the Wing upon implementation of an alert (one to GTF, one to 4AD Control Room, one on Post-Strike Team). It is essential to proper EWP execution that the Wing Intelligence Officer be available to assist in briefing and launching forces. (Secret)

b. Due to the shortage of intelligence clerks it is requested that one Intelligence Operations Specialist (20450) be deleted from the GTF. (Secret)

c. Delete Major Goade, Commander, 353rd Bomb Squadron. If necessary to replace this officer, substitute Major Callam, 353rd Operations Officer. However, if Major Callam is used, all three bomb squadron and the air refueling squadron operations officers will be on the GTF. (Secret)

d. Delete Major Paul Taylor, Assistant Wing Operations and Training Officer. During the launchibg operation the Wing staff must operate 42 to 48 straight hours. This can and has been accomplished; however, personal efficiency drops considerably and, in case of delayed or prolonged activity, could jeopardize the EWP capability of the Wing.

Subj: (Uncl) Manning of Goose Task Force

If a replacement is necessary, substitute Major Stulting, Wing Ground Training Officer. Major Stulting until recently was an aircraft commander (1245) and is fully qualified as a replacement for Major Taylor. (Secret)

EVERETT W. HOLSTROM
Colonel, USAF
Commander

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

12

1459

EXTRACT

Subj: (Unc1) Manning of Goose Task Force

* * * * *

DO (9 Apr 56)

1st Ind

HEADQUARTERS 4TH AIR DIVISION, Barksdale Air Force Base, Louisiana

TO: Commander, 301st Bombardment Wing, Barksdale Air Force Base, Louisiana

1. Concur with paragraph 2a and b. Major Ralyea will be deleted from the GTF Headquarters. Major Goade will be replaced by Major Callam.
2. Do not concur with paragraph 2d.
3. Major Goss, Air Refueling Operations Officer, has been deleted from the GTF.

FOR THE COMMANDER:

/s/t/E.T. FLEMING
Maj. USAF
Adjutant

A TRUE EXTRACT COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

13

1461

*Wg
Historian*

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base
23 March 1956

OPERATIONS PLAN)

NUMBER 423-56)

PLANT AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

Headquarters Squadron 301st Bomb Wing	Commander
32nd Bombardment Squadron	Commander
350th Bombardment Squadron	Commander
353rd Bombardment Squadron	Commander
301st Air Refueling Squadron	Commander
301st A & E Maintenance Squadron	Commander
301st Field Maintenance Squadron	Commander
301st Periodic Maintenance Squadron	Commander

1. GENERAL SITUATION: April 1956 is the special training month. The training program during the month will consist of the following:
 - a(1) Complex type missions ordered by SAC Headquarters.
 - b(2) Upgrading training for NCR crews.
 - c(3) Missions directed by 2AF Headquarters.
 - d(4) Visual radar bombing.
 - e(5) Grid celestials.
 - f(6) Completion of outstanding 60-2 requirements.
 - g(7) Training in areas of weakness selected by the Wing Commander.
 - h(8) No crews will be scheduled to SEE for evaluation during April.
2. MISSION: To accomplish all assigned missions as directed, upgrade the maximum number of NCR and CR crews, and maintain a high level of proficiency of CR, Lead and Support crews. All IN Crew members should obtain a minimum of 35 hours during April.

OPR PLAN 423-56
Page 1 of 3 pages

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3. TASKS FOR SUBORDINATE UNITS:

- a. Headquarters Squadron: Reference Appendix I, Annex "A" and Annex B.
- b. 32nd Bombardment Squadron: Reference Appendix I, II, Annex "A" and Annex "B".
- c. 352nd Bombardment Squadron: Reference Appendix I, II, Annex "A" and Annex "B".
- d. 353rd Bombardment Squadron: Reference Appendix I, II, Annex "A" and Annex "B".
- e. 301st A & E Maintenance Squadron: Reference Monthly Maintenance order for April and Annex "B".
- f. 301st Field Maintenance Squadron: Reference Monthly Maintenance order for April and Annex "B".
- g. 301st Periodic Maintenance Squadron: Reference Monthly Maintenance order for April and Annex "B".

x. GENERAL INSTRUCTIONS:

- (1) Orders of Execution will be issued by the tactical squadrons in the form of flight orders (each flight order will designate the aircraft commander as such).
- (2) Operations Orders will be furnished by the Wing Plans Division on all missions ordered by higher Headquarters.
- (3) All commitments from higher headquarters known at this time have been considered and included in this plan.
- (4) Transportation for B-47 flight crews during duty hours will be obtained by using extension 5162.
- (5) Necessary changes to this plan will be coordinated through the Squadron Commander, Maintenance Control and the Chief of Operations and Training.

4. LOGISTICAL MATTERS: See Monthly Maintenance Order for April
5. COMMAND AND COMMUNICATIONS MATTERS: Omitted.

HOLSTROM
Colonel, USAF

ANNEX "A" - OPERATIONS

Appendix I - Combat Crew Schedule for April

Appendix II - Staff Proficiency Flights

ANNEX "B" - GROUND TRAINING

DISTRIBUTION:

32nd Bomb Sq	3
352nd Bomb Sq	3
353rd Bomb Sq	3
301AHS	3
301AES	1
301FMS	1
301PMS	1
301C	1
301DCC	1
301DC	2
301DF	1
301EO	1
301DM	2
301DCO	4
301DCW	1
301EOP	1
301CH	1
2LCTB	1
4DO	1
805LEG	1
Wg Historian	4

OFFICIAL:

Charles D. Lewis
CHARLES D. LEWIS
Colonel, USAF
Director of Operations

OPR PLAN 423-56
Page 3 of 3 pages

1464

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
20 March 1956

ANNEX "A" TO OPERATIONS PLAN)

W. L. R.

423-56)

OPERATIONS

PART I: GENERAL:

1. There are 21 flying days available during the month of April.
2. The planned schedules of sorties by squadrons are included as Appendix I.
3. Air refueling schedule is included in this plan.
4. Wing Staff Flights will be scheduled on the weekly 60-9 schedule.
Squadron Commanders may be requested to furnish an IF or an observer on court in staff flights.
5. Whenever possible, crews will be scheduled to fly their assigned aircraft.
6. It is the responsibility of the Squadron Operations Officer to furnish Conteen Center 1 the aircraft and crew requirement 48 hours prior to scheduled takeoff.
7. Squadron operations officers will insure that the maximum training possible is accomplished on each sortie.
8. Any higher headquarters commitments after this plan is published will be scheduled at the commander's 60-9 board meeting.

ANNEX "A" OFR PLAN 423-56

page 1 of 3 pages

9. Squadron operations officers will coordinate aircraft assignments with the Maintenance Control Officer each month in an effort to schedule crews with their assigned aircraft. This should be done as soon as possible to insure that the maintenance and operations plan complies with the wing commanders desire that all crews fly their assigned aircraft.
10. Each calendar month of flying time is controlled by higher headquarters. It is necessary that everyone realize that as of January 1955 no underfly is permitted, however, we may overfly up to 2%.
11. All normal missions will be scheduled for a minimum of 6:30 hours. Transition missions will be scheduled for a minimum of 5:30 hours.
12. Special emphasis will be placed on the following training areas during the Month:
 - a. All preparation crew training. (3-21 May, 3-27 May)
 - b. Special tactics missions directed by higher headquarters.
 - c. Visual and direct radar bombing with bombs.
 - d. Non-combat crew upgrading.
 - e. Completion of all outstanding 60-2 requirements.
 - f. Grid celestial missions.
 - g. 35 hours per In-crew member.
13. Operations Officers should plan on T-59 drops during the month. T-59 drops must be scheduled to be made in a controlled range, scored and CP's reported on a 10 report. (Schedule maximum drops as circumstances will permit).
14. All operations officers should be familiar with the applicable contents of SAC Manual 66-3 and SAC Reg 60-9. Provisions of these publications will be followed by this wing.

15. Special care and judgement will be exercised in handling of all information in this plan even though it is distributed as unclassified material.
16. All staff sections are encouraged to submit recommendations for the improvement of this and any future plan.
17. Special weapons aircraft requirement for April 1956. One aircraft every Thursday and Friday with Phase 15 configuration. One aircraft Wednesday and Friday with Type 65 configuration.
18. Gunnery preflight aircraft requirements for April 1956: One aircraft every Monday equipped with two 20MM aircraft cannon. 50 rounds ammo each gun and power is required.
19. Gunnery sorties will be 15 per squadron for April to maintain proper activity and provide IN co-pilot training.

APPENDICES:

- I - Special Training month schedule.
- II - Staff Proficiency Flights.

HOLSTROM
Colonel, USAF

DISTRIBUTION:

Same as Operations Plan

OFFICIAL:

Charles D. Lewis
CHARLES D. LEWIS
Colonel, USAF
Director of Operations

ANNEX "A" OTR PLAN 423-56
Page 3 of 3 pages

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
23 March 1956

APPENDIX I TO ANNEX "A")

OPERATIONS PLAN 423-56)

COMBAT CREW SCHEDULE FOR APRIL

1. During the month of April, bomb squadrons will endeavor to fly crews in their assigned aircraft, however, due to IM training it is realized this can not be accomplished in many cases.
2. Record will be kept by correcting the maintenance schedule to reflect the actual crew that flew the scheduled aircraft.
3. B-47 Air Training:
 - a. A detailed breakdown of training items to be accomplished by each squadron will be included in this plan.
4. KC-97 Air Training:
 - a. A detailed breakdown of training items will be included in this plan.
 - b. Special emphasis will be placed on upgrading IM crew members. Each IM crew member available will be scheduled for a minimum of 35 hours of air training.
 - c. A special effort will be made to complete the items of air training as submitted to 2AF for the Special Training Month on 2AF Form 70.
5. Priority for all Air Training will be as follows:
 - a. Higher headquarters assignments.
 - b. IM crew member training.
 - c. Standboard checks.

APPENDIX I ANNEX "A" OPR PLAN 423-56
Page 1 of 6 pages

- d. Ready crew training in areas of weakness.
- e. 60-2 minimums.
- 6. See attached squadron schedules for detailed information.

PENDIX I ANNEX "A" OPR PLAN
Page 2 of 6 pages

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45A30, 45A37, 38

GROUND ABORTS																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
APG																																
AGE																																
AACP																																
ANFE																																
OPNS																																
FUEL LEAK																																
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SCHEDULED																																
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AVAILABLE																																
FLOWN																																

II

FLYING AND PERIODIC MAINTENANCE SCHEDULE																																	
301ST BOMB WING																																	
352ND BOMB SQUADRON FOR APRIL 1956																																	
ACFT NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL	
2197 62			62	SW						62		62					5X							62	SW							5-80 %	
2198 64			64			64					29					← DK 1 →	PO		PO	TH	B											3-NA %	
2199 63				63					63		54						5X		63					63								6-NA %	
2200 65				65						65		65						65						56		65						6-84 %	
2201 54			54			54					54					54		38					5X		SW							6-66 %	
2512 29		B			29					SS		5X					29						5X		29							6-NA %	
2513			SS		SW					WS		63					B						29									4-NA %	
1407 56			56		56					B		B					56						64									4-73 %	
1408 39			B						39		39						39		39							62	SW					3-80 %	
1409 38		38			38						SS					38		62						38								6-66 %	
1410 41				41	SW					64		SW				62		64							64							5-20 %	
1411 40		B			SS					B						5X		← DK 2 →						PO	PO	TH						2-0 %	
1412 35				B					35		35						35	SW						35								6-100 %	
1413 42				42							42						B		42						56							4-73 %	
1414 37			37		62					← DK 1 →	PO						PO	TH		40				5X								4-25 %	
1415 45				45					45		45						45		45					45								5-100 %	
1416 52		52			52						52						← REM WING															3-100 %	
2366			B		B						B						B		B					B								0-NA %	

ASABG 38

1472

GROUND ABORTS																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
APG																																
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GROUND ABORTS																																
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II

FLYING AND PERIODIC MAINTENANCE SCHEDULE																																
			301ST BOMB WING											301ST SQUADRON											FOR APRIL 1956							
ACFT NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
2646 18		14			B					B			18					18					18									4-75 %
2647 24			24			07					24					24		B														4-75 %
2850 25				25					25																							2-100%
2853 14			PO	PO	TE	B					14		14					14						14								4-100%
2857 27			27			27						15					27		15													5-80 %
2858 07			09																													2-30 %
2859 22		22			22					22		22																				4-100%
2861 04		04			04					04		04					04							23								6-85 %
2862 11				14					15			11					11		23													5-40 %
2863 17		17			07					17		15																				4-30 %
2864 28									28			14					28		28													4-75 %
2865 26			B			26					26					11		26														4-75 %
2866			B		14					B		B					10						22									3-NA %
2867 09				IR	AM																											0-NA %
2868 15				IR	AM																											0-NA %
2869 23				IR	AM																											0-NA %
2870 20				15					20		20						B															3-66 %
2871 19			WX	WX	WX	WX			B		B						19		19													3-66 %
2872 03				03					B		24						B		03													3-66 %
2873 10			B			15					B						10		10													3-66 %
2874 05				15		05					05						15		15													5-40 %
8415																																

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1476

GROUND ABORTS																																
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APG																																
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II

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 March 1956

APPENDIX II TO ANNEX "A")
OPERATIONS PLAN 423-56)

STAFF PROFICIENCY FLIGHTS

PART I: GENERAL:

1. All staff flights will normally be scheduled for a minimum duration of 5 hours.
2. Where squadrons are responsible for furnishing a qualified observer as indicated on the schedule, either a crew or staff observer will be provided.
3. Take-off time will be established by the senior officer.
4. Officers who are not available for their scheduled flights will be required to provide a suitable replacement.

PART II: SCHEDULE: See attached page.

APP II ANNEX "A" OPR PLAN 423-56
Page 1 of 2 pages

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WING STAFF FLYING SCHEDULE FOR APRIL 1956

Sq FURN	3	5	10	12	17	19
ACFT						
32	SS01		SS04	SS01		SS05
352		SS02	SS06	SS03	SS02	
353	SS04	SS06	SS03		SS01	

CREW NO.	AIRCRAFT COMMANDER	PILOT	OBSERVER
SS01	COL HOLSTROM	MAJ HORTON	LT COL BATTALIO
SS02	COL STEELE	MAJ S. MAGON	MAJ DUQUETTE
SS03	COL LEWIS	MAJ SCHLEGEL	MAJ ZWICKE
SS04	MAJ TAYLOR	CAPT SHILLEY	MAJ ROBERTS
SS05	LT COL POWELL	CAPT VAN WORKER	CAPT LATCH
SS06	LT COL POWELL	IP - MAJ SCHLEGEL CP - COL BORDERS	CAPT GIBSON

REMARKS:

1. Major Schlegel will fly as IP for SS05.
2. If transition or A/R in local area, no observer required unless IFR wx exists.
3. IP's will be furnished when requested by squadron furnishing aircraft.
* Major Liverman will fly with Lt Col Battalio whenever possible.
4. Additional flight for staff crews may be scheduled during the month.
5. Col Steele, Col Lewis and Lt Col Powell are scheduled for additional A/R instructional flights on 3rd, 10th, 17th and 24th with Lt Col Krig as instructor.

14

1480

HEADQUARTERS
4TH AIR DIVISION
Barksdale Air Force Base
Louisiana

301DCG

SUBJECT: Proposed Flying Training Program (April 1956) (Uncl)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In compliance with Second Air Force Regulation 50-9, the proposed Flying Training Program for April 1956 for the 301st Bombardment Wing, Medium, is submitted. (Uncl).
2. Letter of transmittal may be downgraded to unclassified when inclosures are withdrawn or not attached. (Uncl).

FOR THE COMMANDER:

- 3 Incls
1. Narrative Breakdown
 2. B-47 Tng Program
 3. KC-97 Tng Program

NARRATIVE BREAKDOWN OF PROPOSED FLYING TIME

1. B-47 Air Training:

a. During the month of April 1956, the 301st Bombardment Wing (M) will fly approximately 1270 B-47 hours. Special emphasis will be placed on upgrading individual non-combat ready crew members. Except for one known higher headquarters commitment requiring 3 highly qualified crews nearly all flying time will be devoted to training IN crew members.

b. The number of crews as shown in columns 4 and 6 of 2AF Form 70 does not include complete crews. Column 6 includes 5X crews.

c. Pilot proficiency missions as such will not be scheduled, however, many flying hours will be devoted to pilot proficiency training in conjunction with other training.

d. The priority for B-47 air training has been established as follows:

- (1) Higher headquarters commitments.
- (2) IN crew member training.
- (3) Standboard checks.
- (4) Combat ready crew training.
- (5) Lead and Select crew training.
- (6) 60-2 minimums.

2. KC-97 Air Training:

a. The 301st Air Refueling Squadron will fly approximately 625 hours during April 1956. In view of the fact only a very few IN crew members are assigned, a concentrated effort will be made to up-grade and additional crew to ready status.

b. The priority for KC-97 air training has been established as follows:

- (1) 60-2 minimums.
- (2) Higher headquarters commitments.
- (3) IM crew member training.
- (4) Standboard Checks.
- (5) Known areas of weakness for ready crew members.

A TRUE COPY:

Jack W. Grier
JACK W. GRIER
2nd Lt., USAF

15

1483

CONFIDENTIAL

301
HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM
Barksdale Air Force Base
Louisiana

Division Commander's Remarks

Section J

Air Training Report for the Month of April, 1956 - RCS: 3-SAC-T12

I concur with the remarks of the Wing Commander.

FOR AND IN THE
ABSENCE OF

John W. Garrell Col USAF
M. A. PRESTON
Brigadier General, USAF
Commander

6-1362-4

3-6-1887

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks - Part V

Air Training Report for Month of April - RCS: 3-SAC-T12

a. Hours flown performing missions ordered by Higher Headquarters:

(1) Red Wing	116:30
(2) APC Project Eglin	87:10
(3) 2AF CG	9:35
(4) Holiday in Dixie	52:25
	<u>265:40</u>

b. Weather or local conditions: Air sorties were cancelled due to local weather conditions.

c. Restrictive directives: None.

d. Combat crew members gained and lost.

(1) Crew members gained:

(a) One co-pilot.

(b) One observer.

(2) Crew members lost.

(a) One aircom, 8WS Loring AFB.

(b) Two co-pilots, one PCS Loring AFB, one unassigned to a crew.

(c) Two observers, one PCS Loring AFB, one PCS to 5th AB.

e. Crew member changes.

(1) Two aircoms.

(2) Five co-pilots.

(3) One observer.

f. New crews: None.

g. Crew status changes: WTS PCS to Loring AFB, 17 Apr 56, dropped.

h. Standardization crews: Two additional crews assigned Wing Standardization Board duty in accordance with Part 9 of SAC message DO 25361, 24 Mar 56.

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S40, Senior Wing Standboard Crew	15 Oct 55
S75, Wing Standboard Crew, 32BOMRON	20 Feb 56
S35, Wing Standboard, 352BOMRON	1 Aug 55
S42, Wing Standboard Crew, 352BOMRON	1 Apr 56
S30, Wing Standboard Crew, 353BOMRON	1 Jun 55
S68, Wing Standboard Crew, 353BOMRON	1 Apr 56

i. Additional material and personnel problems:

- (1) Three crew members returned from SAC Survival School DNIP for extended periods of time because of Hernia and/or Hemerriod difficulties. This has hampered our NCR training program on these individuals.
- (2) The up-grading of new crews by advancing experienced co-pilots to the aircom position is still a problem area due to the serious shortage of qualified "C" co-pilots within the wing. We had anticipated this problem would be relieved by May 1956. Every effort is being expended to overcome the shortage of qualified co-pilots at the earliest possible date.

j. SAC minimum training requirements not accomplished: Not applicable.

k. Non-combat ready crews capable of deploying: N-61, TDY B-52 COTS.

l. Non-combat ready crew training:

- (1) During April, a vigorous up-grading program was planned. This received first priority for scheduling and supervision.
- (2) Each of the NCR personnel available for the entire month of April accomplished over 40:00 of flying time. See Part 1 of the Air Training Report for the exact hours accomplished by each individual.
- (3) Item "M" of this report indicates the items of training accomplished during April.
- (4) Please note item "i" of this report for NCR problem area.

m. Field Training Operations: None scheduled.

n. Special training month remarks:

- (1) Except for higher headquarters directed missions, the up-grading of NCR personnel received first priority. The remainder of the training effort was devoted to improving proficiency in known weak areas.

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(2) The following chart of scheduled and accomplished training is presented for a quick reference of the month's effort.

ITEM	COMBAT READY			NON-READY		
	SCHEDULED	ACCOMPLISHED	PERCENT	SCHEDULED	ACCOMPLISHED	PERCENT
Flying Time	729	827	114.0	553	641	115.9
Sorties	129	158	122.0	108	114	105.5
Pilot Proficiency	0	13	N/A	0	25	N/A
Night Celestial	25	34	136.0	11	11	100.0
Day Celestial	6	27	450.0	12	7	58.3
Grid Legs	26	32	84.6	16	23	143.7
Cell Tactics	5	9	180.0	7	6	85.7
RBS Runs	74	427	571.6	42	72	171.4
Radar Camera Attacks	65	156	241.0	42	97	230.9
T-59 Release	14	11	78.0	1	2	200.0
Visual Release				26	16	61.5
Rendezvous	7	7	100.0	10	33	330.0
Radar Approach	44	78	177.2	28	34	121.4
Wet Hook-ups (6000# or more)	9	18	200.0	37	57	154.0
Dry Hook-ups (5min)	25	11	44.0	86	312	362.7
Long Range	6	6	100.0	1	0	0
Gunnery	24	17	70.8	7	8	114.4
Fighter Attacks	0	11	N/A	0	12	N/A
Starboard Checks	3	4	133.3	12	9	75.0

NOTE: (a) NCR includes 5X activity.
 (b) NCR Std-bd for individuals only.
 (c) Pilot proficiency as such was accomplished in conjunction with air refueling missions.
 (d) Numerous 1 minute dry hook-ups were accomplished but not reported.

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- (3) Weather over the gunnery range and bombing range caused the low percentage of accomplishment of these two items.

c. Comments or recommendations of the Wing Commander:

- (1) The March T-12 comments concerning crew S10 listed in paragraph c(8) was incorrectly listed, however, this crew has been successfully re-evaluated at SCS.
- (2) Reference paragraph 7, SAC Regulation 50-30, the requirement that all photo scored accomplishments be maintained on SAC Form 125 is a duplication of records for 2AF Units. The photo scored accomplishments are now maintained on 2AF Form 244A and 2AF Form 246. We suggest that the SAC Form 125 be revised to include the same information as the present 2AF Form 244A.
- (3) The statement required by SAC Regulation 51-4 that a "CR" crew is fully qualified to successfully complete SCS evaluation does not agree with present standards of proficiency established for "CR" crews. This is especially true for crew members recently up-graded to "CR" status.

For and in
the absence of:

Robert W. Holstrom
EVERETT W. HOLSTROM
Colonel, USAF
Commander

3-6-1887
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301ST AIR REFUELING SQUADRON
301ST BOMBARDMENT WING, MEDIUM
Goose Air Base, Labrador

1 May 1956

SQUADRON COMMANDERS REMARKS

Part III

Air Training Report for Month of April

RCS: 4-SaC-T12

- a. Hours Flown Performing Missions Ordered by Higher Headquarters:
- | | |
|--|---------------|
| (1) Ferrying Cargo & Personnel | <u>22:45</u> |
| (2) Deployment to Goose AB, Labrador | <u>152:40</u> |
| (3) Air Refueling support for 380th B.W. | <u>28:30</u> |
| Total | <u>203:55</u> |
- b. Weather or Local Conditions:
(1) Three sorties and twenty-two hours flying time lost on 5 April due to local weather.
- c. Restrictive Directives:
(1) Not Applicable
- d. Combat Crew Member Gains and Losses:
- (1) Crew Member Gains
 - A. Two Aircraft Commanders
 - (2) Crew Member Losses
 - A. Three Aircraft Commander - Transferred PCA and RCS
 - B. Two Co-Pilots - One released from EAD, one transferred PCA
 - C. Two Flight Engineers - One discharged, one transferred PCA
 - D. Two Boom Operators - One discharged, one transferred RCS
- e. Crew Member Changes:
- (1) Four Aircraft Commanders
 - (2) Fourteen Co-Pilots
 - (3) Three Navigators
 - (4) Eight Flight Engineers
 - (5) Four Radio Operators
 - (6) Six Boom Operators
- f. New Crews:
- (1) IM-32 Formed 1 April 1956
 - (2) IM-33 Formed 1 April 1956
 - (3) IM-34 Formed 1 April 1956
 - (4) IM-35 Formed 1 April 1956
 - (5) IM-36 Formed 1 April 1956
- g. Crew Status Change:
- (1) Not Applicable

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- h. Standardization Crews:
 (1) T-21 Wing Standardization Crew
 (2) T-22 Squadron Standardization Crew
- i. Additional Material and Personnel Problems:
 (1) Not Applicable
- j. SAC Minimum Training Requirements not Accomplished:
 (1) Not Applicable
- k. Non-Combat Ready Crews Capable of Deploying:
 (1) None
- l. Non-Combat Ready Crews Training:
 (1) Individual IM crew members flew a total of 1490 hours during the month. This was an average of 35.5 hours per crew member. This does not consider that many crew members were TDY to HTTU on MTD during the month.
- m. Special Training Month Remarks:
- | ITEM | PROGRAMMED | ACCOMPLISHED | PERCENT COMPLETE |
|-----------------------|------------|--------------|------------------|
| Flying Time | 625 hrs. | 647 hrs. | 103% |
| Sorties | 83 | 93 | 112% |
| Pilot Proficiency | 16 | 25* | 156% |
| Night Celestial Legs | 13 | 22 | 170% |
| Day Celestial Legs | 30 | 24 | 80% |
| Grid Legs | 30 | 12 | 40% |
| Radar Legs | 30 | 47 | 156% |
| Wet Hookups | 15 | 18 | 120% |
| Dry Hookups | 150 | 719 | 480% |
| Electronic Rendezvous | 30 | 43 | 143% |
- * Includes pilot proficiency mission scheduled for 51-19 check-out.
- n. Comments and Recommendations of the Unit Commander:
 (1) The Squadron reported 93 sorties and 647 hours flying time for April. The average for each of the twenty-one assigned combat ready crews was 31 hours flying time and 4.5 sorties.
 (2) Ten navigators presently assigned to crews have applied for pilot training in grade. Many of these officers have received notification that they have been accepted but as of yet have not received a class scheduling date. There is no indication at the present time when these officers will be reassigned. However, in order to have suitable replacements for these expected losses the Squadron should have an input of ten Navigators at the earliest possible date so that when the losses occur the squadron will have trained Navigators as replacements.
 (3) The Squadron deployed to Goose AB, Labrador on the 27 April 1956 for sixty days rotational TDY. No major problems were encountered on deployment. The aircraft were readied for the EWP on arrival at Goose with a minimum of delay.

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- (4) Based on anticipated Flight Engineer losses the Squadron will required two additional Flight Engineers at the earliest possible date if the present number of crews is to be maintained.
- (5) The Squadron accomplished 78 hookups of less than 40,000 lbs that were not reported on the part I of the T-12 report.

Allan A. Lathan
ALLAN A. LATHAN
LTCOL., USAF
Commander

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1493

HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE, LA.

DOTO

SUBJECT: (Unclassified) Cross Hair Test

TO: Commander
4th Air Division
Barksdale Air Force Base
Louisiana
ATTN: Commander, 301st Bombardment Wing, Medium

1. What: "Cross Hair Test". In some cases, the K-System cross hairs (after cross-over) are not portraying a true picture of actual bombing results. This disparity is particularly noticeable if the aircraft enters a considerable bank after bombs away. (Confidential)
2. When: Begin 1 April 1956 and terminate upon the completion of 60 RBS runs. Desired completion date is 30 April 1956. This date is extensible, if needed, upon your request to this headquarters. (Unclassified)
3. Who will Participate: The 301st and 305th Bombardment Wings. All combat ready, lead and select crews. Non-ready crews may participate but this test will not be allowed to interfere with non-ready crew upgrading program. (Unclassified)
4. Discussion: We want to be able to utilize cross-over scoring to the maximum extent possible including bomb runs that terminate in a breakaway maneuver. Since the cross hair drive "off" is a result of banking the aircraft it is necessary to determine whether or not they will return after a stabilizing period, or if not, to what degree has scoring accuracy degraded, i.e., although the cross hairs may not return to display the precise score of the bomb perhaps they return to give us an acceptable degree of accuracy. It is important that we either confirm or disprove this. In order to do this the cross hair position must be obtained with reference to a fixed point (namely the aiming point), at various times after the bomb release. We are aware a "Hi Jinks" maneuver will cause the K-System to have a period of instability and record of this time will

2AFDOTO, Subject: (Unclassified) Cross Hair Test

be a test requirement. It is particularly important that the information submitted be accurate and complete. (Secret)

5. Ground Rules: To provide a firm basis, from which to obtain needed information, we have outlined several ground rules to be followed:

a. Each unit will complete 60 RBS scored runs. RBS runs will be made against IA, IIA targets or easily identifiable RBS target complexes. This will aid photo interpreters in accurately determining cross hair position in relation to aiming point used. The runs will be accomplished in the following manner: (Unclassified)

- (1) 20 runs will be made with a "straight fly-over" of the target at the completion of the bomb run. (Unclassified)
- (2) 20 runs will be made with a "Hi Jinks" breakaway using 20 degrees as a bank angle during the turn. (Secret)
- (3) 20 runs will be made with a "Hi Jinks" breakaway using a 40 degree bank angle during the turn. (Flying Safety will be considered in the use of this bank angle. If the angle of bank made is less than the requested 40 degrees, amount of bank actually made will be noted in the "angle of bank" column of your report). (Secret)

b. Runs required in paragraph 5a(1), (2) and (3) above will be made using radar procedures. (Direct or Offset) Five runs of the 20 required, under each condition of paragraph 5a, will be made in the Polar Mode. (Unclassified)

c. After bomb release, observer will leave the K-System in the track position. This will permit the photo-interpreter, using O-15 and O-23 film, to accomplish scoring requirements in paragraph 5g. (Confidential)

d. All "Hi Jinks" breakaways will be made immediately after bombs away. (Secret)

e. Aircraft will level out from breakaway maneuver at ATF minus ten seconds. (Secret)

2AFDOTO, Subject: (Unclassified) Cross Hair Test

f. Observers performing runs in conjunction with "Hi Jinks" breakaway maneuvers will record the amount of time from start of breakaway turn until ECO light goes out. This time will be recorded to the nearest second. (Secret)

g. Cross-over photo scoring will be used and accomplished on all runs at the following specified times: (Unclassified)

- (1) A photo score will be obtained at the expiration of ATF. (Unclassified)
- (2) A photo score will be obtained two minutes after bomb release. (Unclassified)
- (3) A photo score will be obtained three minutes after bomb release. Due to the fixed range of the cross hairs this score will be accomplished before the cross hairs "pull-off" the aiming point. (Confidential)

NOTE: Any large variance from these requested times will be noted in the respective columns of your reporting forms. (Unclassified)

h. Photo interpreters will score runs independent of RBS scores. (Unclassified)

6. Reporting Instructions:

a. Attached is a form that will be used as a means of compiling the test results. On form titled "Individual Run Results", each run will be a separate line entry. An explanation of columns follows:

- Column 1. Crews will be listed individually but will be grouped by crew type, i.e., Ready, Lead and Select. (Unclassified)
- Column 2. "RBS Score" will be reported in distance and azimuth. (Unclassified)
- Column 3. "Photo Scored Runs" reported in distance and azimuth. (Unclassified)
- Column 4. "Bomb Run Procedures" - a check mark will be placed in the column denoting the type of run. (Unclassified)

2AFDOTO, Subject: (Unclassified) Cross Hair Test

Column 5. "Angle of Bank" - Check appropriate column or if variance exists write in actual number of degrees. (Unclassified)

Column 6. "Amount of Time ECO Light is On" - time requested in paragraph 5f will be entered here. (Unclassified)

b. A report, consisting of completed forms, comments and suggestions, will be submitted to this headquarters no later than fifteen (15) days after test is completed. This report and any queries concerning the test program will be directed for attention of DOTO, this headquarters. (Unclassified)

7. General: We request that all crews and staff members be thoroughly briefed on individual responsibilities and requirements of this test. (Unclassified)

BY ORDER OF THE COMMANDER:

1 Incl
Sample cy of
form a/s

/s/t/ROBERT E. LA MICHIE
Colonel, USAF
Deputy Director of Operations

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2nd LT., USAF

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1498

301DOB

SUBJECT: (UNCLASSIFIED) Report of "Cross Hair Test" Project

TO: Commander
Second Air Force
ATTN: DOTO
Barksdale Air Force Base
Louisiana

1. This is the report of the 301st Bombardment Wing's participation in 2AF project "Cross Hair Test". (CONFIDENTIAL)

2. The directive did not arrive in the Wing until 9 April 1956 which caused a two weeks delay in initiating the project and a loss of some 60 RBS runs which could have been utilized. (UNCLASSIFIED)

3. One hundred and three runs were scheduled and briefed as "Cross Hair Test" runs, 64 were scorable and acceptable, the remaining 37 runs were not scorable due to cross hairs not being distinguishable, film breaking, 0-15 data plate clock malfunction and film coming out blank. (CONFIDENTIAL)

4. Eight runs were made by N type crews, two by a squadron observer, and the rest by select, lead, and ready crews. All the runs made by N crew were closely supervised by competent instructor observers, and the squadron observer is an instructor observer. (UNCLASSIFIED)

5. Results of Bombing in Polar Mode indicate cross hairs are definitely much more stable, and it was especially noticeable in the optical cross hairs. The Polar Mode operation tended to lessen, or eliminate altogether, the usual slight jitter and wander of the optical cross hairs. (CONFIDENTIAL)

6. No difficulties were encountered in accomplishing the runs. Observers noted that cross hairs did tend to drift after making the breakaway turn, but photo scores indicate that an acceptable degree of accuracy can be observed after bomb release. (SECRET)

7. In many cases the frame at expiration of ATF could not be scored because the target returns were still in the vertex of the sector scan. In some cases where the axis of attack and the azimuth from the OAP to the target were at or near right angles, the picture and cross hairs move out from the apex and stabilize prior to expiration.

Ltr from 301DOB, Subject: (UNCLASSIFIED) Report of Cross Hair Test"
Project

ion of ATF. This enabled the PI's to score the frame. Also, in a few cases where the axis of attack and the azimuth between the OAP and the DGZ were nearly the same, and the two points were near maximum offset distance, the frame at expiration of ATF was scorable. (SECRET)

8. If the OAP was crossed over prior to the target, the picture reversed and the cross hairs moved out from the apex, stabilizing before expiration of ATF. On the other hand, when the target was crossed over first, the OAP and cross hairs would not disappear into the apex of the section scan before the expiration of ATF. (SECRET)

9. In instances where the OAP and the DGZ are 25,000 feet or less apart and when running direct, the frame at expiration of ATF usually will not be scorable. (SECRET)

10. There were several runs where the cross hairs were not visible. This was due to observers using very low gain and thin cross hairs. Very thin cross hairs do not photograph. Higher brilliance mark settings must be used in order for the cross hairs to appear on the processed film. (UNCLASSIFIED)

11. On several runs the cross hairs pulled off the target soon after two minutes following release. This resulted in loss of the three minute frame scores. (SECRET)

12. This correspondence is classified Secret in agreement with classification of 2AF letter, DOTO, Subject: Cross Hair Test, dated 30 March 1956. (UNCLASSIFIED)

FOR THE COMMANDER:

1 Incl
Indiv run results.

/t/G.M. LINFANTE
1st LT USAF
Asst. Adjutant

A CERTIFIED TRUE COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

19

1501

301st Commitments for Holiday in Dixie Flyover

301DM
INFO: 301DOCO
301DCSL7
352BSO

301DO

17 Apr 56

1. In accordance with LAD instructions, 15 B-47 aircraft will be made available by the 301st Bomb Wing -- 12 aircraft will actually fly in the show, 10 in formation, one for refueling demonstration and one for the simulated bomb run and interceptor demonstration. This will afford two ground spares with standby crews and one ground spare without a crew.

2. The takeoff times on 29 April for the airshow will be 1251 to 1300 local for 301st aircraft; however, takeoff must be made by 1320. The standard fuel load will be 76,000 pounds.

3. Landing times will be 1600 to 1635 local for our aircraft.

4. The 301st will not furnish any static display aircraft.

5. LAD states that a rehearsal will take place Saturday, 28 April, for the formation leader (Krig) timing and the fighter-bomber interceptor (Moore). The flight times will be in accordance with those specified for the real show. In this connection, we will desire one ground spare aircraft.

6. A complete operations order which will specify all requirements will be published by LAD and should be received by 18 April.

7. Recap for Maintenance:

28 April -- 3 B-47 aircraft, 2 flying and 1 ground spare.

29 April -- 15 B-47 aircraft, 12 flying and 3 ground spares.

/t/SAMUEL T. BATTALIO, Lt Col, USAF
Deputy Director of Operations

A CERTIFIED TRUE COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

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1503

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1508

SAC IBDA ELEMENT HISTORICAL REPORT
April 1956

1. In accordance with Task Group Regulation 210-1, dated 21 Feb 1956, the following monthly history for the SAC IBDA Element is submitted covering the period 14 April 1956 thru 30 April 1956.

A. ADMINISTRATION

(1) At approximately 1600 M, 14 April 1956 three B-47's from the 301st Bomb Wing, Barksdale AFB, La. arrived Eniwetok for the purpose of evaluation of current operational procedures, techniques and equipment used in accomplishing indirect bomb damage assessment (IBDA) of high yield weapons, in conjunction with Operation "RED WING". This SAC IBDA Element, composed of 11 officers and 35 airmen, is under the command of Colonel Robert J. Leimbacher.

(2) On the 16th of April 1956 all personnel of this element had been officially cleared thru Test Aircraft Unit orderly room, completing all necessary administrative procedures required by the Test Aircraft Unit.

(3) As all the functions of administration, operations, maintenance and security still apply to a unit of this size the following duty assignments were made by Colonel Leimbacher to insure proper operational planning, adherence to local security regulations and fulfillment of all maintenance requirements as pertain to Operation "RED WING":

Commander, SAC IBDA Element	----- Col. Robert J. Leimbacher
Element Operations Officer	----- Daniel F. Hurlburt, Capt
Element Maintenance Officer	----- Carl Hintze, Capt
Element Security Officer	----- William J. Rutledge, 1st Lt.
Element Muster Officer	----- Edward J. Higham, Capt
Element Historian	----- Robert H. Ottman, Major

B. OPERATIONS

(1) A general briefing for aircrew personnel was conducted on 16 April 1956 to familiarize all personnel with the Operation of the AOC, CIC, and SAR. Following this was a ground safety lecture which was attended by all aircrew and ground crew personnel of this element.

(2) On the 17th April, aircrews attended a general briefing for practice exercise (Zuni) scheduled for 18 April. All aircraft were

B. OPERATIONS (2) Contd.

preflighted at approximately 1530 hrs with no major discrepancies being found. A take-off gross weight of 145,000 was found to meet the requirements of the mission taking into account runway length, runway temperature, and gross weight at breakaway at simulated bomb release.

(3) 18th April 1956 -- All aircraft departed on time, take-offs being made with one minute intervals; this was found to be too close due to loose sand and gravel on the runway. A three minute interval was recommended and approved by TAU following this mission. All crews experienced mild buffet making 2 minute turns during the orbit at altitudes of 36M, 38M and 40M feet; to alleviate buffet problems the high aircraft will use four minute, 180° turns while orbiting. Breakaways were made at gross weights of from 122,500 to 125,000 # with moderate buffeting. Degrees of turn on breakaway varied from 65 degrees for the aircraft at 40M, limited due to gross weight and bank angle limits, to 120 degrees for the aircraft at 36M. Combined use of the auto-pilot plus manual control was used by all crews during breakaway. Use of the auto-pilot during breakaway depends upon maximum angle of bank obtainable and sensitivity of automatic elevator control. Too large a ratio in elevator control will have tendency to "horse" the aircraft around the turn causing moderate buffeting during abrupt change of pitch attitude. As this condition existed in one aircraft during this mission the aircraft commander elected to fly the breakaway manually. This ratio-sensitivity malfunction was corrected following the mission with the result that the aircraft is now making satisfactory breakaways, 90 - 100 degrees, up to and including 38M feet using the auto-pilot entirely.

(4) 19th April 1956 -- A critique of the first Zuni practice mission resulted in the following recommendations from this element:

- (a) Crews require more definite information regarding countdown procedures. Combined Manhunt and Barrymore count-down caused some confusion.
- (b) Time hacks from AOC and CIC were not the same.
- (c) Recommend three minute take-off interval for B-47 aircraft.
- (d) Potential damage to brake-chute doors exists when 180 degree turn is made on runway with chute attached. Request definite turn-off area be designated for jettison for brake and approach chutes.

(5) 20 April 1956 -- All crews attended general briefing for Zuni Rehearsal. Aircraft were preflighted at 1530 hours with no major discrepancies being found. A shortage of fuel threatened to cancel one of our aircraft from the mission but this shortage was later alleviated resulting in all aircraft being ready for the rehearsal.

(6) 21 April 1956 -- Zuni Rehearsal -- All aircraft take-off times were made good using three minute intervals. Aircraft proceeded to the orbit area and in spite of recurring confusion between AOC and

B. OPERATIONS (6) Contd.

CIC as to the proper time hack, each aircraft observer established his own bombs away time and proceeded to accomplish his timing runs at briefed airspeed and altitudes. Breakaways were made with the following results:

/ A/C #1116 - 120,400# - 2 sec late - 36M - 92 degree turn
 #3354 - 121000# - sec early - 38M - 120 degree turn
 #3369 - 121,800# - 5 sec early - 40M - 94 degree turn

These breakaways were again combined auto-pilot - manual turns varying with techniques established by the individual aircraft commanders.

(7) 22 April 1956 -- Critique Zuni Rehearsal - Accurate time hack still seems to be the main source of confusion for this element. Two time hacks were received by our aircrews prior to take-off, yet neither of these were the same as the Barrymore count-down; therefore each aircraft established his own H-hour for the purpose of precision timing and positioning.

Aircrews are in doubt as to AOC control during IFR penetrations. Definite procedures should be formulated governing altitude separation during VFR, and aircrews briefed as to the controlling agency during IFR.

Forecast metro winds were from 75 degrees to 115 degrees off from actual winds determined by radar; velocities were approximately correct.

(8) All crew personnel attended a flying safety meeting conducted by WADC engineers, on 25 April 1956. The characteristics of atomic explosions, and thermal radiation, gust and over pressure effects on aircraft structures were discussed.

C. MAINTENANCE

(1) During the period from the arrival of the aircraft at Eniwetok on the 11th of April to present date, nine sorties were flown. The accumulative total time of the sorties was 35:20, for an average time per mission of 3.9 hours. No particular difficulties performing maintenance were experienced other than those expected in an "in-the-field" type of maintenance necessary in an operation of this sort.

(2) Power units of the C-26 type are in short supply and at present we are operating with APU's borrowed from WADC. This situation will be alleviated with the arrival of the 3 C-26's which were pre-positioned at Hickam AFB, to stage our B-47 aircraft, and are to be returned to Eniwetok as soon as possible.

(3) The aircraft spare parts and supplies which accompanied the aircraft have proven to be adequate to date. A possible exception is A&E, radio and radar parts. Due to the high humidity, internal corrosion of component parts requires constant checking with the resultant high rate of parts replacement; this may be higher than we anticipated.

C. MAINTENANCE Contd.

(4) Two drag chute doors on two airplanes were damaged due to the control tower requiring the aircraft to expedite turning off the runway. The tower and control personnel have been consulted and it is expected that no future difficulties will be encountered. The drag chute doors damaged require replacement, but inasmuch as none were available and the aircraft would have gone AOC, the damage was repaired and the aircraft are now in commission. While not an economically sound maintenance procedure, it is felt that the effort put forth to repair the doors was necessary in order that all aircraft be in commission and ready to participate in all the required missions.

(5) To date, no aborts or late take-offs have been experienced, though one aircraft was cancelled and re-scheduled the next day due to the illness of the aircraft commander.

(6) Due to the salt in the atmosphere, and the high humidity, corrosion presents our major problem and requires constant application of corrective methods to the aircraft skin and structure. Application of zinc chromate primer to the affected areas has proven to be the most effective preventative and corrective method of combating corrosion. The high humidity present also requires frequent draining of the fuel filters and drains. The aircraft engines have been motored over and sprayed with 1010 oil after each mission and have shown no appreciable amount of rust or corrosion. It is felt that if this procedure had not been initiated from the first, that considerable difficulty would have been encountered in the stator and rotor blades due to the close tolerance present.

D. SECURITY

(1) The SAC IBDA Element on arrival expected "RED WING" badges to be completed for the officers since the photos & badge requests had been forwarded almost seven weeks prior to departure for Eniwetok.

Upon checking with the security people it became evident that the badges were not ready and for several days and effort was made to locate the photos & badge requests. Only the airmen's photos were found with the result that the officers had to have their photos taken over. The first attempt was unsuccessful because the camera was malfunctioning. The following day the officers turned out again for another attempt. It was never learned if the second group of pictures turned out because in the meantime we received a call from security saying they had located our badges. Evidently the original badges were in the process of being finished or were misplaced. A great deal of time was spent by both sides trying to locate the badges and processing for new ones which could have been eliminated had someone been able to trace down the original badges sooner.

(2) On 23 April 1956 all personnel were re-briefed on the security aspects of Operation "RED WING". Admiral Hanlon's letter, 29 March 1956, subject "Personal Conduct during Operation RED WING" was read and discussed.

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

/s/t/R.J. LEIMBACHER
Colonel., USAF

22

1513

A-5 Reliability Test

30LDO

30LD00

10 April 56/Van Wermer
301 DOW/22192

1. During the period 1 January thru 31 March 1956 the 301st Bombardment Wing conducted a A-5 APG-32 radar reliability test. In order to obtain factual information on which to base an estimate of this system reliability. all squadrons were directed to operate the system on all flights during the first training quarter and submit a SAC Form 255 (system operation malfunction analysis).
2. 465 missions were flown during this training quarter, 203 reports were received of which 175 reported the A-5 APG-32 radar operated satisfactory. It is concluded that the A-5 APG-32 radar is 86.3% reliable.
3. In view of the above it is suggested that further test be suspended.

/t/HAROLD L SWANAGON
Major, USAF
Chief, Opns & Trag Div

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

23

1515

~~SECRET~~
EXTRACT

USCM Vulnerability Test Team, BAFB, La, Subj: Report of USCM Vulnerability Test, 8 March 1956 - 20 March 1956 RCS: 2-SAC-YI

(20 Mar 56)

1st Ind

HQ 301ST BOMBARDMENT WING (M), Barksdale AFB, Louisiana

TO: Commander, 4th Air Division, Barksdale AFB, Louisiana

1. Report is forwarded in compliance with paragraph 5d(7), SAC Regulation 205-4, 3 March 1955. (Unclassified)

2. The simulated sabotage, had it been hostile in nature, would not have reduced the effectiveness of the wing mission appreciably. The Base Crypto Room was sabotaged on 15 March, six days before the first scheduled takeoff on the mission. It is felt that in this period alternate means would have been arranged to perform the necessary communications functions. (Confidential)

* * * * *

4.

b. Paragraph 8, M Sgt Rider was commended for his alertness in spotting the car of the agents, but was cautioned on the ground rules which prohibit apprehension of agents off-base. (Unclassified)

* * * * *

1. Paragraph 32. The basic report leaves the impression that Capt Torres volunteered the information to the agents. According to Capt Torres' version of the incident, he was skillfully maneuvered into the disclosure by the agents. However, this does not excuse his action and he has been given a verbal reprimand by his Squadron Commander. He has been required to re-read AFR 205-1 to emphasize his responsibility for safeguarding classified military information. (Confidential)

* * * * *

5.

a. This headquarters concurs in the recommendation that the period of the test be shortened. It is pointed out that an average of 65 personnel was utilized on security duties during the period of the test. These personnel were drawn from administrative and maintenance activities of the wing, lowering the efficiency of these activities at a time their workload was increased by the preparation for the USCM. (Conf)

b. It is further recommended that commercial lighting circuits be installed in the aircraft parking area to provide facilities for operating portable lighting equipment. At present, ground power equipment must be operated to power lighting equipment. (Unclassified)

EXTRACT

USCM VULNERABILITY TEST TEAM
Barksdale Air Force Base, Louisiana

20 March 1956

SUBJECT: Report of USCM Vulnerability Test, 8 March 1956 - 20 March 1956
RCS: 2-SAC-Y1

TO: Commander
301st Bombardment Wing
Barksdale AFB
Louisiana

* * * * *

PART I. Synopsis:

General Preston was briefed at 0830 hours, 7 March 1956 as to the team's purpose and that the test would commence at 0840 hours, 8 March 1956. Twenty-four hour liaison was established with General Preston and Colonel Townsend and a code word established to identify apprehended team members. At 1000 hours, Second Air Force Headquarters was notified by telephone that the General had been briefed and the location of the team's command post. Commencing at 0840 hours, 8 March 1956, the perimeter of the base was constantly checked and bars and night clubs in the vicinity of the base visited. One agent gained access to the base through the Main Gate and obtained quarters in the transient airman's barracks. He obtained considerable information about the base during the week he lived there, and with the information obtained on the base and in the bars, it was determined that the 301st Bombardment Wing was going to Lakenheath, England for 90 days TDY and that they were departing 20 March 1956 between the hours of 0001 hours and 1200 hours.

The supposed flyaway kit building, POL area, communications building, and the 301st aircraft parking area was located. Penetrations were planned and executed. The communications building was the first target and the agent residing on the base was instructed to concentrate on stealing security badges and sabotaging the communication building. He successfully delivered a package containing two simulated sabotage devices to a S/Sgt Williams working in the crypto room and the package was last seen in Sgt Williams possession as he returned to the Crypto section. S/Sgt Williams later informed Agent that he took the package into the Crypto room only for a few minutes and then proceeded to his barracks to open package where simulated sabotage devices were discovered. The Agent successfully departed the base without being apprehended and due to his knowledge of the base, was assigned the flyaway kit building as his next objective.

Team Captain and one Agent were apprehended while reconnoitering the North end of the base for possible access points to the flightline. They were checking the natural barriers of the canals and attempting to find a crossing place when they entered the edge of the government reservation and were apprehended by a sentry posted there.

USCM Vulnerability Test Team, BAFB, La, 20 Mar 56, Subj: Report of USCM Vulnerability Test, 8 Mar 56 - 20 Mar 56, RCS: 2-SAC-YL

One Agent using an altered 301st A&E Squadron security badge that was stolen by an Agent operating against the 376th Bombardment Wing, was instructed to enter the base and proceed to the 301st Bombardment Wing Security gates and to attempt to gain entry through the gates to the flightline and sabotage 301st aircraft. The Agent was apprehended at the main gate by the Air Police. His attempt to penetrate the flightline gates was unsuccessful.

The Agent who successfully delivered the package to the Crypto room was sent over the fence into the containment area to place sabotage devices on the flyaway kit building. He succeeded in approaching the building and while leaning against the building, engaged the guard in a conversation. He wasn't able to drop his devices without being caught, but the guard did tell him that the building that he was guarding was dummy as there were no flyaway kits inside. Agent successfully departed area and base, but while scaling the outer perimeter fence, he sprained his foot and ankle very badly and was committed to the base hospital and the next day by the Team Captain. A cast was placed on his foot, thereby eliminating the Agent from the rest of the test.

Last Agent was sent in against the tactical aircraft. He successfully crossed the flightline fence and worked his way to the 301st aircraft parking area. When Agent attempted to move in to place devices, a guard challenged and Agent started talking and walking up to guard. Agent managed to lean on aircraft while talking to guard, but when guard shown light on Agent and saw his muddy clothes, he jumped back and at that time, a patrol arrived and Agent was apprehended.

* * * * *

8. 1540 hours. Agent Martin and Agent Aikman were at the shopping center at the intersection of U.S. Highway 80 by the Kickapoo Cafe and a woman in a 1951 Chevrolet convertible stopped their car and told them to wait there and that they were caught and her husband was making a telephone call and her husband was M/Sgt Rider. She also showed Agent Martin and Agent Aikman a sheet of paper with the license number of Agent Martin's car, and asked Agents Martin and Aikman for their identification. Agent Martin asked him who was he? He said that he was Sgt Wilber R. Rider. Agent Martin asked Sgt Rider what kind of work he did and if he was a policeman? Sgt Rider said that it was none of Agent Martin's business. then his identification was none of Sgt Rider's business and at that time drove away.

* * * * *

USCM Vulnerability Test Team, BAFB, LA, 20 Mar 56, Subj: Report of USCM
Vulnerability Test, 8 Mar 56 - 20 Mar 56, RCS: 2-SAC-Y1

32. 14 Mar 1956, 1830 hours. Agent Caldwell left Barksdale Air Force Base via the north gate with another airman who was staying at the transient barracks while attending the altitude chamber. Upon leaving the base, Agent who was in a 1952 Oldsmobile, dark green was not checked for ID. Agent and the other airman made the rounds of the bars in Bossier City. While at the Red Devil Night Club on the Minden Highway, a Capt Torrez, 301st Bomb Wing, B-47 Aircraft Commander, sat at a table in the rear part of the night club. Agent brought Capt Torrez a Vodka Collins and Capt Torrez made a toast. He said "cheers". Agent asked Capt Torrez when he was stationed in England. The Capt replied, "A long time ago, but that he was leaving for Lakenheath, England in a day or so." Agent left the table to dance with a waitress and when he returned, the Captain had left. Agent and the other airman, only identified as Jerry, and from Lake Charles Air Force Base came to the Barksdale Air Force Base Main Gate at 0105 hours, 15 March 1956. A visitor's pass had to be obtained so the guard made agent and other airman come into the Main Gate house. An Air Police NCO was sitting at a table in one corner of the house and he checked agent Caldwell's orders and ID card. He looked at them for about two minutes, then gave them back. The Air Police then checked the other airman's orders and issued him a visitor's pass for his car. Agent Caldwell's orders had expired as of 12 March 1956 but the Air Police did not question this. Agent and the other airman returned to the transient barracks.

/s/t/STEVENS D. NASH, JR.
Capt, AO-773774
USCMUT Captain

A TRUE EXTRACT COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

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1520

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Set Un-Official Record In Goose Bay AFB Flight

Major Glen A. Cooley, squadron executive officer and a combat ready aircraft commander of the 301st Air Refueling Squadron, set an unofficial record in flight time from Barksdale to Goose Bay, Labrador in a KC-97 last week.

Maj. Cooley and crew — 1st Lt. Bradford B. Bailey, pilot; navigators: 2nd Lt. Raymond Beauchemin, 2nd Lt. Gary D. Hilley and 2nd Lt. Carlton G. Corba; engineer, M/Sgt. Mutt W. Puckett; radio operator, S/Sgt. Richard J. Voetberg; and boom operator, T/Sgt. William E. Porter — recorded 6 hours and 55 minutes for the 2,000 nautical mile flight.

Ground speeds of over 400 knots were recorded by the

navigators in the mission. The combat crew flew at a 25,000 foot altitude in a jet stream, taking advantage of tailwinds of over 80 knots.

The crew was on a routine training mission for the 301st Air Refueling Squadron and were accompanied by a survey team from Barksdale.

25

1522

Runway Acceleration Markers

Fling Safety Officers
301st Air Refueling Sq
32nd Bomb Sq
352nd Bomb Sq
353rd Bomb Sq

301DS

11 Apr 56

Maj Horton/24123

1. Here is the information on the runway acceleration markers now in the process of being installed at Barksdale AFB. Request you bring this information to the attention of all pilots your squadron ASAP. These markers should be completely installed within two or three days. Further request that you bring your airfield and runway chart up to date to reflect this information.
2. Purpose of these markers -- to give an acceleration check and runway used indication during takeoff and runway used on landing.
3. Size of markers -- Four feet by four feet and one foot above the ground, giving and overall height of five feet.
4. Location of markers -- at the edge of the old runway (250 feet from the new runway center line).
5. Distance between markers -- 1000'
6. What will markers indicate -- They will indicate runway used in thousands of feet; i.e., the marker with number 3 will indicate that you are 3,000 feet from the end of the runway (On runway 32 the end of the runway is at the threshold lights. On runway 14 the end of the runway is considered the intersection of the north taxiway and runway 14, which is approximately 150 feet down from the threshold lights.)
7. Which side of the runway will these markers be located -- The markers will be located on both sides; however, the numbers will be on the left side ONLY. The markers on the right side will always be blank.
8. When will these markers be completely installed -- By Friday, 13 April if it don't rain (so sex AIO).
9. Attached is a drawing depicting these markers.

1 Incl

Runway Marker Diagram

/s/t/DRISKILL B. HORTON
Major USAF
Director of Safety

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2ndLT, USAF

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FM COMHEADQUARTERS 4
BARKSDALE AFB, LA.

UNCLASSIFIED

AIRMAIL

TO: OFFICE OF THE INSPECTOR GENERAL USAF
NORTON AFB, CALIF

X

CINCSAC OFFUTT AFB, NEBR

COMAF 2 BARKSDALE AFB, LA.

COMWADC WRIGHT-PATTERSON AFB, OHIO

COMBROCAK TINKER AFB, OKLA

COMBOMRON 352ND 301BW BARKSDALE AFB, LA.

/UNCLASSIFIED/301DS _____, AF 3 (SAC-1) REPT OF AIRCRAFT INCIDENT
(SPECIAL HANDLING REQUIRED IAW PARS 49A AND 52, AFR 62-14)

- A. 27 APRIL 1966 1602 CST
- B. APPROXIMATELY 3 MI SSE OF BARKSDALE AFB, LA.
- C. B-47E 52-812A
- D. SAC, 2AF, 301BW, 352 B.S., BARKSDALE AFB, LA.
- E. NUMBER ONE ENGINE FELL FROM AIRCRAFT. LEADING EDGE AND AILERON BENT. FOUR VORTEX GENERATORS MISSING. ENGINE INSTALLATION BRACKETS TWISTED OFF. ELECTRICAL AND FUEL LINES INTO THE NUMBER ONE ENGINE TORN LOOSE.
- F. AIRCRAFT COMMANDER, HOWELL, JOSE AC-674932, MAJOR, 352 B.S., 301 B.W., SAC, BARKSDALE AFB, LA.
- G. SAME AS D.
- H. NO PARACHUTE, NO INJURY.
- I. TOTAL HOURS OF OPERATOR 3858, TOTAL HOURS JET 147:25, TOTAL HOURS CONVENTIONAL 3711.
- J. TOTAL HOURS LAST 30 DAYS 42 HOURS. TOTAL HOURS LAST 30 DAYS THIS MODEL 42 HOURS. TOTAL HOURS LAST 90 DAYS THIS MODEL 83 HOURS.
- K. NELSON, GEORGE J., MAJOR 17491A, 352 B.S., BARKSDALE AFB, LA. INSTRUCTOR PILOT, NO PARACHUTE, NO INJURY.
FISH, WILLIAM E., CAPT. 16232A, 352 B. S. BARKSDALE AFB, LA. PILOT, NO PARACHUTE, NO INJURY.
FIRES, CHARLES O., 2/LT, AG-3057479, 352 B.S., BARKSDALE AFB, LA. CO-PILOT, NO PARACHUTE, NO INJURY.
- L. IN FLIGHT DURING CLIMB OUT.
- M. APPROXIMATELY TWO MINUTES AFTER TAKE OFF AT ABOUT 255 KNOTS IAS AND

Page 1 of 3 Pages

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1525

APPROXIMATELY 1,100 FEET ALTITUDE A LARGE BIRD WAS SEEN TO FLASH BY ON THE LEFT. ALMOST IMMEDIATELY THE AIRCRAFT BEGAN VIBRATING. THE AIRCRAFT COMMANDER NOTIFIED THE CREW THAT HE HAD STRUCK A BIRD. THE FIVE WARNING LIGHT ON NUMBER ONE ENGINE CAME ON. FIVE SHUT DOWN PROCEDURE WAS ACCOMPLISHED. THE INSTRUCTOR PILOT IN THE REAR SEAT OBSERVED THE NUMBER ONE ENGINE TWIST TOWARD THE FUSELAGE AND ROLL UP AND OVER THE WING. AFTER ENGINE SHUT DOWN WAS ACCOMPLISHED NO FURTHER DIFFICULTIES WERE ENCOUNTERED. TRIM REQUIRED FOR STRAIGHT AND LEVEL FLIGHT WAS TWO DEGREES RIGHT RUDDER AND ONE DEGREE LEFT AILERON DOWN. AIRCRAFT WAS FLOWN FOR 1:55 HOURS TO REDUCE FUEL LOAD FOR LANDING. AIRCRAFT WAS LANDED WITHOUT FURTHER DAMAGE. THE NUMBER ONE ENGINE WAS RECOVERED; LARGE BLACK FEATHERS AND BLOOD WERE FOUND LODGED IN THE INTAKE SECTIONS OF THE ENGINE.

THE EXACT SPECIES OF THE BIRD COULD NOT BE ACCURATELY IDENTIFIED; HOWEVER, DUE TO THE SIZE, COLOR AND FOUL ODOR OF THE FEATHERS IT IS ASSUMED TO BE ONE NOTED FOR ITS CARRION HUNTING ACTIVITIES.

THE CONDITION OF THE STATOR AND ROTOR BLADES INDICATE THAT THE ENGINE FROZE INFLIGHT AND WAS NOT TURNING AT TIME OF IMPACT WITH THE GROUND. (SEE ATTACHED PHOTOS).

- H. BIRD STRIKING NUMBER ONE ENGINE.
- O. NONE
- P. N/A
- Q. ENGINEERING OFFICER STATES THAT HE HAS NOTHING TO ADD TO THIS REPORT.
- R. LOCAL VFR PILOT PROFICIENCY MISSION.
TAKE OFF TIME 1600 CST, FUEL ABOARD AT TAKE OFF 6 PLUS 30, FUEL ABOARD AT TIME OF INCIDENT 6 PLUS 25.
- S. WEATHER AT 1600 CST, 27 APRIL 56, 4,000 FT SCATTERED, 9000FT SCATTERED, 30,000 FT SCATTERED. VISIBILITY 15 MILES PLUS, TEMP 83°F DEW POINT 60°F, WIND SSV 10KTS.
- T. NONE
- U. 371 MINUTES
- V. N/A
- W. NEGATIVE
- X. N/A
- Y. NONE

4 ATTACHMENTS

- 1. STATEMENT OF AIRCRAFT COMMANDER
- 2. STATEMENT OF INSTRUCTOR PILOT
- 3. STATEMENT OF CO-PILOT
- 4. PHOTOS

Page 2 of 2 Pages

Driskill B. Horton
UNCLASSIFIED
DRISKILL B. HORTON, MAJOR, USAF
301DS/DBH/CMW

S T A T E M E N T

27 April 56

1. I, Jobe Howell, Major, AO-676932, 352 Bombardment Squadron make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AFR 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 27 April 1956, at Carsdale AFB, La., and to prevent the recurrence of same, in the interest of flying safety.

2. I am 36 years of age. I am assigned principal duty as Aircraft Commander. My flying experience is as follows: 3900 hours, 13 years as Pilot and Instructor. I was sitting at the controls in front seat.

3. Preflight and takeoff were normal. Takeoff at 1600, gear and flaps up and normal, 500 FPM rate of climb during acceleration and at about 250 to 260 kts indicator air speed a fairly large bird flashed by on the left. Suddenly the aircraft began vibrating. I said into interphone that we had hit a bird. Fire warning light on No. 1 engine flashed on. Throttle was pulled to cutoff and fire button pulled. The IP in the rear seat looked out and saw the engine twist toward the fuselage and rolled up and over the wing. The vibration started as soon as the engine left the aircraft, lasting only about 2 seconds. Flight was continued after Control notified of incident. Aircraft flew very well with less than 2 units of rudder and one unit of aileron trim.

4. Shut down procedures as outlined in the B-47 dash one are adequate.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature

Jobe Howell

/s/JOBE HOWELL

/t/JOBE HOWELL

Major, USAF

Witnessed By: DRISKILL B. HORTON

Aircraft Commander

Major, USAF

Investigating Officer

S T A T E M E N T

27 April 56

1. I, George J. Nelson, Major, 174914, 352 Bombardment Squadron make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AFR 82-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 27 April 56, at Barksdale AFB, La, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 31 years of age. I am assigned principal duty as Instructor Pilot. My flying experience is as follows: 3200 hours, 10 years as Instructor Pilot. I was sitting in rear seat.

3. Preflight was normal. Takeoff was made on time at 1600 hours. Takeoff was normal, gear retracted, flaps retracted at 170 kts, flaps full up at 220 kts indicated 2½ minutes after takeoff roll. A black object flashed by on the left and the aircraft began vibrating. The No. 1 engine twisted toward the fuselage and at the same time rolled up and over the top of the left wing. Fire was observed coming out of the the aft section of the engine. The engine continued rolling back over the wing, and departed the aircraft.

4. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature

Witnessed By:

DRISKILL B. HORTON
Major, USAF
Investigating Officer

/s/GEORGE J. NELSON
t/GEORGE J. NELSON
Major, USAF
Instructor Pilot

S T A T E M E N T

27 April 56

1. I, William E. Fish, Major, 16232A, 352 Bombardment Squadron make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AFR 82-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 27 April 56, at Barksdale AFB, La.

2. I am 35 years of age. I am assigned principal duty as Aircraft Commander. My flying experience is as follows: 2300 hours. I was sitting in aisle opposite Co-pilot.

3. During climb-out after takeoff, I felt a sudden short vibration in the aircraft and noticed No. 1 Fire warning light come on momentarily. Pilots at controls told me on interphone that we had hit a bird and that No. 1 engine had dropped off airplane. Before flight a normal preflight was performed and no discrepancies noted.

4. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature

William E. Fish

/s/ WILLIAM E. FISH

/t/ WILLIAM E. FISH

Major, USAF

Aircraft Commander

Witnessed By:

DRISKILL B. HORTON

Majör, USAF

Investigating Officer

27

1 5 5 0

Buzzard Takes Engine; — Crew Completes Mission

USAF's "Heads-up Flying Award" should have another crew added to its list. Four officers of the 352nd Bomb Squadron, 301st Bomb Wing, brought their B-47 back safely to Barksdale last Friday night despite the fact that their number one engine was torn completely off the aircraft during takeoff.

No sooner had the aircraft become airborne from the south end of the runway when an apparently misguided bird flew straight into the outboard engine. The crew felt a slight impact and shudder, then witnessed the engine being wrenched from the wing.

Seeing no actual damage to the wing itself, the crew went on to complete its mission, and landed back on the base an hour and 45 minutes later.

Col. Everett W. Holstrom, Commander of the 301st Bomb Wing, met the crew on their return, and told them they merited consideration for the "Heads-up Award."

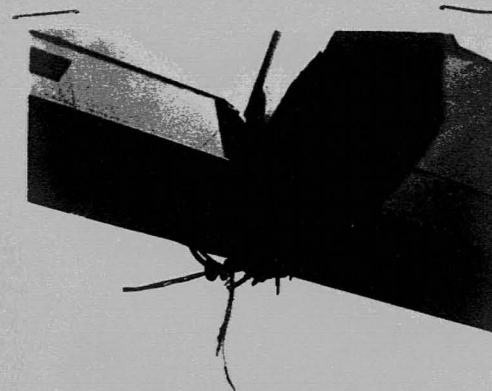
Major Dixie Howell was piloting the aircraft on takeoff. Major George Nelson landed the plane, and Major William E. Fish and 2nd Lt. Charles O. Fikes were also piloting during the flight.

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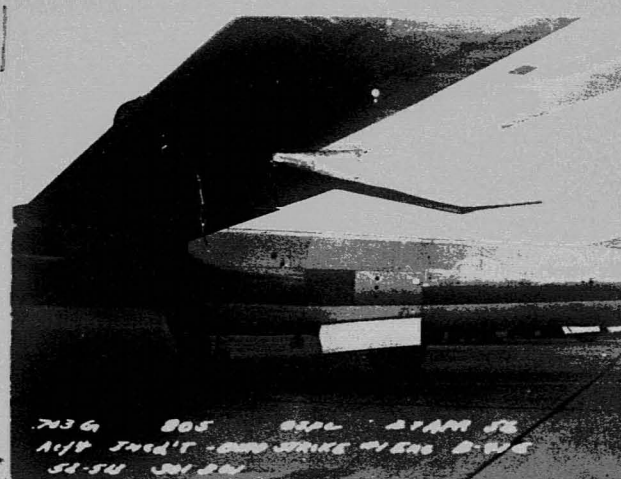
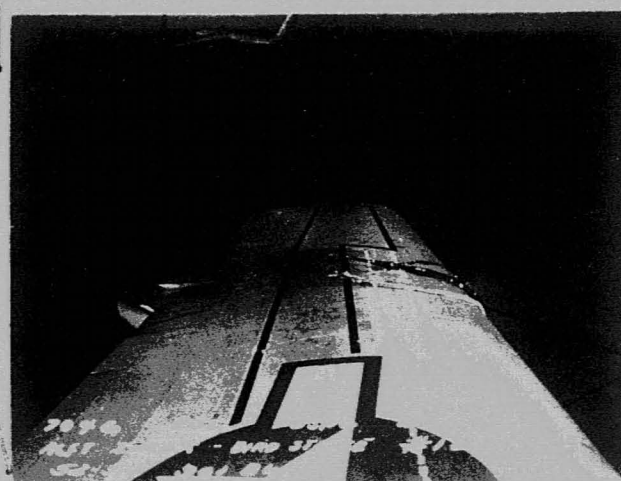


7006 805 054L 27 APR 56
AFT. JETT'T - BIRD STRIKE NIENG
B-VIC 52-513 301 BW

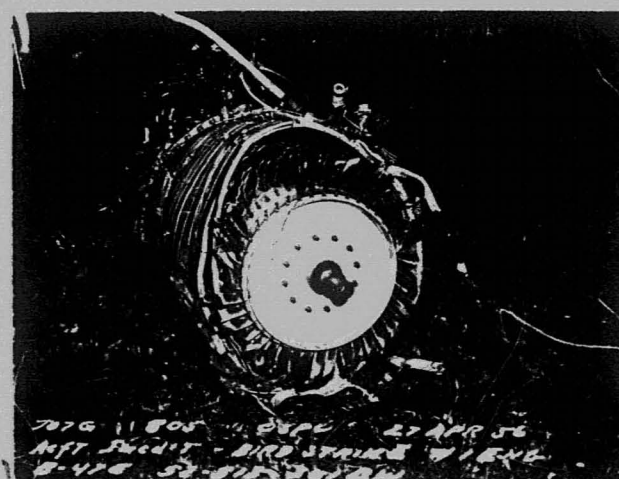
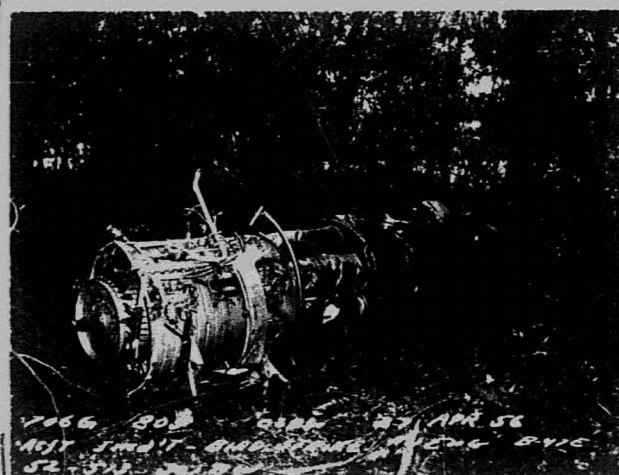


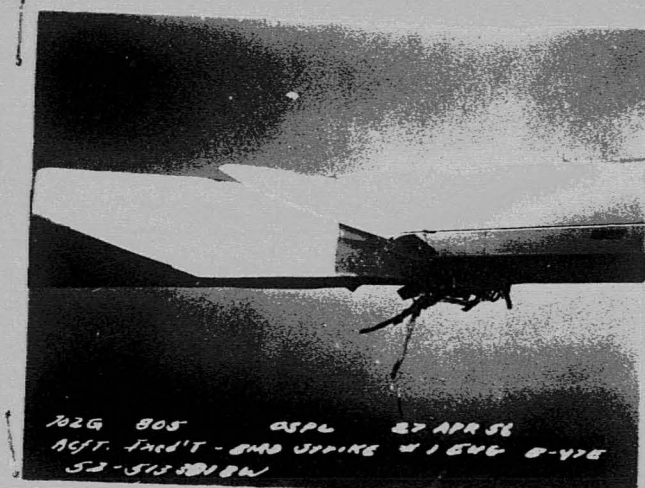
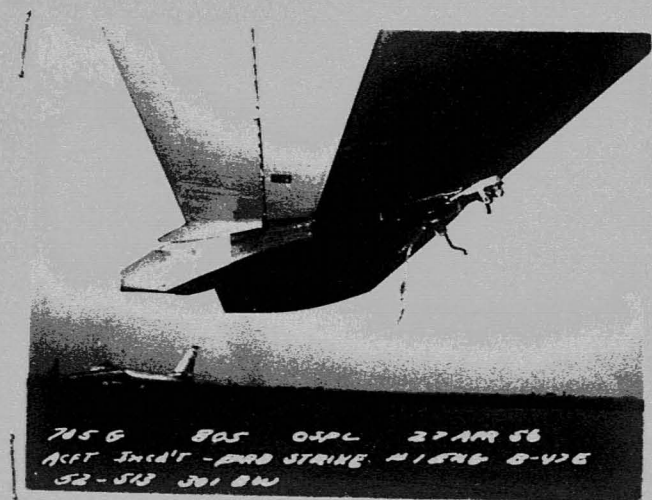
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B-VIC 52-513 301 BW

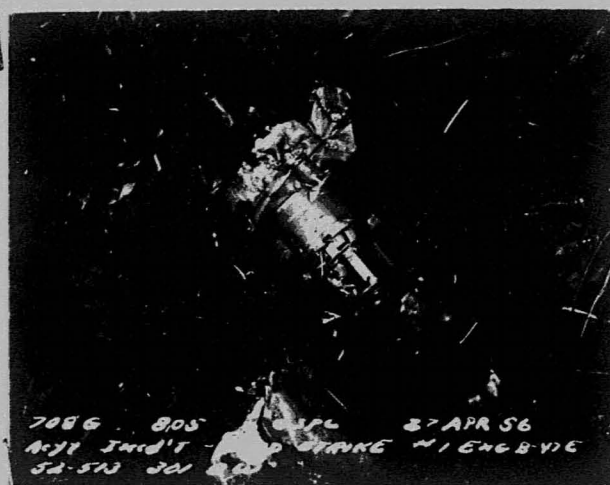
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Special handling required in Para 421 82 APR 62-14, 301 1 1956 Feb 25

AIRCRAFT INCIDENT REPORT

AIRCRAFT INCIDENT REPORT

18 Apr 56

RCS SAC-F2

TO: Commander
301st Bomb Wing (M)
Barksdale AFB, La.

FROM: 353rd Bomb Sq
Squadron Flying Safety
Officer, BAFB, La.

THRU: Commander
353rd Bomb Sq.
Barksdale AFB, La.

SECTION I

1. PLACE OF INCIDENT: Barksdale AFB, La.
2. BASE DEPARTED: Barksdale AFB, La
3. Day: 1130 CST, 9 Apr 56
4. CLEARANCE: Local IFR
5. MISSION OR ACTIVITY ENGAGED IN: BBS Nav Gunnery
6. PHASE OF FLIGHT: Unknown
7. AIRCRAFT: a. B-47
- b. ALTITUDE: M/A
- b. ORGANIZATION TO WHICH AIRCRAFT IS ASSIGNED TO: 353rd Bombardment Sq.
8. DESCRIPTION OF DAMAGE TO AIRCRAFT: Top trunion of the A-5 system torn loose and surrounding cowling slightly bent.
9. NARRATIVE REPORT:
 - a. DESCRIBE WHAT LED TO THE INCIDENT: Actually unknown, but normal gunnery accomplished, with A-5 radar inoperative. Guns stowed in full up position and visually checked slightly to the right. Only light turbulence encountered during the mission. Normal let down and landing made and no trouble with the drag chute at any time.
 - b. WHAT DID YOU DO? We did not know anything about the A-5 system being damaged until the ground crew mentioned it after parking.
 - c. WHAT WAS THE IMMEDIATE RESULT? Damage to A-5 system and cowling.
 - d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT? Unknown.
 - e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE? Unknown.

SECTION II

10. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT? The four bolts which hold the top trunion of the azimuth gimble of the turret assembly sheared allowing the top of the turret assembly to move toward the rear of the aircraft so that only the bottom trunion was holding. The exact cause of the shear has not been determined. Exhaustive tests were conducted to determine what force was applied to the turret, sufficient to shear the turret trunion bolts. The result of these tests indicated:

- a. There was no malfunction of the turret system.
- b. Elongated holes on the top trunion plates along with identical shearing of the three trunion bolts that were recovered shows conclusively that the force that caused the shearing of these bolts was from right to left.
- c. Three brake chutes were picked up shortly after this incident. One of these chutes had risers with cuts and abrasions from a point 10 feet and extending to a point 14 feet from the drag link. A small amount of nylon thread was found under the nut located inboard of the left gun. This thread was compared with threads from the damaged brake chute riser. The comparison indicated that the thread taken from under the nut was from a brake chute riser. These cuts and abrasions match up with the distance to the guns on the aircraft.

AIRCRAFT INCIDENT REPORT: (Cont'd)

d. It is concluded that the brake chute entangled around the left gun which was in the "up-stowed" position. This landing was made during heavy rainfall with a 10 knot crosswind. The opening shock of the brake chute could have furnished the force necessary to shear the four bolts on the top turret trunion.

11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT? Information disseminated to the squadron personnel and incident report submitted. Co-pilots also cautioned not to bang the turret into the azimuth limit switches if it could be helped. A spot check was made of two aircraft within the Wing, the trunion bolts were removed and magna-fluxed, and no evidence of fatigue was found.

12. WHAT DO YOU RECOMMEND TO PREVENT REOCCURENCE OF SIMILAR INCIDENTS?
 a. No recommendations at this time. This is an isolated case and this incident report is submitted for informational purposes only.
 b. Co-pilots should be cautioned not to slew the turret into the azimuth limit switches.

13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED? Will be submitted by Wing Gunnery Officer if applicable.

b. VR Number	c. Date	d. Reason why not submitted:
none	none	Isolated case.

14. DATE OF INVESTIGATION:
10 Apr 1956

15. Squadron
353/BS

16. Name & Grade of
Flying Safety Officer

RONALD L KESSLER
Major, USAF

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Special handling required IAW FAR 49A & 52 & FAR 62-11, 301ER 1956 Sept #26

AIRCRAFT INCIDENT REPORT		AIRCRAFT INCIDENT REPORT	
TO: Commander	FROM: 353d Bomb Sq	TO: Commander	FROM: 353d Bomb Sq
301st Bomb Wing (M)	Squadron Flying Safety	353d Bomb Sq.	Squadron Flying Safety
Barksdale AFB, La.	Officer, BAFB, La.	Barksdale AFB, La.	Officer, BAFB, La.

SECTION I

1. PLACE OF INCIDENT: Barksdale AFB, La.
2. BASE DEPARTED: Barksdale AFB, La.
3. Day
4. CLEARANCE: Local VFR
5. MISSION OR ACTIVITY ENGAGED IN: Pilot Proficiency
6. PHASE OF FLIGHT: Landing
7. ALTITUDE: N/A
8. AIRCRAFT: a. B-47
9. ORGANIZATION TO WHICH AIRCRAFT IS ASSIGNED TO: 353d Bombardment Sq.
10. DESCRIPTION OF DAMAGE TO AIRCRAFT: Right rear tire blown.
11. NARRATIVE REPORT:
 - a. DESCRIBE WHAT LED TO THE INCIDENT: Last landing of the mission. Landed in 1st quarter of the runway. Pilot in the rear seat landed the aircraft. IP in front seat pulled the deploy handle of the brake chute at approximately 10X. The chute did not deploy. IP instructed the co-pilot to pull his handle which was done, but with no results. The time was approximately 17400, 17 April 1956.
 - b. WHAT DID YOU DO: Deployed the approach chute and used the brakes. On post flight it was noted that the brake chute door was not open.
 - c. WHAT WAS THE IMMEDIATE RESULT: Slowing of aircraft. Tire was blown sometime during the landing.
 - d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT: Failure of the brake chute door cam tension spring.
 - e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE: Immediate check of all cam tension springs for proper tension.

SECTION II

12. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT: The brake chute door cam tension spring had weakened to the extent that it had slipped across the top of the brake chute door cam removing all tension from this cam. Removal of tension from this cam permits the cam to fall forward until it rests on the brake chute door actuating linkage even with the main compartment door closed. With the brake chute door cam in this position the brake chute crank mechanism assembly cannot contact the door cam, making opening the door from inside the aircraft impossible.
13. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT: UF submitted on the cam tension spring. Incident report submitted and the incident brought to the attention of all pilots.

REPORT OF INVESTIGATION (Form 1)

12. WHAT DO YOU RECOMMEND TO PREVENT REOCCURRENCE OF SIMILAR INCIDENTS: A preflight check of the drag chute should include a check to determine that the cam tension spring is properly placed on the brake chute door cam and is of sufficient strength to hold the cam erect.

13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED: a. Yes.

b. WR Number
3012W 56-60

c. Date
18 April 66

14. DATE OF INVESTIGATION:
18 April 1966

15. Squadron:
353/FS

16. Name & Grade of
Flying Safety Officer

MORRIS E. MILLER
Major, USAF

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301st Wg Historian	4 cys
32nd, 352, 353rd, 301st APS	6 cys ea.
376th BW	10 cys

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TO: COMBATIV L
BARKSDALE AFB, LA.

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TO: OFFICE OF THE INSPECTOR GENERAL USAF
NORTON AFB, CALIF

AIRMAIL

X

COMSAC OFFUTT AFB, NEBR

COMF 2 BARKSDALE AFB, LA

COMADC WRIGHT-PATTERSON AFB, OHIO

COMDROMA TINKER AFB, OKLA

COMBOMRON 32ND 301BW BARKSDALE AFB, LA

/UNCLASSIFIED/301BS _____, AF 3 (SAC-1) REPT OF AIRCRAFT INCIDENT
(SPECIAL HANDLING REQUIRED IAW PARS 49A AND 52, APR 62-11).

- A. 17 APRIL 1956, BETWEEN 1335 CST AND 1400 CST.
- B. SOMEWHERE BETWEEN A POINT 10 NM SW OF BARKSDALE AFB AND A POINT 11.5NM SSW OF BARKSDALE AFB, LA.
- C. B-47E 52-336LA BLOCK 50-LM.
- D. SAC, 2AF, 301BW, 32ND BS, BARKSDALE AFB, LA.
- E. NO DAMAGE. LOST LIFE RAFT IN FLIGHT.
- F. AIRCRAFT COMMANDER, CARTER, GAIL R. AO-781220, CAPTAIN, 32ND BS, 301ST BW SAC, BARKSDALE AFB, LA.
- G. SAC, 2AF, 301BW, 32ND BW, BARKSDALE AFB, LA.
- H. NO PARACHUTE, NO INJURY.
- I. TOTAL TIME 3193 HOURS, TOTAL JET 1169 HOURS, TOTAL CONVENTIONAL 2024 HOURS.
- J. TOTAL LAST 30 DAYS 48 HOURS. TOTAL B-47 LAST 30 DAYS 48 HOURS. TOTAL B-47 HOURS LAST 90 DAYS 113 HOURS.
- K. McDONALD, JAY L, CAPTAIN, AO-1909501, 32ND BS, BARKSDALE AFB, PILOT, NO PARACHUTE, NO INJURY.
COLLIER, LEE R, 1/LT, AO-3034695, 32ND BS, BARKSDALE AFB, OBSERVER, NO INJURY.
GIBSON, NORMAN L, CAPTAIN, 18389, 32ND BS, BARKSDALE AFB, INSTRUCTOR OBSERVER, NO PARACHUTE, NO INJURY.
- L. IN FLIGHT.
- M. THE GROUND CREW AND AIR CREW BOTH STATE THAT THE LIFE RAFT WAS CHECKED IN ACCORDANCE WITH APPLICABLE TECHNICAL ORDERS DURING PREFLIGHT INSPECTIONS. AFTER TAKE OFF AT THE 10,000 FEET OXYGEN CHECK THE CO-PILOT STATES THAT HE CHECKED THE FUSELAGE AND THAT THE DOOR WAS CLOSED AND FINISH AT THIS TIME. AT APPROXIMATELY 30,000 FEET AND APPROXIMATELY 11.5NM SSW OF BARKSDALE

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THE CO-PILOT ADJUSTED HIS REAR VISION MIRROR TO CHECK FOR WIPER TRAILS. AT THIS TIME HE NOTED THE LIFE RAFT COMPARTMENT DOOR OPEN. THE LIFE RAFT DID NOT OPEN THE FUSELAGE AND HORIZONTAL STABILIZER UPON LEAVING THE AIRCRAFT. NO DAMAGE WAS ENCOUNTERED.

EXAMINATION OF THE DOOR AFTER LANDING DISCLOSED NO MALFUNCTION OF THE DOOR OR DOOR LATCHING MECHANISM. NOR WAS THERE ANY EVIDENCE THAT WOULD INDICATE ANY ONE OF THE LATCHES WERE LOCKED AT THE TIME THE DOOR CAME OPEN. THIS AIRCRAFT FLEW AGAIN 20 APRIL WITH NO DIFFICULTIES. THE EXACT CAUSE OF THIS DOOR OPENING DURING FLIGHT IS UNKNOWN. IT IS THE OPINION OF THE INVESTIGATING OFFICER THAT THE DOOR WAS CHECKED BY THE GROUND CREW AND BY THE CO-PILOT DURING THEIR PREFLIGHT INSPECTIONS AND THAT THE DOOR APPEARED TO BE LOCKED WHEN IN FACT IT WAS NOT LOCKED.

N. UNKNOWN.

O. NONE.

P. NOT APPLICABLE.

Q. SEE ATTACHED STATEMENT OF LT. MCGHEE, 32ND BS FLM
OFFICER UN NOT APPLICABLE.

R. 51-19 UP GROUNDING MISSION, FROM BARKSDALE TO BARKSDALE AFB, LA. TAKE OFF TIME 1335 CST. FUEL ABOARD AT TAKE OFF 6:30 HOURS. FUEL ABOARD AT TIME OF INCIDENT 6:15 HOURS.

S. 10,000 FEET OVERCAST, 15 MILES VISIBILITY, TEMP-62, DEW POINT 32, WIND NORTH AT 4 KNOTS.

T. NO REPORTED DAMAGE.

U. NONE. NO REPAIR NECESSARY.

V. N/A.

W. N/A.

X. N/A.

Y. CLOSER INSPECTION DURING PREFLIGHT INSPECTION BY GROUND CREW.

7 ATTACHMENTS:

1. STATEMENT OF AIRCRAFT COMMANDER
2. STATEMENT OF CO-PILOT
3. STATEMENT OF ENGINEERING OFFICER
4. STATEMENT OF CREW CHIEF
5. STATEMENT OF ASSISTANT CREW CHIEF
6. STATEMENT OF A/IC MORRILL
7. AF FORM 14C

Page 2 of 2 Pages

UNCLASSIFIED

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STATEMENT

1. I, Gail R. Carter, Captain, AO 781220, 32nd Bombardment Squadron make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with A.M. 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 April 1956, at Barksdale AFB, LA, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 33 years of age. I am assigned principal duty as Aircraft Commander. My flying experience is as follows: 3400, Aircraft Commander. I was flying aircraft.

3. Specialists were still performing maintenance at flight crew station time and the ground crew had not completed their preflight. As soon as the specialists had completed their work the flight crew started the interior preflight, and the ground crew continued their exterior preflight. The flight crew's preflight was normal but the ground crew's preflight was interrupted by a fuel leak. Takeoff was normal, except for some vibration of the aircraft above 107K and take-off speed, attributed to the forward main gear. Vibration was not extreme and was intermittent. Climb out was normal and station checks were performed at 10,000 feet and level off. During the level off check it was observed that the life raft door was open. Mission was aborted, airspeed kept low and a landing was made as soon as weight permitted. Tower and Control Room were notified as soon as radio contact was established.

4. I feel that it is probable that the life raft door was not checked on the ground crew's preflight.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature

Gail R. Carter

/s/GAIL R. CARTER

/t/GAIL R. CARTER

Captain, USAF

Witnessed By:

EDSKILL B. HORTON

Aircraft Commander

Major, USAF

Investigating Officer

23 April 1956

STATEMENT

1. I, Jay L. McDonald, Captain, AO 1909501, 32nd Bombardment Squadron, make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AR 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 April 1956, at Barksdale AFB, La, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 31 years of age. I am assigned principal duty as Copilot. My flying experience is as follows: 3000 hrs, 4 mos Copilot B-47. I was sitting in Copilot's position.

3. On 17 April 1956, we were scheduled for a practice bombing mission on Peason Range. We reported to Aircraft #52-3361 at 0900 for a scheduled 1135 takeoff. The specialists were still performing maintenance and crew chief had not completed his preflight. The crew chief informed us that they had been working on the aircraft all night. A regular crew preflight was performed; during the interior preflight inspection, I visually checked that the life raft T-handle and life raft compartment doors were closed and flush. A normal take off was made and passing through 10,000' a normal inflight oxygen check was performed; another visual check was made and life raft T-handle and life raft compartment doors appeared closed and flush. On level off another inflight oxygen check was performed and upon checking the empennage I noticed the life raft compartment door was full open and life raft was missing; the life raft T-handle door was closed and flush. I notified the aircraft commander who called Centeen Control and reported the incident and asked for further instructions. The aircraft commander then instructed me to rotate my seat and look for visible damage. After complying I informed the Aircraft Commander there was no apparent damage. We were informed by Centeen Control to burn off fuel and land as soon as possible. A normal landing was made and life raft door remained in the full open position.

4. It is possible that the life raft compartment door was not checked by ground crew on their preflight.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature;

Jay L. McDonald

/s/JAY L. McDONALD

/t/JAY L. McDONALD

Witnessed By: HUSKILL B. HORTON

Major, USAF

Captain, USAF

Co-Pilot

Investigating Officer

20 April 1956

STATEMENT

1. I, Charles K. Wagner, 1st Lieutenant, AO 3011251, 32nd Bombardment Squadron, make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AFM 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 April 1956, at Barksdale AFB, and to prevent the recurrence of same, in the interest of flying safety.

2. I, am 27 years of age. I am assigned principal duty as Maintenance Officer. My flying experience is as follows: None. I checked the aircraft after it landed.

3. After the aircraft landed I inspected it for damage and to see if I could determine what caused the access door to open. There was no visible damage to any part of the aircraft and the latching mechanism on the door works as it should. I tried to determine when the life raft was installed, when the door was last opened, etc. The date of initial installation is kept on a yellow tag which is attached to the boot which covers the life raft. However, when the life raft left the aircraft, the boot and the tag went with it. I do know, however, that the door is opened for inspection on each post flight inspection and the last post flight inspection on the aircraft was made on the 26th of March and this was the second flight it made since that time. The night before this flight, Airman Lichti and Airman Morrill worked until the wee hours of the morning installing a center main fuel probe and both men are certain the door (life raft) was closed at that time. Airman Lichti is the Crew Chief on the aircraft. However, because of the length of time spent the night before, he was relieved from duty and Airman Lomine and Airman Nail reflighted the aircraft.

4. I have no idea how or why the door became unlatched and open in flight. The only explanation I could possibly offer is that it was not securely latched at all.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature *Charles K. Wagner* /s/CHARLES K. WAGNER
 Witnessed By: DUSKILL B. HUNTON /t/CHARLES K. WAGNER
 Major, USAF 1/LT., USAF
 Investigation Officer Maintenance Officer

23 April 1956

STATEMENT

1. I, Bruce F. Lichti, A/IC, AF 16437066, 32nd Bombardment Squadron, make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AFR 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 Apr 56, at Barksdale AFB, LA, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 28 years of age. I am assigned principal duty as Crew Chief. My experience is as follows: 8 months as Crew Chief. N/A.

3. On 17th of April, Aircraft 2361 was preflighted, including life raft and door. No discrepancies were noted. (Door came open on or after takeoff losing raft.) I have had this door open two times. It is my belief that all the latches were not in locked position, although they may have appeared to be. I did not preflight this aircraft on this flight 16 April as I was off duty. This door may have been opened before without my knowledge.

4. In order to assure safe locking of this door, weight should be applied at both ends of door before moving locking handle to locked position; then check by trying to pull door open at both ends.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature *B. F. Lichti*
Witnessed By: HENRI L. HORTON
Major, USAF
Investigating Officer

/s/BRUCE F. LICHTI
/t/BRUCE F. LICHTI, A/IC
Crew Chief
B-47 #52-2361

23 April 1956

S T A T E M E N T

1. I, Bruce F. Lichti, A/1C, AF 16437066, 32nd Bombardment Squadron, make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AFR 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 Apr 56, at Barksdale AFB, La, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 28 years of age. I am assigned principal duty as Crew Chief. My experience is as follows: 8 months as Crew Chief. N/A.

3. On 17th of April, Aircraft 2361 was preflighted, including lift raft and door. No discrepancies were noted. (Door came open on or after takeoff losing raft.) I have had this door open two times. It is my belief that all the latches were not in locked position, although they may have appeared to be. I did not preflight this aircraft on this flight 16 April as I was off duty. This door may have been opened before without my knowledge.

4. In order to assure safe locking of this door, weight should be applied at both ends of door before moving locking handle to locked position; then check by trying to pull door open at both ends.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature <i>B. F. Lichti</i>	/s/BRUCE F. LICHTI
Witnessed By: HUSKILL L. HORTON	/t/BRUCE F. LICHTI, A/1C
Major, USAF	Crew Chief
Investigating Officer	B-47 #52-2361

20 April 1956

S T A T E M E N T

1. I, Rex G. Morrill, A/1C, AF 16430625, 32nd Bombardment Squadron, make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AR 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 April 1956, at Barksdale AFB, La, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 21 years of age. I am assigned principal duty as Asst. Crew Chief. My flying experience is as follows: 1 year.

3. I was working on 5361 the night before the incident on the 17 Apr 56. I checked the latch handle and locks for positive latching and security but did not check the "T" handle for proper safety. I had not opened the door nor had I seen anyone working with it. I checked the latch handle and it was in the latched position and the latch pins were checked through the inspection windows and were in the latched position.

Signature *Rex G. Morrill* /s/ REX G. MORRILL
Witnessed By: DRISCOLL B. HORTON /t/ REX G. MORRILL
Major, USAF A/1C, USAF
Investigating Officer Asst. Crew Chief

23 April 1956

STATEMENT

1. I, Robert H. Lominec, A/2C AF 16431812, 32nd Bombardment Squadron, make the following statement, having been advised that this investigation is not one conducted under Article 30, Uniform Code of Military Justice, and that the purpose of such investigation in accordance with AF 62-14 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 17 Apr 56, at Barksdale AFB, LA, and to prevent the recurrence of same, in the interest of flying safety.

2. I am 21 years of age. I am assigned principal duty as Assistant Crew Chief. My flying experience is as follows: 18 months.

3. This aircraft was preflighted by me on the 17th day of April. I went to the top of the aircraft to check the Zeus fasteners, life raft door and oil caps. I noticed no discrepancies. The life raft door was flush and the handle was in the locked position. If the door was opened after my preflight it was without my knowledge. I was not at that aircraft at all times during the morning before flight. No one mentioned it to me if they opened the door. I do not know whether or not the door was checked by the flight crew.

4. I think if anyone has reason to open the door it should have weight applied to both ends before placing the handle in the locked position and thorough inspection should be made to see if the door can be pulled loose at either end.

5. The above statement is true to the best of my knowledge and belief of what I saw and heard.

Signature

Witnessed By: FRISKILL B HORTON
Major, USAF
Investigating Officer

/s/ROBERT H LOMINEC
/t/ROBERT H LOMINEC, A/2C
Asst. Crew Chief

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BK40-04-005

32

SUPERVISOR'S REPORT OF GROUND ACCIDENT		REPORTS CONTROL SYMBOL 1-AF-X11	
SECTION I—GENERAL ACCIDENT DATA			
1	MAJOR AIR COMMAND SAC	SUBCOMMAND 2AF	INSTALLATION NAME AND LOCATION 301st Bombardment Wing, Medium Barksdale Air Force Base, Louisiana
2	REPORTING UNIT OR ORGANIZATION 301st Field Maintenance Squadron	DATE AND TIME OF ACCIDENT DAY, MONTH, AND YEAR: 14 Apr 56 (Saturday) MILITARY TIME: 1400	
<p><i>Note: When reporting USAF vehicle accident, enter data relative to driver of vehicle No. 1, even though not injured.</i></p>			
3	NAME OF INJURED MOORE, James C.	SEX M	AGE 24
4	A. BADGE OR SERIAL NO. AF 18407622	B. PRIMARY AFSC, SSN, TRADE 53250	C. STATUS: <input checked="" type="checkbox"/> ON DUTY, ON POST <input type="checkbox"/> ON DUTY, OFF POST <input type="checkbox"/> OFF DUTY, ON POST <input type="checkbox"/> OFF DUTY, OFF POST
5	A. HIGHEST SCHOOL GRADE COMPLETED 12	B. Non-rated (S)	C. DESCRIBE ANY PHYSICAL LIMITATIONS OF INDIVIDUAL None
6	USAF FUNCTION (Supply, etc.) Metal Processing	ACTIVITY IN WHICH ENGAGED AT TIME OF ACCIDENT Buffing steel fuel line	
7	LOCATION OF ACCIDENT Bldg #63, bay 5, Welding Shop		
8	SUPERVISOR'S DESCRIPTION OF ACCIDENT After welding steel fuel line, the Sgt. took the fuel line to the only butter in the shop and started to buff off the flake slag. The fuel line caught on the wire buffing wheel and pulled the Sgt. finger (ring) around the shaft with the fuel line.		
9	A. INDICATE PRINCIPAL CAUSE BY: <input checked="" type="checkbox"/> PRIMARY BY: <input type="checkbox"/> SECONDARY BY: <input type="checkbox"/> <input checked="" type="checkbox"/> UNSAFE MECHANICAL OR PHYSICAL CONDITION (faulty construction, design, unguarded hazards, etc.) <input type="checkbox"/> UNSAFE ACT (of person causing or contributing to the accident, i.e., unauthorized use, excessive speed, failure to use eye protection, guards, etc.) <input type="checkbox"/> UNSAFE PERSONAL FACTOR (improper attitude, lack of knowledge or skill, disregard of instruction, etc.) <input type="checkbox"/> NO FAULT OF USAF PERSONNEL OR MATERIEL		B. SUMMARY OF DAMAGE TO USAF PROPERTY AIRCRAFT: N VEHICLES, MOTOR: O VEHICLES, SPECIAL PURPOSE: N MACHINES, TOOLS, EQUIPMENT: E BUILDINGS, STRUCTURES: X X X X X SUPPLIES, FUELS: X X X X X MISC. PROPERTY: X X X X X TOTAL: \$ X X X X X
C. COST OF DAMAGE TO USAF PROPERTY Cost \$150.00			
10	EXPLAIN REASON FOR CHECKING ABOVE CAUSE OF THIS ACCIDENT The Sgt. was using a buffing wheel which was too large for the material being worked on. This was the only wheel authorized for the shop.		
11	WHAT ACTION HAS BEEN, OR WILL BE, TAKEN TO PREVENT RECURRENCE A request has been submitted to return a small buffer to the shop which had been removed because it was not authorized. UAL change submitted for smaller buffer.		
12	NUMBER OF NON-USAF PERSONS INJURED 0	EXTENT AND TYPE OF NON-USAF PROPERTY DAMAGED (Other than by vehicle accident) None	
13	DATE THIS REPORT COMPLETED 17 Apr 1956	GRADE OR TITLE OF SUPERVISOR M/Sgt NCOIC	SIGNATURE OF SUPERVISOR /s/CHARLES A. SULLIVAN
14	DATE OF REVIEW 17 Apr 1956	COMMENTS AND SIGNATURE OF REVIEWING OFFICIAL concur with line #11 /s/t/CHARLES D. HUCKLEBERRY, Major, USAF	
SECTION II—MEDICAL REPORT			
NATURE AND EXTENT OF INJURY AND PART OF BODY Tip of ring and index fingers lacerated and parts removed.			
16	DATE INJURED STOPPED WORK 15 Apr 1956	TIME LOST (Estimated) 5 days	DISABILITY CLASSIFICATION (Check applicable box) <input type="checkbox"/> FATAL <input type="checkbox"/> PERMANENT TOTAL <input type="checkbox"/> PERMANENT PARTIAL <input checked="" type="checkbox"/> TEMPORARY TOTAL <input type="checkbox"/> NONDISABLING, MINOR INJURY

AF FORM 1 SEP 50 122 REPLACES STANDARD FORM 31A, DEC 48, AND STANDARD FORM 32, DEC 47, WHICH ARE OBSOLETE IN THE USAF.

BK40-04-005

APPROVED AS EXCEPTION TO S. F. 31A AND 32
BUREAU OF THE BUDGET NO. 21-7019
APPROVAL EXPIRES JUNE 30, 1952

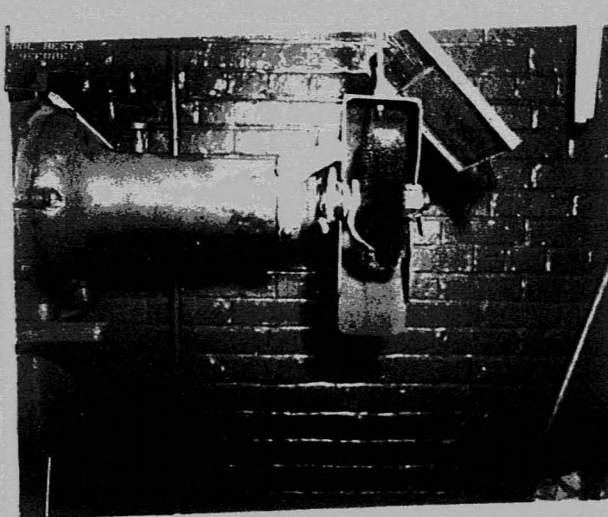
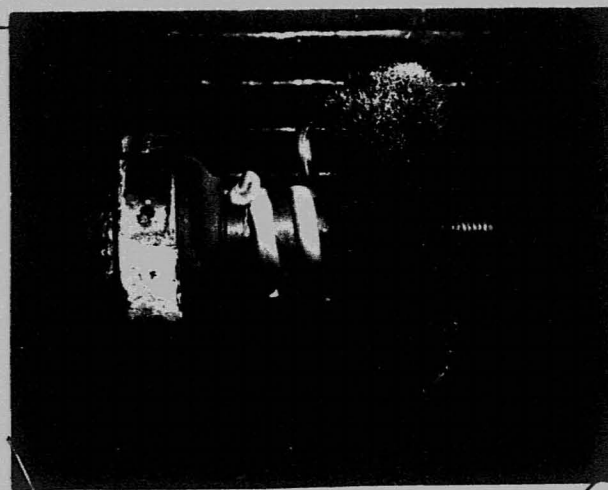
SECTION III—MOTOR VEHICLE ACCIDENT DATA													
Attach sketch of accident scene and number vehicles to coincide with this section. Show direction of travel.													
LINE 17 18 19 20 A. MOTOR VEHICLE NO. 1	YEAR	MAKE	BODY TYPE	REGISTRATION NO.	NUMBER OF OCCUPANTS		OWNER (U.S.A.F., other Federal Agency, or private)						
	DRIVER VIOLATION		DATE OF PERMIT		FRONT SPEED	REAR SPEED	VISIBILITY AND WEATHER		ROAD SURFACE, CONDITION				
	NATURE AND EXTENT OF DAMAGE TO VEHICLE						TOTAL VEHICLE REPAIR COST		DAYS OUT OF SERVICE				
	ITEMIZE AND SHOW ESTIMATED OR ACTUAL COST OF OTHER USAF PROPERTY DAMAGED (Except aircraft damaged by ground accident)												
21 22 23 24 B. MOTOR VEHICLE NO. 2	Other Vehicle Involved in This Accident												
	YEAR	MAKE	BODY TYPE	REGISTRATION NO.	NUMBER OF OCCUPANTS		NAME AND ADDRESS OF OWNER						
	DRIVER VIOLATION		DRIVER LICENSE		FRONT SPEED	REAR SPEED	NAME AND ADDRESS OF DRIVER						
	NATURE AND EXTENT OF DAMAGE TO VEHICLE NO. 2						IF USAF OWNED, TOTAL REPAIR COST		DAYS OUT OF SERVICE				
NATURE AND EXTENT OF NON-USAF PROPERTY DAMAGED, OTHER THAN VEHICLE													
OWNER													
USAF PERSONS INJURED IN THIS ACCIDENT (Exclude driver of vehicle No. 1)													
25	LAST NAME—FIRST NAME—MIDDLE INITIAL			ORGANIZATION, AFSC AND HIGHEST SCHOOL GRADE COMPLETED	SERIAL NO.	SEX	AGE	GRADE	DUTY STATUS	TIME LOST	OSABL CLAS	VEHICLE (No.)	NATURE OF INJURY
26													
27													
28													
SECTION IV—AIRCRAFT DAMAGED BY GROUND ACCIDENT													
If more than one aircraft is damaged, complete and attach Section IV for each additional aircraft													
29	AIRCRAFT NO.		TYPE, MODEL, SERIES			OWNER, IF OTHER THAN USAF			HOME STATION (Installation)				
30	MAJOR COMMAND		SUBCOMMAND		WING	GROUP	SQUADRON		VEHICLE INVOLVED		FIRE INVOLVED		
WHERE WAS AIRCRAFT PARKED						ON WHAT TYPE OF SURFACE			CONDITION OF PARKING SURFACE				
31	AIRCRAFT WHEELS CHOCKED		AIRCRAFT STATICALLY GROUNDED		AIRCRAFT ENGINES RUNNING		AUTHORIZED PERSON AT CONTROLS						
EXTENT OF AIRCRAFT DAMAGE								TOTAL COST OF DAMAGE		DAYS OUT OF SERVICE			
32	AIRCRAFT DAMAGED BY OPERATIONS OF <input type="checkbox"/> USAF <input type="checkbox"/> AIR RESERVE <input type="checkbox"/> AIR NATIONAL GUARD <input type="checkbox"/> ARMY <input type="checkbox"/> NAVY <input type="checkbox"/> OTHER												
SECTION V—GROUND SAFETY OFFICER'S COMMENTARY													
35	IS THE ACCIDENT CAUSE AS ESTABLISHED BY SUPERVISOR CORRECT? (If answer is no, explain)												
Yes													
36	IS CORRECTIVE ACTION INDICATED APPROPRIATE AND ADEQUATE? (If answer is no, explain)												
Yes													
37	WHAT FURTHER ACTION WILL BE TAKEN TO CORRECT CONTRIBUTORY DEFICIENCIES?												
Follow up will be made to insure that the shop obtains a small buffer.													
A TRUE CERTIFIED COPY:													
JACK W. GRIER 2NDLT., USAF													
38	DATE		GRADE			SIGNATURE OF GROUND SAFETY OFFICER							
18 Apr 1956		1st Lt., USAF			/s/t/ JOHN R KNOWLTON								

U. S. GOVERNMENT PRINTING OFFICE: 1951—O-987182—

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BK40-04-006

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SUPERVISOR'S REPORT OF GROUND ACCIDENT				REPORTS CONTROL SYMBOL 1-4-R-111	
SECTION I—GENERAL ACCIDENT DATA					
1. MAJOR AIR COMMAND SAC		SUBCOMMAND 2nd AF		INSTALLATION NAME AND LOCATION 301st Bombardment Wing (M) Barksdale AFB, Louisiana	
2. REPORTING UNIT OR ORGANIZATION 301st Air Refueling Sqdn.		DATE AND TIME OF ACCIDENT DAY, MONTH, AND YEAR 12 April 1956 (Thur)		MILITARY TIME 1000 CST	
Note—When reporting USAF vehicle accident, enter data relative to driver of vehicle No. 1, even though not injured.					
3. NAME OF INJURED STONE, Sterle W		SEX M	AGE 19	CITIZEN OF WHAT COUNTRY US	GRADE A/2C
4. A. BADGE OR SERIAL NO. AF 17440704		B. PRIMARY AFSC, SSN, TRADE 43231		C. STATUS: <input checked="" type="checkbox"/> ON DUTY, ON POST <input type="checkbox"/> ON DUTY, OFF POST	
5. A. HIGHEST SCHOOL GRADE COMPLETED 12		B. Non-rated (S)		C. DESCRIBE ANY PHYSICAL LIMITATIONS OF INDIVIDUAL None	
6. USAF FUNCTION (Supply, etc.) Eng. Mech. (Recip)		ACTIVITY IN WHICH ENGAGED AT TIME OF ACCIDENT Post Flight of KC-97 type aircraft in 301 ARS docks.			
7. LOCATION OF ACCIDENT 301st ARS Post Flight Docks at north end of Parking Ramp					
8. SUPERVISOR'S DESCRIPTION OF ACCIDENT Injured airman was standing on a stop stand approx. 4ft height, tightening a sump connection on number four engine of a KC-97 when the stand slipped from under him causing him to fall to the pavement. In doing so his left buttock struck one of the stands legs causing injury in para 15 below. The stand was sitting on concrete pavement which was covered with grease and oil. The steps of the stand were also covered with oil and in need of repair. When the stand slipped from under the airman it over turned exposing the leg which the airman struck falling.					
9. A. INDICATE PRINCIPAL CAUSE BY <input checked="" type="checkbox"/> X		SECONDARY BY <input type="checkbox"/> O		B. SUMMARY OF DAMAGE TO USAF PROPERTY	
<input type="checkbox"/> UNSAFE MECHANICAL OR PHYSICAL CONDITION (faulty construction, design, unguarded hazards, etc.) <input checked="" type="checkbox"/> UNSAFE ACT (of person causing or contributing to the accident, i.e., unauthorized use, excessive speed, failure to use eye protection, guards, etc.) <input checked="" type="checkbox"/> UNSAFE PERSONAL FACTOR (improper attitude, lack of knowledge or skill, disregard of instruction, etc.) <input type="checkbox"/> NO FAULT OF USAF PERSONNEL OR MATERIAL		AIRCRAFT VEHICLES, MOTOR VEHICLES, SPECIAL PURPOSE MACHINES, TOOLS, EQUIPMENT BUILDINGS, STRUCTURES SUPPLIES, FUELS MISC. PROPERTY TOTAL		DAYS OUT OF SERVICE N O N E X	
Cost: \$60.00					
10. EXPLAIN REASON FOR CHECKING ABOVE CAUSE OF THIS ACCIDENT <input checked="" type="checkbox"/> X—Airman performed an unsafe act by placing the stand on a grease covered surface and using a stand in need of repair. <input type="checkbox"/> O—Disregarded instructions by not maintaining a clean work area and using faulty equipment.					
11. WHAT ACTION HAS BEEN OR WILL BE TAKEN TO PREVENT RECURRENCE The importance of maintaining a clean work area and the proper use of equipment is being stressed at all roll calls along with the importance of using only equipment that is serviceable. All personnel briefed on accident.					
12. NUMBER OF NON-USAF PERSONS INJURED 0		EXTENT AND TYPE OF NON-USAF PROPERTY DAMAGED (Other than by vehicle accident) 0		DATE THIS REPORT COMPLETED 16 April 1956	
13. DATE OF REVIEW 16 April 1956		GRADE OR TITLE OF SUPERVISOR Capt. Engineering Officer			
		SIGNATURE OF SUPERVISOR /s/JAMES B. LIPSCOFEB, CAPT			
		COMMENTS AND SIGNATURE OF REVIEWING OFFICIAL Lt. Col., USAF COMMANDER /s/ALIAN A LATHAN			
SECTION II—MEDICAL REPORT					
NATURE AND EXTENT OF INJURY AND PART OF BODY Four inch laceration on lower left buttock with a four to five inch puncture at right end of laceration.					
16. DATE INJURED STOPPED WORK 13 April 1956		TIME LOST (Estimated) 2 days		DISABILITY CLASSIFICATION (Check applicable box) <input type="checkbox"/> FATAL <input type="checkbox"/> PERMANENT TOTAL <input type="checkbox"/> PERMANENT PARTIAL <input checked="" type="checkbox"/> TEMPORARY TOTAL <input type="checkbox"/> NONDISABLING, MINOR INJURY	

AF FORM 1 SEP 50 122 REPLACES STANDARD FORM 314, DEC 48, AND STANDARD FORM 92, DEC 47, WHICH ARE OBSOLETE IN THE USAF.

BK40-04-006

APPROVED AS EXCEPTION TO S. F. 91A AND 92
BUREAU OF THE BUDGET NO. 21-2019
APPROVAL EXPIRES JUNE 30, 1962

SECTION III—MOTOR VEHICLE ACCIDENT DATA												
Attach sketch of accident scene and number vehicles to coincide with this section. Show direction of travel.												
LINE 17 18 19 20 A. MOTOR VEHICLE NO. 1	YEAR	MAKE	BODY TYPE	REGISTRATION NO.	NUMBER OF OCCUPANTS		OWNER (C.S.I.F., other Federal Agency, or private)					
	DRIVER VIOLATION		DATE OF PERMIT		FRONT SPEED	REAR SPEED	VISIBILITY AND WEATHER		ROAD SURFACE, CONDITION			
	NATURE AND EXTENT OF DAMAGE TO VEHICLE						TOTAL VEHICLE REPAIR COST		DAYS OUT OF SERVICE			
	ITEMIZE AND SHOW ESTIMATED OR ACTUAL COST OF OTHER USAF PROPERTY DAMAGED (Exclude aircraft damaged by ground accident)											
Other Vehicle Involved in This Accident												
LINE 21 22 23 24 B. MOTOR VEHICLE NO. 2	YEAR	MAKE	BODY TYPE	REGISTRATION NO.	NUMBER OF OCCUPANTS		NAME AND ADDRESS OF OWNER					
	DRIVER VIOLATION		DRIVER LICENSE		FRONT SPEED	REAR SPEED	NAME AND ADDRESS OF DRIVER					
	NATURE AND EXTENT OF DAMAGE TO VEHICLE NO. 2						IF USAF OWNED, TOTAL REPAIR COST		DAYS OUT OF SERVICE			
	NATURE AND EXTENT OF NON-USAF PROPERTY DAMAGED, OTHER THAN VEHICLE						OWNER					
USAF PERSONS INJURED IN THIS ACCIDENT (Exclude driver of vehicle No. 1)												
LINE 25 26 27 28	LAST NAME—FIRST NAME—MIDDLE INITIAL ORGANIZATION, AFSC, AND HIGHEST SCHOOL GRADE COMPLETED			SERIAL NO.	SEX	AGE	GRADE	DUTY STATUS	TIME LOST	DISAB. CLAS.	VEHICLE (No.)	NATURE OF INJURY
SECTION IV—AIRCRAFT DAMAGED BY GROUND ACCIDENT												
If more than one aircraft is damaged, complete and attach Section IV for each additional aircraft												
LINE 29 30 31	AIRCRAFT NO.		TYPE, MODEL, SERIES		OWNER, IF OTHER THAN USAF			HOME STATION (Installation)				
MAJOR COMMAND		SUBCOMMAND		WING	GROUP		SQUADRON		VEHICLE INVOLVED		FIRE INVOLVED	
WHERE WAS AIRCRAFT PARKED				ON WHAT TYPE OF SURFACE				CONDITION OF PARKING SURFACE				
LINE 32 33 34	AIRCRAFT WHEELS CHOCKED		AIRCRAFT STATICALLY GROUNDED		AIRCRAFT ENGINES RUNNING		AUTHORIZED PERSON AT CONTROLS					
<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO						
EXTENT OF AIRCRAFT DAMAGE				TOTAL COST OF DAMAGE				DAYS OUT OF SERVICE				
AIRCRAFT DAMAGED BY OPERATIONS OF <input type="checkbox"/> USAF <input type="checkbox"/> AIR RESERVE <input type="checkbox"/> AIR NATIONAL GUARD <input type="checkbox"/> ARMY <input type="checkbox"/> NAVY <input type="checkbox"/> OTHER												
SECTION V—GROUND SAFETY OFFICER'S COMMENTARY												
LINE 35 36 37 38	IS THE ACCIDENT CAUSE AS ESTABLISHED BY SUPERVISOR CORRECT? (If answer is no, explain)											
NO, in this particular case the oil was not a factor. However, airman did commit an unsafe act by using a stand in need of repair.												
IS CORRECTIVE ACTION INDICATED APPROPRIATE AND ADEQUATE? (If answer is no, explain)												
Not unless these docks are repaired. At present it is nearly impossible to perform the necessary work without using faulty equipment or committing unsafe acts.												
WHAT FURTHER ACTION WILL BE TAKEN TO CORRECT CONTRIBUTORY DEFICIENCIES?												
Action will be taken by this office to expediate the repair of these docks, with continuing follow-up action until the repairs are completed or the docks replaced.												
A TRUE CERTIFIED COPY: JACK W. GRIER 2NDLT., USAF												
DATE	19 April 1956		GRADE	1/Lt USAF		SIGNATURE OF GROUND SAFETY OFFICER s/t/JOHN R. KNOWLTON						

U. S. GOVERNMENT PRINTING OFFICE: 1951-O-967182

The stand from which this Airman fell was not designed for use in this location but was being utilized as a make-shift arrangement to compensate for poor dock design. The oil on the floor was not a factor in this particular case but is a definite hazard to all personnel, and the area is cleaned regularly to reduce this hazard to the minimum; however, the wide area involved makes it impractical to eliminate this hazard by use of larger drip pans.

This situation could be better controlled if docks were modified to include work platforms out of the drip area and include elevated drip pans.

The unsafe condition and design of these docks have been recognized and improvements recommended with concurrence of Ground Safety. Work order requests have been submitted to alleviate these deficiencies. When no action was taken on the work order requests follow up action was taken. Work order request were submitted prior to T.D.Y. moves to allow sufficient time to accomplish modification without interference with regular work.

Although personnel are regularly briefed on ground safety hazards resulting from use of unsafe or improper equipment, failure to receive action on work order requests designed to eliminate unsafe conditions has a strong tendency to minimize the importance of safety practices.

Utilization of these docks will be discontinued not later than 1 May 1956 and until utilization will not be resumed until such time as the docks are considered safe.

/s/t/JAMES E LIPSCOME
CAPT, USAF
Engineering Officer - 301 AREFS

Attachment Number 1 to Report Number

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

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BK40-004-009

SUPERVISOR'S REPORT OF GROUND ACCIDENT

REPORTS CONTROL SYMBOL
1-AF-X11

SECTION I—GENERAL ACCIDENT DATA	
1 MAJOR AIR COMMAND SAC	SUBCOMMAND 2nd AF
INSTALLATION NAME AND LOCATION 301ST BOMB WING (M) Barksdale AFB, La.	
2 REPORTING UNIT OR ORGANIZATION 301st A&E Maint Sqdn	DATE AND TIME OF ACCIDENT DAY, MONTH, AND YEAR 23 Apr 56 (Mon) MILITARY TIME 2000 CST
Note—When reporting USAF vehicle accident, enter data relative to driver of vehicle No. 1, even though not injured.	
3 NAME OF INJURED WAGER, RICHARD W.	SEX M AGE 21 CITIZEN OF WHAT COUNTRY USA GRADE A/1C COMPONENT USAF
4 A. BADGE OR SERIAL NO. AF 16456403	B. PRIMARY AFSC, SSN, TRADE 32150E
5 A. HIGHEST SCHOOL GRADE COMPLETED 12	B. Not Rated (S)
C. STATUS: <input type="checkbox"/> ON DUTY, ON POST <input type="checkbox"/> ON DUTY, OFF POST <input type="checkbox"/> OFF DUTY, ON POST <input checked="" type="checkbox"/> OFF DUTY, OFF POST	
C. DESCRIBE ANY PHYSICAL LIMITATIONS OF INDIVIDUAL None	
6 USAF FUNCTION (Supply, Inv, Installations, etc.) K-system Mech.	ACTIVITY IN WHICH ENGAGED AT TIME OF ACCIDENT Playing Basketball
LOCATION OF ACCIDENT Shreveport, La. YMCA Gym	
SUPERVISOR'S DESCRIPTION OF ACCIDENT The injured was dribbling basketball when he ran into another player. Injured airman fell to the floor and in falling received the broken ankle.	
7 A. INDICATE PRINCIPAL CAUSE BY <input checked="" type="checkbox"/> X SECONDARY BY <input type="checkbox"/> O	B. SUMMARY OF DAMAGE TO USAF PROPERTY
<input type="checkbox"/> UNSAFE MECHANICAL OR PHYSICAL CONDITION (faulty construction, design, unguarded hazards, etc.)	AIRCRAFT
<input checked="" type="checkbox"/> UNSAFE ACT (of person causing or contributing to the accident, i.e., unauthorized use, excessive speed, failure to use eye protection, guards, etc.)	VEHICLES, MOTOR
<input type="checkbox"/> UNSAFE PERSONAL FACTOR (improper attitude, lack of knowledge or skill, disregard of instruction, etc.)	VEHICLES, SPECIAL PURPOSE
<input type="checkbox"/> NO FAULT OF USAF PERSONNEL OR MATERIAL	MACHINES, TOOLS, EQUIPMENT
Cost: \$60.00	BUILDINGS, STRUCTURES
	SUPPLIES, FUELS
	MISC. PROPERTY
	TOTAL
	DAYS OUT OF SERVICE
8 EXPLAIN REASON FOR CHECKING ABOVE CAUSE OF THIS ACCIDENT	Airman failed to observe safe practices of the game by running into another player.
9 WHAT ACTION HAS BEEN, OR WILL BE, TAKEN TO PREVENT RECURRENCE	All personnel of this squadron will be briefed to observe safe practices while engaged in athletics.
10 NUMBER OF NON-USAF PERSONS INJURED 0 NON-FATAL 0 FATAL	EXTENT AND TYPE OF NON-USAF PROPERTY DAMAGED (Other than by vehicle accident) None
11 DATE THIS REPORT COMPLETED 26 Apr 56	GRADE OR TITLE OF SUPERVISOR LUTHER DOTSON, CWO W-2, USAF
12 DATE OF REVIEW 26 Apr 56	SIGNATURE OF SUPERVISOR /s/LUTHER DOTSON
COMMENTS AND SIGNATURE OF REVIEWING OFFICIAL /s/ ROBERT J. HILLINGTON, CAPT., USAF /s/ ROBERT J. BILLINGTON, Captain, USAF	
SECTION II—MEDICAL REPORT	
NATURE AND EXTENT OF INJURY AND PART OF BODY Broken left ankle.	
13 DATE INJURED STOPPED WORK 24 Apr 56	TIME LOST (Estimated) 2 days
DISABILITY CLASSIFICATION (Check applicable box) <input type="checkbox"/> FATAL <input type="checkbox"/> PERMANENT TOTAL <input type="checkbox"/> PERMANENT PARTIAL <input checked="" type="checkbox"/> TEMPORARY TOTAL <input type="checkbox"/> NONDISABLING, MINOR INJURY	

AF FORM 1 SEP 50 122 REPLACES STANDARD FORM 914 DEC 48, AND STANDARD FORM 92, DEC 47, WHICH ARE OBSOLETE IN THE USAF

BK40-04-009

APPROVED AS EXCEPTION TO S. F. 914 AND 92
BUREAU OF THE BUDGET NO. 21-1019
APPROVAL EXPIRES JUNE 30, 1962

SECTION III—MOTOR VEHICLE ACCIDENT DATA												
Attach sketch of accident scene and number vehicles to coincide with this section. Show direction of travel.												
LINE 17 18 19 20 A. MOTOR VEHICLE NO. 1	YEAR	MAKE	BODY TYPE	REGISTRATION NO.	NUMBER OF OCCUPANTS		OWNER (U.S. AF, other Federal Agency, or private)					
	DRIVER VIOLATION			DATE OF PERMIT	FRONT SPEED	REAR SPEED	VISIBILITY AND WEATHER			ROAD SURFACE CONDITION		
	NATURE AND EXTENT OF DAMAGE TO VEHICLE						TOTAL VEHICLE REPAIR COST			DAYS OUT OF SERVICE		
	ITEMIZE AND SHOW ESTIMATED OR ACTUAL COST OF OTHER USAF PROPERTY DAMAGED (Except aircraft damaged by ground accident)											
21 22 23 24 B. MOTOR VEHICLE NO. 2	Other Vehicle Involved in This Accident											
	YEAR	MAKE	BODY TYPE	REGISTRATION NO.	NUMBER OF OCCUPANTS		NAME AND ADDRESS OF OWNER					
	DRIVER VIOLATION			DRIVER LICENSE	FRONT SPEED	REAR SPEED	NAME AND ADDRESS OF DRIVER					
	NATURE AND EXTENT OF DAMAGE TO VEHICLE NO. 2						IF USAF OWNED, TOTAL REPAIR COST			DAYS OUT OF SERVICE		
NATURE AND EXTENT OF NON-USAF PROPERTY DAMAGED, OTHER THAN VEHICLE												
USAF PERSONS INJURED IN THIS ACCIDENT (Exclude driver of vehicle No. 1)												
	LAST NAME—FIRST NAME—MIDDLE INITIAL ORGANIZATION, AFSC, AND HIGHEST SCHOOL GRADE COMPLETED			SERIAL NO.	SEX	AGE	GRADE	DUTY STATUS	TIME LOST	DISAB. CLAS.	VEHICLE (No.)	NATURE OF INJURY
25												
26												
27												
28												
SECTION IV—AIRCRAFT DAMAGED BY GROUND ACCIDENT												
If more than one aircraft is damaged, complete and attach Section IV for each additional aircraft.												
29	AIRCRAFT NO.	TYPE, MODEL, SERIES			OWNER, IF OTHER THAN USAF			HOME STATION (Installation)				
30	MAJOR COMMAND	SUBCOMMAND	WING	GROUP	SQUADRON		VEHICLE INVOLVED		FIRE INVOLVED			
	WHERE WAS AIRCRAFT PARKED						ON WHAT TYPE OF SURFACE		CONDITION OF PARKING SURFACE			
32	AIRCRAFT WHEELS CHOCKED		AIRCRAFT STATICALLY GROUNDED		AIRCRAFT ENGINES RUNNING		AUTHORIZED PERSON AT CONTROLS					
	<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO					
33	EXTENT OF AIRCRAFT DAMAGE						TOTAL COST OF DAMAGE		DAYS OUT OF SERVICE			
34	AIRCRAFT DAMAGED BY OPERATIONS OF <input type="checkbox"/> USAF <input type="checkbox"/> AIR RESERVE <input type="checkbox"/> AIR NATIONAL GUARD <input type="checkbox"/> ARMY <input type="checkbox"/> NAVY <input type="checkbox"/> OTHER											
SECTION V—GROUND SAFETY OFFICER'S COMMENTARY												
35	IS THE ACCIDENT CAUSE AS ESTABLISHED BY SUPERVISOR CORRECT? (If answer is no, explain)											
	Yes											
36	IS CORRECTIVE ACTION INDICATED APPROPRIATE AND ADEQUATE? (If answer is no, explain)											
	Yes											
37	WHAT FURTHER ACTION WILL BE TAKEN TO CORRECT CONTRIBUTORY DEFICIENCIES?											
	This will be brought to the attention of all personnel in this Wing.											
A TRUE CERTIFIED COPY:												
JACK W. GRIER SNDLT., USAF												
38	DATE	GRADE			SIGNATURE OF GROUND SAFETY OFFICER							
	26 Apr 56	1/LT, USAF			/s/t/JOHN R. KNOWLTON							

U. S. GOVERNMENT PRINTING OFFICE: 1951—O-967182

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

301DML

10 April 1956

AMENDMENT #6

TO

301ST BOMBARDMENT WING, MEDIUM

MOBILITY PLAN

1. Revised pages attached hereto constitute Amendment #6 to 301st Bombardment Wing Mobility Plan dated 1 August 1953.

2. This Amendment changes XI-37 turnaround package (personnel and materiel) and includes a Task Force Headquarters. The B-47 Post-strike package (personnel and materiel) was changed. The KC-97 loading plan (Part IV-C) includes a 5 aircraft B-47 Pre-strike package.

3. New pages will be inserted and old pages removed as indicated.

OLD PAGES TO BE REMOVED

4 (Distribution)

II-A-11 thru II-A-21

III-A-2 thru III-A-28

IV-C-3 and IV-C-4

IV-C-15 and IV-C-16

IV-D-6 thru IV-D-9

IV-D-20 thru IV-D-25

NEW PAGES TO BE INSERTED

4 (Distribution)

II-A-11 thru II-A-24

III-A-2 thru III-A-39

IV-C-3 and IV-C-4

IV-C-15 thru IV-C-27

IV-D-6 thru IV-D-9

IV-D-20

AMEND 6
301BOMW MOB PLAN
10 Apr 56

1567

Page 4

DISTRIBUTION:

2 cys - Comdr, 2AF
 2 cys - Comdr, 4AD
 1 cys - Comdr, 301ECMWG
 1 cy - AG, 301BOMWG
 4 cys - DM, 301BOMWG
 4 cys - DO, 301BOMWG
 2 cys - DP, 301BOMWG
 2 cys - Comdr, MEDRON, 301BOMWG
 3 cys - Comdr, 32ECNTRON
 3 cys - Comdr, 352BOMRON
 3 cys - Comdr, 353BOMRON
 3 cys - Comdr, 301AREFS
 6 cys - Comdr, 301FLDMINTRON
 3 cys - Comdr, 301PDMINTRON
 4 cys - Comdr, 301ARMT&ELECTRON
 2 cys - Comdr, 301TACHOSP
 5 cys - Base Commander and Staff
 2 cys - Comdr, 805SUFRON
 1 cy - Comdr, 805MTRVEHTRON
 1 cy - Comdr, 805FDSVRON
 1 cy - Comdr, 805APRON
 1 cy - Comdr, 805INSTLRON
 1 cy - Comdr, 805OPNRON
 2 cys - Comdr, 8AF

AMEND 6
 301ECMWG MOB PLAN
 10 Apr 56

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RECAPITULATION - MEDIUM STAGING TEAMS
B/RB-47

W-A-11

NUMBER OF PERSONNEL AND WEIGHT OF MATERIEL (IN LBS)
FOR 15, 30, and 45 A/C TEAMS

TYPE TEAM	ELEMENTS	PERSONNEL & MATERIEL (By Size & Type Team)					
		15 Acft Team		30 Acft Team		45 Acft Team	
		Pers	Mat	Pers	Mat	Pers	Mat
P O N T	CONTROL	10	0	16	415	16	415
	MAINTENANCE	30	23,477	100	26,721	130	32,028
	MEDICAL	4	1010	8	2048	8	2048
	SERVICE*	46	0	82	637	116	1274
	TOTALS:	129	24,509	215	31,321	297	35,935
P O N T	CONTROL	17	0	17	644	17	644
	MAINTENANCE	103	33,646	178	37,075	258	47,104
	MEDICAL	4	1024	4	1024	4	1024
	SERVICE*	52	637	90	637	125	1274
	TOTALS:	176	36,147	289	45,580	404	50,206
P O N T	CONTROL	24	0	27	1014	33	1234
	MAINTENANCE	95	37,303	149	61,999	209	76,095
	MEDICAL	4	1024	8	2048	8	2048
	SERVICE*	59	637	96	637	133	1274
	TOTALS:	179	39,149	280	65,668	383	80,657

*Reference SAC Letter IGAP, Air Police Mobility Planning
Criteria dated 13 Oct 54. (See page IV-B-2 & 3 this plan)

AMEND #6 Part II
301 B/L. AMB PLAN

1509

71-4-12										
MEDIUM STAGING TEAM 1-17										
PERSONNEL										
GRADE	TITLE	NUMBER (By Type & Size Team)								
		Post-Strike			Pre-Strike			Pre-Post		
		15	30	45	15	30	45	15	30	45
	<u>ADMINISTRATIVE</u>									
	Team Leader									
1-18	Administrative Officer	0	1	1	1	1	1	1	1	1
1-19	Administrative Officer				1	1	1	1	1	1
1-20	Writer	0	2	2	2	2	2	2	3	3
1-21	Interpreter				1	1	1	1	1	1
	<u>OPERATIONS</u>									
1-22	Operations Team Officer	1	1	1	1	1	1	1	2	2
1-23	Asst Operations Officer	1	1	1	1	1	1	1	1	1
1-24	Aircraft Instructor, Navigator	1	0	0	1	1	1	1	1	1
1-25	Weapons Officer				1	1	1	1	1	1
1-26	Asst Operations				1	1	1	1	1	1
	<u>INTELLIGENCE</u>									
1-27	Intelligence Reconnaissance Officer	0	1	1				1	1	1
1-28	Intelligence Officer	0	1	1	1	1	1	1	1	1
1-29	Intelligence Operations	1	1	1	1	1	1	1	1	1
1-30	Intelligence Operations	1								
1-31	Intelligence	0	1	1				1	1	1
	<u>COMMUNICATIONS</u>									
1-32	Electronic Countermeasures Officer				1	1	1	1	1	1
1-33	Cryptographic Operations	1	1	1	1	1	1	1	1	1
1-34	Radio Operations				1	1	1	1	1	1

A 9 #6
 1st Mdt PLS
 10 APR 55

1000 1000 1000

MEDIUM STAGING TEAMS - 42		VI-A-12								
PERSONNEL		NUMBER (By Type & Size Team)								
POST	TITLE	Post-Strike			Pre-Staging			Pre-Post		
		15	30	45	15	30	45	15	30	45
	<u>PERSONNEL REQUIREMENTS (CONT'D)</u>									
	<u>Personnel</u>									
41200	Special Maintenance Officer	1	1	1	-	-	-	1	1	1
	<u>Personnel</u>									
41200	Armament Eng. Tech.	1	1	1	1	1	1	2	2	2
	<u>Struct. Maint.</u>									
41200	Structural Technician	3	3	3	1	2	2	6	12	18
	<u>Drop Chute</u>									
41200	Parachute Rigger	3	3	3	3	3	3	3	3	3
	<u>Electrician</u>									
41200	Avionics Electrician	3	3	3	3	3	3	3	3	3
41200	Armament Eng. Tech.	1	1	1	1	1	1	2	2	2
	<u>Electrician</u>									
41200	Armament Electronics Mechanic	3	3	3	3	3	3	3	3	3
	<u>Engine Charge</u>									
41200	Armament Eng. Tech.	2	2	2	2	2	2	4	4	4
41200	Armament Eng. Tech.	2	2	2	2	2	2	2	2	2
	<u>Ground Power</u>									
41200	Ground Power Mechanic	3	3	3	3	3	3	6	6	6

MEMO #6
 10 BR. Hq. 1200
 10 APR 66

1572

[illegible]

ALL ARE OK

[illegible]

1850
 O. M. P.
 1850

W. J. BARKER, JR., and Police-Military Planning
 (See also 12/15/41, 12/16/41, and page IV of this plan.)

IT-A-18

RECAPITULATION -- AIR REFUELING STAGING TEAMS-- KC-97

TURN AROUND

Number of Personnel and weight of materiel (in pounds) for 5, 10, 20 Aircraft Staging Teams and 20 aircraft Task Force Staging Teams.

	5 ACFT TEAM		10 ACFT TEAM		20 ACFT TEAM		20 ACFT T.F. TEAM	
	PERS	MAT	PERS	MAT	PERS	MAT	PERS	MAT
Control	11	400	14	400	21	400	38	0
Maintenance**	39	70,638	77	79,984	176	178,609	172	178,609**
Service *	18	0	38	0	77	0	97	0
Medical	4	1,010	4	1,010	4	1,010	4	1,010
TOTALS	72	72,038	135	80,594	278	180,019**	311	179,619 **

* Reference SAC letter IGAP. Air Police Mobility Planning Criteria dated 13 Oct 54. (See page IV-B-2 and 3 this Plan).

** Does not include 96,510 LBS of Engine build-up & Engines for the Engine Build-up Section. 20 Engine Build-up personnel included in totals.

AMEND 6, PART II
301BOMWG MOB PLAN
10 APR 56

1576

AIR REFUELING STAGING TEAMS

II-A-19

<u>AFSC</u>	<u>JOB TITLE/SECTION</u>	<u>ORG</u>	TURN-AROUND STAGING TEAMS				<u>T.F.</u>
			<u>5</u>	<u>10</u>	<u>20</u>	<u>20</u>	
	<u>Command</u>						
0002	Alt T.F. Commander	Hq Sq	0	0	0	1	
0066A	Staging Team Commander	ARS	1	1	1	1	
	<u>Administration</u>						
7024	Administrative Officer	Hq Sq	0	0	0	1	
7324	Personnel Officer	ARS	0	0	1	1	
70250	Clerk	Hq Sq	0	0	1	1	
70250	Clerk	ARS	1	1	1	1	
60350	Vehicle Operator	Hq Sq	0	0	0	1	
	<u>Surgeon</u>						
9316	Staff Surgeon	T.Hosp	0	0	0	1	
	<u>Operations</u>						
1416	Dep Director/Operations	Hq Sq	0	0	0	1	
	<u>Sr. Controller</u>						
1416	Sr. Controller	353rd	0	0	0	1	
1435	Air Ops Off	Hq Sq	0	0	0	1	
27170	Air Transport Supv	Hq Sq	0	0	0	1	
70250	Clerk	Hq Sq	0	0	0	1	
	<u>Combat Operations</u>						
1416	Ops Staff Officer	32nd	0	0	0	1	
	<u>Communications</u>						
3016	Staff Comm Off	805th ABG	0	0	0	1	
29250	Crypto Opr	8050PS	1	1	1	1	
29350	Ground Radio Opr	8050PS	1	1	1	0	
	<u>Intelligence</u>						
2016	Intell Staff Off	Hq	0	0	0	1	
2054	Intell Off	Hq	1	1	1	1	
20450	Intell Ops Spec	Hq	1	1	2	1	

AMEND 6, PART II
301BOMWG MOB PLAN
10 APR 56

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AIR REFUELING STAGING TEAMS

II-A-20

AFSC	JOB TITLE/SECTION	ORG	TURN-AROUND STAGING TEAMS			T.F. 20
			5	10	20	
1435	<u>Air Traffic</u> Air Ops Off	352nd	0	0	0	1
1634	Air Traffic Controller	805	0	0	0	1
2524	<u>Weather</u> Weather Off	Wea Sq	1	1	1	1
25270	Meteorological Tech	Wea Sq	0	0	1	1
1416	<u>KC-97 OPNS</u> Ops Staff Off	ARS	0	0	1	1
4324	Acft Perf Eng	ARS	0	1	1	0
1435	Air Ops Off	ARS	1	1	1	1
1525P	Acft Obs Nav	ARS	1	1	1	0
27070	Air Trans Supv	ARS	1	1	1	1
70250	Clerk	ARS	1	1	1	1
90460	<u>Director of Materiel</u> Director of Materiel	HQ	0	0	0	1
70250	Clerk	HQ	0	0	0	1
6424	<u>Supply</u> Chief of Supply	HQ	0	0	0	1
6416	<u>Logistics</u> Logistics Off	HQ	0	0	0	1
	ARS Mobility Off	ARS	0	0	0	1
70250	Clerk	HQ	0	0	0	1
	<u>Maintenance Control</u>					
43171B	Acft Maint Tech	HQ	0	1	2	2
30171/70	Acft Elect Nav Eq Tech	HQ	0	0	0	1
43171B	<u>Quality Control</u> Acft Maint Tech	HQ	0	1	2	0
30171	Nav Equip Tech	HQ	0	0	0	1

AMEND 6, PART II
301BOMWG MOB PLAN
10 APR 76

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AIR REFUELING STAGING TEAMS

TT-A-21

AFSC	JOB TITLE/SECTION	ORG	TURN-AROUND STAGING TEAMS			T.F. 20
			5	10	20	
70250	<u>Records & Administration</u> Clerk	HQ	0	0	0	1
4344	<u>Flight Line Maintenance</u> Acft Maint Off	ARS	0	1	1	1
43131B	Aprn Acft Mech	ARS	3	6	11	11
43151B	Acft Mech	ARS	4	8	15	15
43251	Recip Eng Mech	ARS	6	13	26	26
43171B	(Acft Maint Tech) (Line Chiefs & Pit Chiefs)	ARS	1	2	5	5
43171B	Acft Maint Tech (Crew Chiefs)	ARS	5	10	23	23
64151	Organ Supply Spec (Tool Crib)	ARS	0	1	1	1
60350	Vehicle Driver	ARS	1	1	2	0
6424	Supply Off	ARS	0	0	1	0
64173	Organ Supply Tech	ARS	0	1	1	1
64151	Supply Spec	ARS	1	0	0	0
64175/51	Supply Expeditor	HQ	0	0	1	0
70250	Clerk	ARS	0	1	1	1
4344	<u>Field Maint Squadron</u> <u>Supervision</u> Maint Officer	FMS	0	0	1	1
43151B	<u>Aero Repair</u> Acft Mech	FMS	2	2	5	5
43171B	Acft Maint Tech	FMS	0	0	1	1
42152	IFR Hydraulic Spec	FMS	1	2	2	2
42350	Elect Assy Repairman	FMS	1	2	2	2
42370	Elect Assy Tech	FMS	0	1	1	1

AMEND 6, PART II
301EOMWG MOB PLAN
10 APR 56

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AIR REFUELING STAGING TEAMS

IT-A-22

AFSC	JOB TITLE/SECTION	ORG	TURN-AROUND STAGING TEAMS				T.F. 20
			5	10	20		
42250	<u>Instrument</u> Aft Inst Spec	FMS	1	3	5		5
53181	<u>Dope & Fabric</u> Fabric Worker	FMS	0	1	1		1
53170	<u>Machine Shop</u> Mechanist	FMS	0	0	1		1
53450	<u>Sheetmetal</u> Airframe Repairman	FMS	1	1	2		2
42470	Airframe Repair Tech	FMS	0	0	1		1
53250	<u>Welding</u> Metal Process Spec	FMS	0	0	1		1
42461	<u>Prop Shop</u> Propeller Mech	FMS	1	2	4		4
42471	Propeller Tech	FMS	0	0	1		1
42450	<u>Parachute Shop</u> Parachute Rigger	FMS	0	0	2		2
42370	<u>Electrical Shop</u> Elect Assy Rep Tech	FMS	0	0	1		1
42360	Electrician (Aft)	FMS	2	4	5		5
43251	<u>Engine Change</u> Recip Eng Mech	FMS	2	2	4		4
43271	<u>Recip Eng Tech</u>	FMS	0	0	1		1
47250	<u>Ground Power</u> Ground Power Equip Mech	FMS	1	2	6		8
43271	<u>Engine Build-Up *</u> Recip Eng Tech	FMS	0	0	1		1
43251/31	Recip Eng Mech	FMS	0	0	12		12
42350	Aft Electrician	FMS	0	0	2		2
53450	Air Frame Repairman	FMS	0	0	2		2
43251	<u>Teardown</u> Recip Eng Mech	FMS	0	0	3		3

* To be deployed when required by SAC Regulation 400-4

AMEND 6, PART II
301 FORMING MOB PLAN
10 APR 56

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II-A-23

<u>AIR REFUELING STAGING TEAMS</u>			TURN-AROUND			
<u>AFSC</u>	<u>JOB TITLE/SECTION</u>	<u>ORG</u>	<u>STAGING TEAMS</u>			<u>T.F.</u>
			<u>5</u>	<u>10</u>	<u>20</u>	
	<u>A&E Squadron</u> <u>Maintenance Supervision</u>					
3054	Electronics Off	A&E	0	0	1	1
	<u>Radars</u>					
30161	Elect Nav Eq Repairman	A&E	2	4	6	6
30171	Elect Nav Eq Tech	A&E	1	1	2	2
	<u>Radio</u>					
30150	Radio Repairman	A&E	2	4	6	6
30170	Radio Maint Tech	A&E	0	1	1	1
	<u>Auto Pilot</u>					
42350R	Elect Inst Repairman	A&E	1	1	2	2
42340R	Inst Overhaul Tech	A&E	0	0	1	1
	<u>SERVICE ELEMENT</u>					
	<u>Air Police</u>					
7724	Air Police Officer	AP Sq	1	1	1	1
77270	Air Police Supervisor	AP Sq	2	2	2	2
77150/30	Air Policeman	AP Sq	12	22	42	61
	<u>Petroleum Supply</u>					
64350	Petrol Supply Spec	805SUP	0	3	6	6
64370	Petrol Supply Supv	805SUP	0	0	1	1
	<u>Motor Pool</u>					
61350/30	Vehicle Opr	Mtr Veh	1	2	4	4
47170	Vehicle Maint Tech	Mtr Veh	0	0	1	1
47251	Automotive Mech	Mtr Veh	0	0	3	3
60370	Motor Transp Supv	Mtr Veh	0	0	1	1
	<u>Food Service</u>					
62250/30	Cook	Fd Sv	1	3	6	6
62150	Baker	Fd Sv	0	0	1	1

AMEND 6, PART 11
501BOMWG MOB PLAN
10 APR 55

1581

AIR REFUELING STAGING TEAMS

TT-A-24

<u>AFSC</u>	<u>JOB TITLE/SECTION</u>	<u>ORG</u>	<u>TURN-AROUND</u> <u>STAGING TEAMS</u>			<u>T.F.</u> <u>20</u>
			<u>5</u>	<u>10</u>	<u>20</u>	
	<u>Fire Fighting</u>					
57150	Fire fighter	Inst Sq	0	2	4	4
57100	Fire fighting Supv	Inst Sq	0	0	1	1
	<u>FLYAWAY KITS</u>					
8424	Supply Officer	805SUP	0	* 1	*1	0
8424	Organ Supply Tech	805SUP	0	0	0	1
8410	Organ Supply Spec	805SUP	1	2	3	2
8452	Supply Records Spec	805SUP	0	0	0	1
4310AB	Airt Maint Tech	ARS	0	0	0	1

* Squadron supply officer of the Air Refueling Squadron will perform the duties of the FAK officer in the event the FAK officer is not available or scheduled to deploy. An NCOIC may be deployed in lieu of a FAK officer when less than 10 aircraft deploy.

MEDICAL ELEMENT

9355	Medical Officer	TAC Hosp 1	1	1	1
90150	Aero Med Spec	TAC Hosp 1	1	1	1
90250	Med Service Spec	TAC Hosp 1	1	1	1
90651	Med Admin Spec	TAC Hosp 1	1	1	1

AMEND 6, PART 11
10 BOMWG MOB PLAN
10 APR 56

RECAPITULATION
B-47 STAGING TEAMS
MATERIEL

TTT-A-2

TYPE TEAM	ELEMENTS	MATERIEL (By Size & Type Team)		
		15 Aft Team	30 Aft Team	45 Aft Team
		Materiel	Materiel	Materiel
P	CONTROL		415	585
O	MAINTENANCE	23,459	28,221	32,028
S	MEDICAL	1010	2048	2048
V	SERVICE		637	1274
S	TOTALS:	24,669	31,321	35,935
R	CONTROL	840	844	894
R	MAINTENANCE	33,646	37,075	47,014
S	MEDICAL	1024	1024	1024
T	SERVICE	637	637	1274
A	TOTALS:	38,147	39,580	50,206
E	CONTROL	285	1014	1234
S	MAINTENANCE	37,203	61,999	76,095
O	MEDICAL	1024	2048	2048
S	SERVICE	637	637	1274
T	TOTALS:	39,149	65,668	80,651

AMEND #6 Part III
301 R.W. MOB PLAN

1583

MEDIUM STAGING TEAMS B/RB-47
-MATERIEL-

TTT-A-3

STOCK NUMBER	NOMENCLATURE	POST STRIKE			PRE STRIKE			PRE POST STRIKE		
		15	30	24	15	30	45	15	30	45
CONTROL ELEMENT Administrative										
N.L.	Records	LOT			LOT			LOT		
INTELLIGENCE										
N.L.	Maps and Charts	LOT			LOT			LOT		
N.L.	Target Materiel & Records	-	-	-	LOT			LOT		
N.L.	SAC Manual 50-12	-	-	-	1	1	1	1	1	1
N.L.	SAC Manual 55-8	2	4	6	2	2	2	2	4	6
7900-671600	Projector Visual Aid Type H-1	-	-	-	1	1	1	1	1	1
8900-679400	Projector, C-2 or Equiv Slide/File	-	-	-	1	1	1	1	1	1
2900-737300	Screen, Projection	-	-	-	1	1	1	1	1	1
Variable	Typewriter	2	4	6	2	2	2	2	4	6
MAINTENANCE ELEMENT 32nd Bomb Sqdn										
Class 08A										
7700-247110	Cord Extention, 100Ft	1	2	4	1	2	2	1	2	4
7700-332420	Flashlight Taxi Wand	2	3	4	2	3	4	2	3	4
7700-529794	Light Explo proof	2	3	4	1	2	2	2	3	4
7700-333245	Floodlight 115V	2	2	2	2	2	2	2	2	2
Class 17B										
7900-000800	Adapter Socket Wrench ½" female ¾" male sq dr	2	2	2	-	-	-	2	2	2
7900-387480	Gage Tire 400lb Hi Press	2	2	2	2	2	2	2	2	2

AMEND #6 Part III
301 B. 7. MOD PLAN

MEDIUM STAGING TEAMS B/RB-47

-MATERIEL-

III-A-4

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			PRE POST STRIKE		
		15	30	45	15	30	45	15	30	45
7500-126650	Handle wrench socket hinge 3/4" sq dr	1	1	1	-	-	-	1	1	1
7500-853020	Saw hand cross cut	1	1	1	-	-	-	1	1	1
7500-854300	Saw hand Rip	1	1	1	-	-	-	1	1	1
7500-856600	Socket 12pt 3/8" sq dr extra deep	1	1	1	1	1	1	1	1	1
7500-783962	Tool Assy Elact Solderless terminal	1	1	1	-	-	-	1	1	1
7500-787865	Tool Flaring Comb 1/8" 3/4" Cap	1	1	1	-	-	-	1	1	1
7500-788672	Tool Standard Grease fitting	1	1	1	1	1	1	1	1	1
7500-741954	Wrench crowfoot 12pt 1/4" sq dr 3/8"	1	1	1	1	1	1	1	1	1
7500-741994-4	Wrench crowfoot 12pt 1/4" sq dr 7/16"	1	1	1	1	1	1	1	1	1
	Class 18B									
7500-740053	Protractor Control Col	1	1	1	-	-	-	1	1	1
7500-745931	Strut Rotatet Eng Support	1	2	2	1	2	2	1	2	2
7500-745931	Lever Eng Mt insert & Remove	1	1	1	1	1	1	1	1	1
7500-745913	Spreader Jack Eng from firewall rotating	1	2	2	-	-	-	1	2	2
	Class 19A									
7500-903053	Bar Assy Towing & Steering	1	-	-	-	-	-	1	-	-
	352nd Bomb Sqdn									
	Class 08A									
7500-247110	Cord Ext 100ft	2	3	4	1	1	2	1	3	4

*BSE

AMTD At Part III
30. W. W. MB PLAN

MEDIUM STAGING TEAMS E/RB-47
 -MATERIAL-

TIT-A-5

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		FOST STRIKE			PRE STRIKE			PRE FOST STRIKE		
		15	30	45	15	30	45	15	30	45
7700-332120	Flashlight taxi wand	2	3	4	2	3	4	2	3	4
7700-329794	Light Ex pto proof	2	3	4	1	2	2	2	3	4
7700-333245	Flood Light 115 V	2	2	2	2	2	2	2	2	2
	<u>Class 16B</u>									
7700-641897-4	Wrench crowfoot 5/8" sq dr 5/8"	1	1	1	-	-	-	1	1	1
	<u>Class 16B</u>									
7700-666931	Street Maintenance Machine Support	1	1	2	1	1	0	0	2	2
	303rd Bomb Sqdn									
	<u>Class 08A</u>									
7700-247116	Cord Ext 100 ft	1	1	1	0	0	0	1	1	1
7700-333245	Flood Light 115V	2	2	2	0	0	0	2	2	2
	<u>Class 17B</u>									
7900-01755	Bar Wrecking Goose neck 3/4" x 30"	1	1	1	0	0	0	1	1	1
7900-401794	Gun Lnc Lever op 2102	1	1	1	1	1	1	1	1	1
7900-555860	Pliers Comb Slip joint 10"	1	1	1	1	1	1	1	1	1
7900-664400	Screwdriver Common 18"	1	1	1	1	1	1	1	1	1
7900-697060 thru 697750	Socket 12pt 1/2" sq dr include extra deep 5/8" thru 1/4" by 16th's (Sc of 18)	1	1	1	1	1	1	1	1	1
7900-774150	Tape measuring Steel 100 ft	1	1	1	0	0	0	1	1	1

Attachment #0 Part III
 301 E. W. MFB PLAN

MEDIUM STAGING TEAMS B/RB-47
MATERIAL

VII-A-6

STOCK NUMBER	DESCRIPTION	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			PRE POST STRIKE		
		15	30	45	15	30	45	15	30	45
9201-128106	Wrench Torque 3/4" sq dr 200 - 4800 lbs	1	1	1	0	0	0	1	1	1
	Class 18B									
9201-128031	Protector Assy Gnt Surface	1	1	1	0	0	0	1	1	1
9201-4581706-36	Wrench 1/2" Axle nut 2 5/16" dia		1	1	1	1	1	1	1	1
9201-4581706-80	Wrench 1/2" Axle nut 5 1/16" dia	1	1	1	1	1	1	1	1	1
	Class 19A									
9201-458180	Jack Assy 50 ton Axle	1	1	1	0	0	0	1	1	1
9201-501083A	bar Assy Towing & Steering	1	1	1	2	2	2	1	1	1

1000

RECD # Part III
U. S. M. PLAN

1587

MEDIUM STAGING TEAMS - B/RB-47
-MATERIEL-

TIT-A-7

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
MAINTENANCE ELEMENTS										
SHEETMETAL										
<u>CLASS 08A</u>										
000-240110	Cord Extension 100 ft	1	2	2	1	1	1	1	2	2
000-240112	Light Expanding Band 100 ft Type 0-1	1	2	2	1	1	1	1	2	2
000-240113	Light right 1/2" 15/2" Riv	1	1	1	-	-	-	1	1	1
000-240114	Light right 1/2" 15/2" Riv Type A-1	1	1	1	1	1	1	1	1	1
000-240115	Shaver Rivet 8	1	1	1	-	-	-	1	1	1
000-240116	Shaver Rivet Riveting 2/2" Cap	1	1	1	-	-	-	1	1	1
000-240117	Shaver Rivet Riveting 1/2" Cap	1	1	1	-	-	-	1	1	1
<u>CLASS 17-B</u>										
000-240118	Gas Blind Rivet Hand Type	1	2	3	-	-	-	1	2	3
ELECTRIC SHOP										
<u>CLASS 08A</u>										
000-240119	Cord Extension 100 ft	1	2	3	1	1	1	1	2	3
<u>CLASS 17-B</u>										
000-240120	Tool Assy Elec Solderless terminal	1	1	1	1	1	1	1	1	1
<u>CLASS 17-C</u>										
000-240121	Tester Assy Type L-RA	1	1	1	1	1	1	1	1	1

AMEND #6 Part 111
301 P. W. MPR. PLAN

MEDIUM STAGING TEAMS - B/RB-47
-MATERIEL-

TTY-A-8

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
ELECTRIC SHOP (CONT'D)										
Class 17-C (Cont'd)										
MAC-689014	Multimeter TS-352A/U	1	1	1	1	1	1	1	1	1
MAC-611116	Oscilloscope Type 658A/U	1	1	1	1	1	1	1	1	1
MAC-961960	Voltmeter Port DC 0-50V	1	1	1	1	1	1	1	1	1
INSTRUMENT SHOP										
Class 17-C										
MAC-802130	Jet Cal Tester	1	1	2	1	1	2	1	1	2
MAC-802150	Tester Assy Autogyn Inst	1	1	1	1	1	1	1	1	1
MAC-689013	Volt-channeler	-	1	2	1	1	2	1	1	2
AERO REPAIR										
Class 08-A										
MAC-421110	Cord Extension 100 ft	-	2	3	1	2	3	1	2	3
MAC-929094	Light Explosion Proof 100 ft type N-1	-	2	3	1	2	3	1	2	3
Class 17-B										
MAC-017650	Bar Wrecking Gougenek 3/4" X 30"	-	2	2	2	2	2	2	2	2
MAC-428143	Wrench Torque 5-250" lbs	-	2	2	1	1	1	1	2	2
MAC-857400	Wrench Set Tournbuckle hold and adj	-	1	1	1	1	1	1	1	1

END #6 Part III
OF E. W. MOB. PLAN

MISSION STAGING TEAMS B/GB-47
-MATERIEL-

TIT-A-9

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
	180L 5000									
	180L 4700									
	180L 4700 180L 4700 180L 4700				1	1	1	1	1	1
	180L 4700 180L 4700 180L 4700				1	1	1	1	1	1
	180L 4700 180L 4700 180L 4700									
	180L 4700 180L 4700 180L 4700				1	1	1	1	1	2
	180L 4700 180L 4700 180L 4700				1	1	1	1	1	2
	180L 4700 180L 4700 180L 4700									
	180L 4700 180L 4700 180L 4700				2	2	2	2	2	2
	180L 4700 180L 4700 180L 4700				1	1	1	1	1	1
	180L 4700 180L 4700 180L 4700				1	1	1	1	1	1
	180L 4700 180L 4700 180L 4700				2	2	2	2	3	3
	180L 4700 180L 4700 180L 4700				2	3	4	5	7	9
	180L 4700 180L 4700 180L 4700				-	-	-	1	1	1
	180L 4700 180L 4700 180L 4700				1	1	1	-	-	-
	180L 4700 180L 4700 180L 4700				1	1	1	-	-	-

180L 4700 180L 4700 180L 4700
E. W. 180L 4700 180L 4700

MEDIUM STAGING TEAMS B/RB-47
-MATERIEL-

TTU-1-10

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
	ARMAMENT & ELECTRONICS TOOLS AND EQUIPMENT Class 08 A									
70AC-100801	Light, bat type SG, 4, 11	2	2	2	2	2	2	3	3	4
	Class 11 B									
70AC-100801	Soldering Iron, 110 Volt	1	1	1	1	1	1	1	1	1
70AC-100801 8	Soldering Iron, 110 Volt	1	1	1	1	1	1	1	1	1
70AC-100801	Solder Wire #22 to #8	1	1	1	1	1	1	2	2	2
70AC-100801	Test, Station #22 to #10	2	2	2	2	2	2	2	2	2
	Class 11 C									
70AC-100801	Ammeter ME-290	-	-	-	-	-	-	1	1	1
70AC-100801	Adapter, tube Socket MX- 9, 9/U	-	-	-	1	1	1	1	2	2
70AC-100801	Ammeter, 1-139A	-	-	-	1	1	1	1	2	2
70AC-100801	Ammeter, FS-120	-	-	-	1	1	1	1	1	1
70AC-100801	Cable Assy CX-1021/ARN 5 1983	-	-	-	-	-	-	-	-	-
70AC-100801	Calibrator Range	-	-	-	1	1	1	1	1	2
70AC-100801	Calibrator UPM/11A	-	-	-	1	1	1	1	2	3
70AC-100801	Cavity-Tuned TS-488/U	-	-	-	1	1	1	1	2	3
70AC-100801	Generator SG-13/ARN	-	-	-	-	-	-	1	1	1
70AC-100801	Generator Signal	-	-	-	1	1	1	1	1	2

REF # 100801
I. C. E. MOB. PLAN

TT-4-72

		QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
1	100% 100% 100% 100%	-	-	-	1	1	1	1	1	2
2	100% 100% 100% 100%	-	2	2	2	2	2	3	5	7
3	100% 100% 100% 100%	-	-	-	1	1	1	1	1	2
4	100% 100% 100% 100%	-	1	1	1	1	1	1	2	1
5	100% 100% 100% 100%	-	-	-	-	-	-	1	1	1
6	100% 100% 100% 100%	-	-	-	1	1	1	1	1	1
7	100% 100% 100% 100%	-	-	-	2	2	1	1	1	2
8	100% 100% 100% 100%	-	-	-	-	-	-	1	1	1
9	100% 100% 100% 100%	-	-	-	1	1	1	1	1	2
10	100% 100% 100% 100%	-	-	-	1	2	3	2	2	3
11	100% 100% 100% 100%	-	-	-	1	1	1	1	1	1
12	100% 100% 100% 100%	-	-	-	1	2	1	2	2	2
13	100% 100% 100% 100%	-	-	-	1	1	2	1	1	1
14	100% 100% 100% 100%	-	-	-	1	1	1	2	1	1
15	100% 100% 100% 100%	-	-	-	1	1	2	1	1	1
16	100% 100% 100% 100%	-	-	-	1	1	1	1	2	2
17	100% 100% 100% 100%	-	-	-	1	1	1	1	1	1

PLATE III
FIG. 1. FIAT

MEDIUM STAGING TEAMS - B/RB-47
-MATERIEL-

T-1-A-12

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			REP STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
	ARMAMENT & ELECTRONICS (CONT'D)									
	F-4C (Cont'd)									
	Cable Assy. CA-105	-	-	-	1	1	1	1	1	1
	Cable Assy. AD-101	-	-	-	1	1	1	1	1	1
	Cable Assy. CA-101	-	-	-	1	1	1	1	1	1
	Cable Assy. CA-102	-	-	-	1	1	1	1	1	1
	Cable Assy. CA-103	-	-	-	1	1	1	1	1	1
	Cable Assy. CA-104	-	-	-	1	1	1	1	1	1
	Cable Assy. CA-105	-	-	-	1	1	1	1	1	1
	Cable Assy. Tracking T-101008	-	-	-	1	1	1	1	1	1
	Cable Assy.	-	-	-	-	-	-	-	-	-
	Cable Assy. Type K-4A	-	-	-	1	1	2	1	1	2
	Cable Assy. Type A-10D	-	-	-	1	1	2	1	1	1
	AN/ARC-24 Radio Set	-	-	-	1	1	1	1	1	1
	VSC-1 Radio Set (Collins)	-	-	-	1	1	1	1	1	1
	AN/ARN-6 Radio Compass	-	-	-	1	1	1	1	1	1
	AN/ARC-14-18 Radio Set	-	-	-	1	1	1	1	1	1
	AN/APN-12 Radio Set	-	-	-	1	1	1	1	1	1
	Gun Charger and Servo of	-	-	-	1	1	1	1	1	1
	A-1 Fire Control System	-	-	-	-	-	-	-	-	-
	ORDANCE	-	-	-	-	-	-	-	-	-
	Quadrant Gunners M-1	-	-	-	1	1	1	1	1	1

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 L. E. #6 Page III
 J. W. NOBLE PLAN

ANN'D #6 Part III
J. E. W. MOB. PLAN

RECTOR STAGING TEAMS - B/MB-10
-MATERIEL-

IT-A-12

STOCK NUMBER	NOMENCLATURE	QUANTITY (By Type & Size Team)								
		POST STRIKE			PRE STRIKE			TURN AROUND		
		15	30	45	15	30	45	15	30	45
	REPAIR (Crews of) Crews of 2									
	Hit Assigned (Type 1-2)	-	-	-	1	1	1	1	1	1
	Hit Assigned (Type 1-2)	-	-	-	1	1	1	1	1	1
	RADIOLOGICAL EQUIPMENT									
	ESL (Crews of 2) Radiological Defense, Detection, Identification, and Neutralization	1	1	1	1	1	1	1	1	1

STOCK # Part III
B. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.

FEBRUARY - AIR REFUELING TURN AROUND STAGING

C-17A-15

TEAMS - KC-97

MATERIEL

Weight of materiel (in pounds) for 5, 10, 20, aircraft turn around Staging Team and 20 aircraft Task Force turn around Staging Team.

	AIRCRAFT	10 AIRCRAFT	20 AIRCRAFT	20 AIRCRAFT TASK FORCE
Personnel	410	400	400	0
Maintenance	179,984	79,984	178,609	178,609
Food	0	0	0	0
Medical	1010	1010	1010	1010
TOTALS	2,038	80,394	180,019 *	179,619 *

* Does not include 26,210 LBS Engine Build-Up Materiel.

MEMO #0 Part III
M. E. T. MOB PLAN

MATERIEL		III-A-16			
KC-97 TURN-AROUND		STAGING TEAMS			
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
	Control Elements				
	<u>ADMINISTRATIVE</u>				
NL	Records	1	1	1	0
	<u>INTELLIGENCE</u>				
NL	Maps and Charts	1	1	1	0
	<u>OPERATIONS</u>				
NL	Records & Misc Blank Forms	1	1	1	0
Variable	Typewriter	1	1	1	0
	<u>COMMUNICATIONS</u>				
NL	Records & Misc Publications	1	1	1	0

AMEND 6, PART III
301BOMWG MOB PLAN

1597

MATERIEL

TIT-4-17

KC-97 TURN-AROUND

EQUIPMENT TO BE DEPLOYED BY MAINTENANCE ELEMENTS PRIORITY I

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.P.</u>
	FLYAWAY KIT SECTION				
	Turn-around PAK	0	0	1	1
	KC-97 ABE (See latest listing on file)				
	Flight Line Misc Tools				
7700-247110	Cord Extension 100 ft	1	2	3	3
7700-529794	Light Explosion Proof 100 ft Type N-1	1	2	10	10
7700-332390	Flashlight Tub Hazardous Location	2	2	4	4
7700-333245	Flood light, 115V 360° Rot	1	2	4	4
7600-206810	Hose Assy Ground Refueling Class 17-B	1	1	2	2
7900-000800	Adapter Socket Wrench 1/2" Female 3/4" Male sq drv	1	1	2	2
7900-016450	Bar Socket Wrench Ext 1/2" sq dr 10" lgth	1	1	1	1
7900-017650	Bar Wrecking Gooseneck	0	0	1	1
7900-101050	Cleaner Engine Spray	0	0	1	1
7900-401794	Gun Lubricating Lever Type 21 oz.	0	0	1	1
7900-653020	Saw Hand Cross Cut	0	0	1	1
7900-664400	Screwdriver, Common 18"	1	1	1	1
7900-409307	Hammer - Carpenters Claw	0	1	2	2
7900-696500	Socket 12 pt 3/8" x 3/4" ext deep	1	1	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

*Spare Parts As Required

KC-97 MATERIEL		ITT-A-18			
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
7900-697060 thru 697750	Socket 12 pt 1/2" sq dr (incl ext deep) 5/8" thru 2" (by 16ths)	0	0	set of 17	set of 17
7900-698820 thru 698910	Socket 12 pt 3/4" sq dr 1 5/16" thru 1 1/2" (by 16ths)	0	0	set of 4	set of 4
7900-774180	Tape Measuring Steel 100 ft	0	0	1	1
7900-788670	Tool Midget Grease Fitting	0	0	1	1
7900-857690	Wrench Pipe Adj 10"	1	1	1	1
7900-859030	Wrench Pipe Strap 1-5 in	1	1	1	1
Class 18-B					
9BMD-45B1706-100	Wrench Socket NLG Axle Nut	1	1	1	1
9BMD-45B1706-46	Wrench Socket MLG Axle Nut	1	1	1	1
Class 17-C					
7CAC-472650	Light Timing Mag Type B-1	1	1	2	2
7CAD-437800	Indicator, Piston Position	1	1	1	1
7CAD-801818	Tester Assy Compression	1	1	1	1
Class 18-A					
9AMD-49C9492	Wrench Starter-Gen Mtg Nut	1	1	2	2
Class 18-B					
9DBF-AXR9592	Align Jig Wheel to Brake Inst	1	1	1	1
Class 19-A					
8200-082158	Bar Assy Towing & Steering NLG	1	1	2	2
8200-023188	Adapter Assy Acft Towing	1	1	2	2
8200-399701-4	Jack Assy Fin Folding	0	0	1	1
8200-368018	Jack Assy 5 ton	1	1	1	1
8200-368150	Jack Assy 50-ton type F3	1	1	1	1
8210-325910	C-21 Power Units	0	0	5	5

AMEND 6, PART III
301BOMWG MOB PLAN

KC-97 MATERIEL

III-A-19

A&E Materiel

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.P.</u>
7CAC-002900-85	Adapter, Tube Testing MK-949/U	0	0	1	1
7CAC-801319-215783	Test Set AN/UPM-33	0	0	1	1
7CAC-170270-1383	Cable Assy CX-1021/ARN-6	0	0	1	1
7CAC-177680	Cavity Tuner TS-488/UP	0	0	1	1
7CAC-274353	Dummy Load TS-108A/UP	0	0	2	2
7CAC-318208-545	Freqmeter BC-906E	0	0	1	1
7CAC-363954	Signal Generator I-196	0	0	1	1
7CAC-363892-3	Generator SG TS-497B/URR	0	0	1	1
7CAC-588589-5	Voltmeter VTVM WV-97A	0	0	1	1
7CAC-587942	Multimeter Elec ME-6C/U	0	0	1	1
7CAC-363916-85	Generator Signal MD-83/ARM	0	0	1	1
7CAC-363948	Generator Signal SG-1/ARN	0	0	1	1
7CAC-363949	Generator Signal SG-13/ARN	0	0	1	1
7CAC-457006	Junction Box J-229/ARN-14	0	0	1	1
7CAC-589073-3	Multimeter PSM-6	0	0	3	3
7CAC-654700	Pressure Kit MK-20A/UP	0	0	1	1
7CAC-801318-573	Test Set Electron I-177B	0	0	1	1
7CAC-801319-2157	Test Set Radar AN/UPM-4A	0	0	1	1
7CAC-801319-21585	Test Set Radar AN/UPM-8	0	0	1	1
7CAC-801319-2175	Test Set Radar AN/UPM-1B	0	0	1	1
7CAC-801319-219	Test Set TS-23/APN	0	0	1	1
7CAC-801319-22315	Test Set Radar TS-147U/UP	0	0	1	1
7CAC-801319-238	Test Set Radar TS-10C	0	0	1	1
7CAC-979564-7	Wattmeter URM-43	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

1600

KC-97 MATERIEL

III-A-20

A&E Materiel

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	AN/ARC-27 Radio Set	0	0	1	1
	AN/ARN-6 Radio Compass	0	0	1	1
	AN/ARN-14 Radio Set	0	0	1	1
	AN/ARN-18 Radio Set	0	0	1	1
	AN/ARN-12 Radio Set	0	0	1	1
	AN/ARC-3 Radio Set	0	0	1	1
	AN/ART-13B & EC-348 Radio	0	0	1	1
	AN/APN-11 Radar Set	0	0	1	1
	AN/APN-12A Radar Set	0	0	1	1
	AN/APN-76A Radar Set	0	0	1	1
	AN/APN-70 Radar Set	0	0	1	1
	AN/APN-1 Radar Set	0	0	1	1
	SCR-718 Radar Set	0	0	1	1
	AN/APS-42A Radar Set	0	0	1	1
	N-1 Compass & F-1 Auto Pilot	0	0	1	1
	AN/APX-6 Radar Set	0	0	1	1
7CAC-363927-3	TS-413/CV Test Set	0	0	1	1
7CAC-363903-3	Generator AN/URM-25B	0	0	1	1
7CAC-587845	Multimeter 0-1500 AC 0-150 DC	0	0	1	1
	AN/AIC-10 Inter Comm	0	0	1	1
7CAC-NL 46065-1122	Meter TS-585C	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

1601

KC-97 MATERIEL

TT-A-21

A&E Materiel

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
7CAC-028975	Meter ME-29	0	0	1	1
7CAC-725230	Simulator, Mic AN/VRM-14	0	0	1	1
7CAC-363924-5	Signal Generator GPN-15	0	0	1	1
7CAC-801319-25425	Test Set AN/ARM-1	0	0	1	1
8TAA-982000-34	Stop Watch	0	0	1	1
7CAC-891319-2542	Arm-Test Set	0	0	1	1

MEDICAL ELEMENTS

ECL 20-90-4 Dispensary, Air
Transportable or equivalent
(only UEE wing support medical
materiel).

LOT LOT

EQUIPMENT TO BE DEPLOYED BY FIELD MAINTENANCEElectric Shop

Class 17-C

7CAC-589073-3	Multimeter TS-352A/U	0	0	1	1
7CAC-526165	Meter Freq	0	0	1	1
7CAC-952090	Voltmeter Port DC 0-50V	0	0	1	1

Class 17-B

7900-793620	Tool Swaging Hand	0	0	1	1
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Instrument Shop

Class 17-C

*7CAD-806555	Tester Variable Cap.	0	0	1	1
7CAC-589073-3	Multimeter TS-352A/U	0	0	2	2

AMEND 6, PART III
301BOMWG MOB PLAN

1602

MATERIEL

TIT-A-22

KC-97 TURN-AROUND

EQUIPMENT TO BE DEPLOYED BY FIELD MAINTENANCE

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
Class 17-B					
7900-706804-9	Iron Soldering	0	0	1	1
7900-783982	Tool Assy Elec Solderless	1	1	1	1
<u>Sheetmetal Shop</u>					
Class 08-A					
7700-247075	Cord, exten 50 ft	0	1	2	2
7700-529794	Light Explosion proof 100 ft type N-1	0	1	2	2
Class 17-A					
8100-244866-7	Drill Pneu 3/8" portable	1	1	1	1
8100-404410	Hammer Pneu Riveting 3/8" Cap	0	1	1	1
8100-401609-75	Gun Rivet Pneumatic Hyd Action	0	1	1	1
<u>Aero Repair</u>					
Class 08-A					
7700-247112	Cord Extension 100 ft	0	0	3	3
7700-529794	Light Explosion Proof 100 ft type N-1	0	0	3	3
Class 17-B					
7900-017650	Bar Wrecking Goose neck 3/4" x 30"	0	0	1	1
7900-859900	Wrench Set Turnbuckle Hold and Adj	0	0	1	1
Class 17-C					
7CAD-801150	Tensiometer Type C-8	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

1603

MATERIEL		TIT-A-22			
KC-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
<u>Tire Shop</u>					
Class 18-B					
9BMD-45B1706-46	Wrench Socket NLG Axle Nut	1	1	2	2
Class 17-B					
7900-428156	Wrench Torque 1200-4800" 1b	0	0	1	1
Class 19A					
8200-368150	Jack Assy, 50 ton type F-3	0	0	1	1
<u>Unit Change</u>					
Class 08-A					
7700-247110	Cord Extension 100 ft	1	1	2	2
7700-529794	Light Explosion Proof Type N-1	1	1	2	2
Class 17-B					
7900-428157	Handle Socket Wrench Torq 1" 300-2000#	1	1	1	1
7900-016850	Bar Socket Wrench Ext 3/4" Sq Dr 8"	1	1	1	1
7900-428150	Handle Socket Wrench Torq 3/8" Sq Dr	1	1	1	1
Class 17-C					
7CAC-472650	Light Timing Magneto Type B-1	0	0	1	1
7CAD-437800	Indicator Piston Position	0	0	1	1
7CAD-801818	Tester Assy Compression Type S-1	0	0	1	1
Class 18-A					
9AMD-50B9641-1	Wrench Sparkplug open 7/8" short type	1	1	2	2
9AMD-50B9641-2	Wrench Sparkplug open 7/8" long type	1	1	2	2

AMEND 6, PART III
301BOMWG MOB PLAN

1 6 0 4

MATERIEL
KC-97 TURN-AROUND

III-A-24

<u>STOCK NUMBERS</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.P.</u>
	<u>Unit Change (Cont'd)</u>				
9APW-PWA-13	Clamp Piston Ring 5 3/4"	1	1	1	1
9APW-PWA1485	Wrench Intake Pack Nut	1	1	1	1
9APW-PWA3923	Wrench Palnut Socket 12 pt 84 Deg Offset	1	1	1	1
9APW-PWA4152	Driver Valve Adj Screw	1	1	1	1
9APW-PWA4536	Ext Wrench Intake Pipe	1	1	1	1
9APW-PWA4675	Gage Feeler Valve Clear	1	1	1	1
9APW-PWA5058-101	Puller Starter Generator	1	1	1	1
9APW-PWA5430	Wrench Intake Manifold Cyl. Flange Nut R-4360	1	1	1	1
9APW-PWA 5365	Wrench Cyl. Hold down Nut	1	1	1	1
9APW-PWA5630	Wrench Push Rod Gland Nut Torq	1	1	1	1
9APW-PWA5653-100	Depressor Rocker Arm - 4360-20	1	1	1	1
	Class 18-B				
9BBQ-F65735	Wrench Ext Generator	1	1	1	1
9BBQ-F65739	Wrench Adapter Power Pkg MTG Nut	1	1	1	1
	Class 19-G				
8220-234100	Cradle Superch Installing	0	0	1	1
8220-033700	Adapter Lift Supchg	0	0	1	1
8220-615800	Sling Pow Pkg C-97	0	0	1	1
R-4360	Power Pkg (unit change station)	3	4	4	4

AMEND 6, PART III
301BOMWG MOB PLAN

		MATERIEL			
		YTY-A-25			
		KC-97 TURN-AROUND			
<u>STOCK</u> <u>NUMBER</u>	<u>NOMENCLATURE</u>	<u>5</u> <u>ACFT</u>	<u>10</u> <u>ACFT</u>	<u>20</u> <u>ACFT</u>	<u>T.F.</u>
<u>Propeller Tools</u>					
Class 17-B					
7900-330630	Gage Coating thickness	0	0	1	1
Class 18-B					
9BHP-HSP 1259	Handle Dome Lifting	0	1	1	1
9BHP-HSP 1260	Wrench Low Pitch Stop Adj			1	1
9BHP-HSP 1276	Wrench Servo Piston & Dome Cap	0	1	1	1
9BHP-HSP 1460	Wrench Oil Transfer	0	1	1	1
9BHP-HSP 1564	Puller Integral Oil Sys	0	1	1	1
9BHP-HSP 1827	Indicator Blade Checking	0	1	1	1
9BHP-HSP 1833	Wrench Dome Retaining Nut	0	1	1	1
9BMD-44D26138-60	Protector Thread	0	1	1	1
9BSK-SWE 54	Torque Handle (b)	0	1	1	1
9BSK-SWE 63	Work Handle (b)	0	1	1	1
9BSK-SWE 3100	Power Wrench (b)	0	1	1	1
9BSK-SWE 8200	Lifting Assy (b)	0	1	1	1
9BSK-SWE 84315	Base Plate (b)	0	1	1	1
9BSK-SWE 84319	Wrench Shaft Nut (b)	0	1	1	1
9BSK-SWE 8611	Socket Prop Shaft (b)	0	1	1	1
9BSK-SWE 8900	CHEST Torque Wrench (Empty)(b)	0	1	1	1
Class 19-G					
8200-616600	Sling, Prop	0	1	1	1

AMEND 6, PART III
301BOMW MOB PLAN

MATERIEL
KC-97 TURN-AROUND

III-A-26

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	<u>Machine Shop</u>				
	Class 17-A				
8100-244760-6	Drill, Elec Port 1/2" Cap	0	0	1	1
7900-073500	Caliper-Inside Micrometer .200 1 in grad .001	0	0	1	1
7900-076100	Caliper-Outside Micrometer 0-1/2 in ball point tubing grad. .001	0	0	1	1
7900-079580	Caliper-Vernier 12 in English grad. .001	0	0	1	1
7900-202210	Die-Pipe round adj split 1/8 in. 2 in OD	0	0	1	1
7900-202265	Die-Pipe round adj split 1/4 in 2 in OD	0	0	1	1
7900-202410	Die-Pipe round adj split 1/2 in 2 in OD	0	0	1	1
7900-207460	Die-Round Adj split 1/4 20 2 in OD	0	0	1	1
7900-207880	Die-Round adj split 1/4 28 2 in OD	0	0	1	1
7900-207980	Die-Round adj split 1/4 32 2 in OD	0	0	1	1
7900-208360	Die-Round Adj split 5/16 18 2 in OD	0	0	1	1
7900-208660	Die-Round adj split 5/16 24 2 in OD	0	0	1	1
7900-209020	Die-Round Adj split 3/8 16 2 in OD	0	0	1	1
7900-209320	Die-Round Adj split 3/8 24 2 in OD	0	0	1	1
7900-209350	Die-Round Adj split 3/8 32 2 in OD	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL		II-A-27			
KC-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
Machine Shop (Cont'd)					
7900-209590	Die-Round adj split 7/16 14 2 in OD	0	0	1	1
7900-209890	Die-Round adj split 7/16 20 2 in OD	0	0	1	1
7900-210310	Die-Round adj split 1/2 13 2 in OD	0	0	1	1
7900-210550	Die-Round Adj split 1/2 20 2 in OD	0	0	1	1
7900-210730	Die-Round adj split 1/2 28 2 in OD	0	0	1	1
7900-210910	Die-Round adj split 9/16 18 2 in OD	0	0	1	1
7900-211060	Die-Round adj split 9/16 24 2 in OD	0	0	1	1
7900-211180	Die-Round adj split 5/8 11 2 in OD	0	0	1	1
7900-211360	Die-Round adj split 5/8 18 2 in OD	0	0	1	1
7900-211930	Die-Round adj split 3/4 10 2 in OD	0	0	1	1
7900-217540	Die-Round adj split LH 5/16 24 2 in OD	0	0	1	1
7900-217780	Die-Round adj split LH 3/8 24 2 in OD	0	0	1	1
7900-219110	Die-Round adj split LH 1/2 20 2 in OD	0	0	1	1
7900-221830	Die-Round adj split 0-80 13/16 in OD	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL		III-A-28			
EC-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
Machine Shop (Cont'd)					
7900-221890	Die-Round adj split 1 72 13/16 in OD	0	0	1	1
7900-221980	Die-Round adj split 2 56 13/16 in OD	0	0	1	1
7900-222310	Die-Round adj split 3 56 13/16 in OD	0	0	1	1
7900-222220	Die-Round adj split 3 48 13/16 in OD	0	0	1	1
7900-222550	Die-Round adj split 4 40 13/16 in OD	0	0	1	1
7900-222850	Die-Round adj split 5 40 13/16	0	0	1	1
7900-222910	Die-Round adj split 5 44 13/16 in OD	0	0	1	1
7900-223090	Die-Round adj split 6 32 13/16 in OD	0	0	1	1
7900-223270	Die-Round adj split 6 40 13/16 in OD	0	0	1	1
7900-223630	Die-Round adj split 8 32 13/16 in OD	0	0	1	1
7900-223750	Die-Round adj split 8 36 13/16 in OD	0	0	1	1
7900-224080	Die-Round adj split 10 24 13/16 in OD	0	0	1	1
7900-224290	Die-Round adj split 10 32 13/16 in OD	0	0	1	1
7900-225950	Die-Round adj split LH 6 40 13/16 in OD	0	0	1	1

AMEND 6, PART III
301BOMMG MOB PLAN

MATERIEL		VII-A-29			
MC-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	6 ACFT	10 ACFT	20 ACFT	T.F.
Machine Shop (Cont'd)					
7900-226160	Die-Round adj split LH 10 32 13/16 in OD	0	0	1	1
7900-250840	Drill-Twist SS 1/4 in HS	0	0	1	1
7900-250960	Drill-Twist SS 9/32 in HS	0	0	1	1
7900-251080	Drill-Twist SS 5/16 in HS	0	0	1	1
7900-251200	Drill-Twist SS 11/32 in HS	0	0	1	1
7900-251320	Drill-Twist SS 3/8 in HS	0	0	1	1
7900-251440	Drill-Twist SS 13/32 in HS	0	0	1	1
7900-251560	Drill-Twist SS 7/16 in HS	0	0	2	2
7900-251680	Drill-Twist SS 15/32 in HS	0	0	1	1
7900-251800	Drill-Twist SS 1/2 in HS	0	0	2	2
7900-256530	Drill-Twist SS 1tr size F HS	0	0	2	2
7900-256590	Drill-Twist SS 1tr size G HS	0	0	2	2
7900-256650	Drill-Twist SS 1tr size H HS	0	0	2	2
7900-256710	Drill-Twist SS 1tr size I HS	0	0	2	2
7900-256770	Drill-Twist SS 1tr size J HS	0	0	2	2
7900-256830	Drill-Twist SS 1tr size K HS	0	0	2	2
7900-256890	Drill-Twist SS 1tr size L HS	0	0	2	2
7900-256950	Drill-Twist SS 1tr size M HS	0	0	2	2
7900-257020	Drill-Twist SS 1tr size N HS	0	0	2	2
7900-257080	Drill-Twist SS 1tr size O HS	0	0	2	2
7900-257140	Drill-Twist SS 1tr size P HS	0	0	2	2
7900-257200	Drill-Twist SS 1tr size Q HS	0	0	2	2
7900-257260	Drill-Twist SS 1tr size R HS	0	0	2	2

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL		III-A-30			
KC-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
<u>Machine Shop (Cont'd)</u>					
7900-257320	Drill-Twist SS 1tr size S HS	0	0	2	2
7900-257380	Drill-Twist SS 1tr size T HS	0	0	2	2
7900-257440	Drill-Twist SS 1tr size U HS	0	0	2	2
7900-257500	Drill-Twist SS 1tr size V HS	0	0	2	2
7900-257560	Drill-Twist SS 1tr size W HS	0	0	2	2
7900-257620	Drill-Twist SS 1tr size X HS	0	0	2	2
7900-257680	Drill-Twist SS 1tr size Y HS	0	0	2	2
7900-257740	Drill-Twist SS 1tr size Z HS	0	0	2	2
7900-331250	Gage-Depth micrometer 0 to 3 in grad	0	0	1	1
7900-332260	Gage-Drill No 1 to 60	0	0	1	1
7900-332320	Gage-Drill 1/16 to 1/2 in x 64th	0	0	1	1
7900-351030	Gage-Radius 1/32 to 17/64 in x 64th	0	0	1	1
7900-351070	Gage-Radius 9/32 to 1/2 in x 32nd	0	0	1	1
7900-361720	Gage-Telescope 5/16 to 1/2 in	0	0	1	1
7900-361750	Gage-Telescope 1/2 to 3/4 in	0	0	1	1
7900-361780	Gage-Telescope 3/4 to 1-1/4 in	0	0	1	1
7900-361840	Gage-Telescope 2-1/8 to 3-1/2 in	0	0	1	1
7900-607620	Reamer-hand 1/8 in HS	0	0	1	1
7900-607920	Reamer-hand 3/16 in HS	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL

III-A-31

KC-97 TURN-AROUND

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	<u>Machine Shop (Cont'd)</u>				
7900-607980	Reamer hand 13/64 in HS	0	0	1	1
7900-608040	Reamer hand 7/32 in HS	0	0	1	1
7900-608070	Reamer hand 15/64 in HS	0	0	1	1
7900-608130	Reamer hand 1/4 in HS	0	0	1	1
7900-608250	Reamer hand 9/32 in HS	0	0	1	1
7900-608710	Reamer hand 11/32 in HS	0	0	1	1
7900-608830	Reamer hand 3/8 in HS	0	0	1	1
7900-608980	Reamer hand 13/32 in HS	0	0	1	1
7900-609100	Reamer hand 7/16 in HS	0	0	1	1
7900-609280	Reamer hand 15/32 in HS	0	0	1	1
7900-609400	Reamer hand 1/2 in HS	0	0	1	1
7900-610120	Reamer hand 11/16 in HS	0	0	1	1
7900-628650	Reamer taper pin nr 000000 HS	0	0	1	1
7900-628680	Reamer taper pin nr 00000 HS	0	0	1	1
7900-628710	Reamer taper pin nr 0000 HS	0	0	1	1
7900-628740	Reamer taper pin nr 000 HS	0	0	1	1
7900-628770	Reamer taper pin nr 00 HS	0	0	1	1
7900-628800	Reamer taper pin nr 0 HS	0	0	1	1
7900-628830	Reamer taper pin nr 1 HS	0	0	1	1
7900-628860	Reamer taper pin nr 2 HS	0	0	1	1
7900-628890	Reamer taper pin nr 3 HS	0	0	1	1

AMEND 6, PART III
301BCMWG MOB PLAN

MATERIEL		III-A-32			
KC-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
	<u>Machine Shop</u> (Cont'd)				
7900-628890	Reamer taper pin nr 5 HS	0	0	1	1
7900-628980	Reamer taper pin nr 6 HS	0	0	1	1
7900-629010	Reamer taper pin nr 7 HS	0	0	1	1
7900-629040	Reamer taper pin nr 8 HS	0	0	1	1
7900-629070	Reamer taper pin nr 9 HS	0	0	1	1
7900-717990	Stock-Die 13/16 on OD dia	0	0	1	1
7900-743760	Tap hand bottoming 5/16 24	0	0	1	1
7900-743880	Tap hand bottoming 3/8 16	0	0	1	1
7900-744000	Tap hand bottoming 3/8 32	0	0	1	1
7900-744120	Tap hand bottoming 7/16 20	0	0	1	1
7900-744180	Tap hand bottoming 7/16 28	0	0	1	1
7900-744300	Tap hand bottoming 1/2 20	0	0	1	1
7900-744390	Tap hand bottoming 1/2 28	0	0	1	1
7900-744450	Tap hand bottoming 9/16 12	0	0	1	1
7900-744480	Tap hand bottoming 9/16 18	0	0	1	1
7900-744690	Tap hand bottoming 5/8 24	0	0	1	1
7900-744810	Tap hand bottoming 11/16 24	0	0	1	1
7900-744870	Tap hand bottoming 3/4 16	0	0	1	1
7900-744930	Tap hand bottoming 3/4 20	0	0	1	1
7900-746770	Tap hand bottoming LH 1/4 28	0	0	1	1
7900-746800	Tap hand bottoming LH 5/16 24	0	0	1	1
7900-746860	Tap hand bottoming LH 3/8 24	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL		III-A-33			
KE-97 TURN-AROUND					
STOCK NUMBER	NOMENCLATURE	5 ACFT	10 ACFT	20 ACFT	T.F.
<u>Machine Shop (Cont'd)</u>					
7900-746980	Tap hand bottoming LH 1/2 20	0	0	1	1
7900-748270	Tap hand bottoming 4 40	0	0	1	1
7900-748300	Tap hand bottoming 4 48	0	0	1	1
7900-748390	Tap hand bottoming 6 32	0	0	1	1
7900-748420	Tap hand bottoming 6 40	0	0	1	1
7900-748570	Tap hand bottoming 10 32	0	0	1	1
7900-748780	Tap hand bottoming LH 6 40	0	0	1	1
7900-748810	Tap hand bottoming LH 10 32	0	0	1	1
7900-751710	Tap hand plug 1/4 20	0	0	1	1
7900-752120	Tap hand plug 5/16 24	0	0	1	1
7900-752390	Tap hand plug 3/8 24	0	0	1	1
7900-752750	Tap hand plug 7/16 28	0	0	1	1
7900-752920	Tap hand plug 1/2 20	0	0	1	1
7900-754330	Tap hand plug 9/16 24	0	0	1	1
7900-754450	Tap hand plug 1 14	0	0	1	1
7900-757670	Tap hand plug LH 1/4 28	0	0	1	1
7900-757790	Tap hand plug LH 5/16 24	0	0	1	1
7900-757880	Tap hand plug LH 3/8 24	0	0	1	1
7900-757970	Tap hand plug LH 7/16 20	0	0	1	1
7900-761000	Tap hand plug 6 32	0	0	1	1
7900-761480	Tap hand plug 8 32	0	0	1	1
7900-761510	Tap hand plug 8 36	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL

TTT-A-34

KC-97 TURN-AROUND

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	<u>Machine Shop (Cont'd)</u>				
7900-761660	Tap hand plug 10 24	0	0	1	1
7900-761750	Tap hand plug 10 32	0	0	1	1
7900-765500	Tap hand taper 1/4 28	0	0	1	1
7900-764700	Tap hand taper 5/16 24	0	0	1	1
7900-764760	Tap hand taper 5/16 32	0	0	1	1
7900-764820	Tap hand taper 3/8 16	0	0	1	1
7900-764880	Tap hand taper 3/8 24	0	0	1	1
7900-764940	Tap hand taper 3/8 32	0	0	1	1
7900-764970	Tap hand taper 7/16 14	0	0	1	1
7900-765050	Tap hand taper 7/16 20	0	0	1	1
7900-765120	Tap hand taper 7/16 28	0	0	1	1
7900-765270	Tap hand taper 1/2 20	0	0	1	1
7900-767560	Tap hand taper LH 5/16 24	0	0	1	1
7900-767650	Tap hand taper LH 7/16 20	0	0	1	1
7900-767710	Tap hand taper LH 1/2 20	0	0	1	1
7900-769050	Tap hand taper 1 72	0	0	1	1
7900-769170	Tap hand taper 3 56 NF	0	0	1	1
7900-769320	Tap hand taper 5 40 NO	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL

III-A-35

EC-97 TURN-AROUND

NOTES: (a) These items are deemed essential in quantities listed.
ECL changes should be requested to authorize the quantity
listed herein.

(b) Sweeney Kit listed herein is not authorized in ECL. Any
suitable substitute may be deployed.

* Base support equipment

AMEND 6, PART III
301BOMWG MOB PLAN

1616

MATERIEL

VII-A-36

KC-97 TURN-AROUND

PRIORITY III

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	<u>KC-97 Engine Build-up</u>				
	R-4360 Engines (Raw) on Truck S/N 8220-771200	0	0	5	5
	KC-97 Power Packs	0	0	8	8
	<u>Special Tools</u>				
7900-273989-417-4	Driver hand insert 18mm	0	0	2	2
7900-278515	Extractor hand insert 7/16	0	0	2	2
7900-759915	Tap hand plug finishing 18mm	0	0	1	1
7900-785810	Tool expanding insert 18mm	0	0	2	2
7900-792975	Tool staking insert	0	0	1	1
7CAD-801818	Tester Acft Eng Cyl Cmprs S-1	0	0	1	1
9AMD-50B9641-1	Wr. Spark plug open 7/8 sht	0	0	6	6
9AMD-50B9641-2	Wr. Spark plug open 7/8 lg	0	0	6	6
*9APW-PWA-1640-20	Driver spinner after body mtg stud	0	0	1	1
9APW-PWA1653	Driver screen cover & fair screw	0	0	1	1
9APW-PWA1805-123	Gage exh man coll att bush	0	0	1	1
9APW-PWA1805-16	Gage plug Dstr Dr pinion brg	0	0	1	1
9APW-WPA1805-41	Gage magn brg support bush	0	0	1	1
9APW-PWA2104	Puller Tack dr shaft disassy	0	0	1	1
9APW-PWA2308	Holder cupl magn drive	0	0	1	1
9APW-PWA2733	SKT prop shaft nut wr 2-5/8	0	0	1	1
9APW-PWA2787	Wr. OS ring rear car retain	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

1617

MATERIEL

TII-A-37

KC-97 TURN-AROUND

PRIORITY III

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	<u>Special Tools (Cont'd)</u>				
9APW-PWA2788	Wr. dzus fasteners	0	0	1	1
9APW-PWA3517	Socket wr. ring bold eng mount	0	0	2	2
9APW-PWA3626	Socket wr. oil return check val	0	0	1	1
9APW-PWA3709-23	Plier exh man coll att bush	0	0	1	1
9APW-PWA3923	Wr. 12 pt 84 deg offset 5/8"	0	0	1	1
9APW-PWA4124	Driver Torq Bost Pump Rel val	0	0	1	1
9APW-PWA4216	Wr. Oil Pump Rel Val seat	0	0	1	1
9APW-PWA4536	Extension wr intake pipe sp nut	0	0	2	2
9APW-PWA4570	Wr. oil sump stud nut	0	0	2	2
9APW-PWA4886	Pusher mag dr pinion & oil seal	0	0	1	1
9APW-PWA5006	Wr. thr conn adapter	0	0	1	1
9APW-PWA5102	Wr. intake man couple sp nut	0	0	2	2
9APW-PWA5114	Wr. mag spark adv cyl cover	0	0	1	1
9APW-PWA5143	Puller spark adv cont guide	0	0	1	1
9APW-PWA5145	Puller mag dr shaft oil seal ad	0	0	1	1
9APW-PWA5153	Wr. Tie rod nut	0	0	1	1
9APW-PWA5185	Wr. fuel drain valve	0	0	1	1
9APW-PWA5263	Drift exh man att bush	0	0	1	1
9APW-PWA5272	Puller front oil pump disassy	0	0	1	1
9APW-PWA5276	Depressor valve spring	0	0	1	1
9APW-PWA5212	Holder oil so valve sp	0	0	1	1
9APW-PWA5313	Holding fix oil screen	0	0	1	1

AMEND 6, PART III
SOLBOMWG MOB PLAN

1618

MATERIEL

TII-A-38

KC-97 TURN-AROUND

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.P.</u>
8220-NISL	Supercharger sling	0	0	1	1
8220-017400	Adapter Assy	0	0	2	2
8220-NISL	Power Pack Sling	0	0	1	1
8220-NISL	Engine Sling	0	0	1	1
9BMD-42D3644	Wr. Assy spline #60 shaft	0	0	1	1
8220-NISL	Can sling	0	0	1	1
8100-945140	Wr Pneu 3/8"	0	0	1	1
7900-842423-4	Wr. 1-1/4"	0	0	1	1
7900-428156	Handle wr. torque 3/4 ser. 468	0	0	1	1
7900-467770	Joint 3/4 x 3/4	0	0	1	1
9BBQ-F63202	Wr. Alt gen nut	0	0	1	1
9BBQ-F65737	Adapter 3/4 dr. 1-1/8	0	0	1	1
9BBQ-F65736	Adapter 3/4 dr. 1"	0	0	1	1
9BBQ-F65869	Wr. RH oil breather tube nut	0	0	1	1
9BBQ-F65868	Wr. LH oil breather tube nut	0	0	1	1
9BBQ-F65739	Wr. Ad power pkg mtg nut	0	0	2	2
9BBQ-F65735	Wr. Ext 3/4 sq. FBO 1" sq dr	0	0	1	1
9APW-PWA5564	Puller cover feed valve	0	0	2	2
9APW-PWA5497	Facer exh man coll att bush	0	0	1	1
9APW-PWA5494	Wr. adptr. push rod	0	0	2	2
9APW-PWA5453	Guide exh couple seal ass.	0	0	1	1
9APW-PWA5451	Wr. Maint oil screen adapter	0	0	1	1

AMEND 6, PART III
301BOMWG MOB PLAN

MATERIEL

III-A-39

KC-97 TURN-AROUND

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>5 ACFT</u>	<u>10 ACFT</u>	<u>20 ACFT</u>	<u>T.F.</u>
	<u>Special Tools (Cont'd)</u>				
9APW-PWA5430	Wr. Intake man cyl flange nut	0	0	2	2
9APW-PWA5365	Wr. cyl hold down nut	0	0	4	4
9APW-PWA5354	Wr. intake pipe nut	0	0	2	2
9APW-PWA5350	Wr. cyl hold down pneu spin	0	0	2	2
Miscellaneous	Bench stock			Lot	Lot
	<u>Equipment</u>				
NISL	Sta. I build-up stand	0	0	1	1
*8220-774800	Truck, A/C Engine	0	0	4	4

* Base Support Equipment

AMEND 6, PART III
301BOMWG MOB PLAN

1620

PART IV - Loading Plan
Section C

IV-C-3

LOADING LIST - B-47 STAGING TEAMS
15 Aircraft Post-Strike

1. 1416	Hq Sq	48. 42250	FMS
2. 1435	Hq Sq	49. 42250	FMS
3. 1525B	Hq Sq	50. 43250	FMS
4. 2054	32BS	51. 43250	FMS
5. 2054	352BS	52. 43250	FMS
6. 3254	Hq Sq	53. 43270	FMS
7. 20470/50	32BS	54. 53430	FMS
8. 20470/50	352BS	55. 53430	FMS
9. 20470	353BS	56. 53430	FMS
10. 46170	Hq Sq	57. 53450	FMS
11. 70270/50	Hq Sq	58. 53450	FMS
12. 29270/50	805Comm	59. 53450	FMS
13. 4344	32BS	60. 53450	FMS
14. 43171/51E	32BS	61. 53470	FMS
15. 43171/51E	32BS	62. 58150	FMS
16. 43171/51E	32BS	63. 58150	FMS
17. 43171/51E	32BS	64. 58150	FMS
18. 43171/51E	32BS	65. 42350	FMS
19. 43171/51E	32BS	66. 42350	FMS
20. 43171/51E	32BS	67. 42370	FMS
21. 43171/51E	32BS	68. 42152	FMS
22. 43171/51E	32BS	69. 42152	FMS
23. 43171/51E	32BS	70. 42172	FMS
24. 43171/51E	352BS	71. 47250/30	FMS
25. 43171/51E	352BS	72. 47250/30	FMS
26. 43171/51E	352BS	73. 30150	A&E
27. 43171/51E	352BS	74. 30150	A&E
28. 43171/51E	352BS	75. 30150	A&E
29. 43171/51E	352BS	76. 30170	A&E
30. 43171/51E	352BS	77. 30151	A&E
31. 43171/51E	352BS	78. 42350	A&E
32. 43171/51E	352BS	79. 64151	805 Sup
33. 43171/51E	352BS	80. 64151	805 Sup
34. 43171/51E	353BS	81. 9356	Tac Hosp
35. 43171/51E	353BS	82. 90150	Tac Hosp
36. 43171/51E	353BS	83. 90250	Tac Hosp
37. 43171/51E	353BS	84. 90670	Tac Hosp
38. 43171/51E	353BS	85. 64350	805 Sup
39. 43171/51E	353BS	86. 64350	805 Sup
40. 43171/51E	353BS	87. 64350	805 Sup
41. 43171/51E	353BS	88. 60350	805 Mtr Veh
42. 43171/51E	353BS	89. 60350	805 Mtr Veh
43. 43171/51E	353BS	90. 62250	805 Pd Sv
44. 43171E	352BS	91. 62250	805 Pd Sv
45. 64151	353BS	92. 62250	805 Pd Sv
46. 70250	353BS	93. 57150	805 Instl
47. 4344/8010	FMS	94. 57150	805 Instl

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PART IV - Loading Plan
Section C

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LOADING LIST - B-47 STAGING TEAMS
15 Aircraft Post-Strike

95. 7724	AP Sq	113. 77150	AP Sq
96. 77150	AP Sq	114. 77150	AP Sq
97. 77150	AP Sq	115. 77150	AP Sq
98. 77150	AP Sq	116. 77150	AP Sq
99. 77150	AP Sq	117. 77150	AP Sq
100. 77150	AP Sq	118. 77150	AP Sq
101. 77150	AP Sq	119. 77150	AP Sq
102. 77150	AP Sq	120. 77150	AP Sq
103. 77150	AP Sq	121. 77150	AP Sq
104. 77150	AP Sq	122. 77150	AP Sq
105. 77150	AP Sq	123. 77150	AP Sq
106. 77150	AP Sq	124. 77150	AP Sq
107. 77150	AP Sq	125. 77150	AP Sq
108. 77150	AP Sq	126. 77150	AP Sq
109. 77150	AP Sq	127. 77150	AP Sq
110. 77150	AP Sq	128. 77150	AP Sq
111. 77150	AP Sq	129. 77150	AP Sq
112. 77150	AP Sq		

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301BOMWG MOB PLAN
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PART IV - Loading Plan
Section C

IV-C-15

LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #1

1. 0002	4AD	21. 0066A	ARS
2. 0036C	4AD	22. 64173	ARS
3. 0046C	Hq Sq	23. 70250	Hq Sq
4. 1416	32nd	24. 4344	ARS
5. 3016	805 Ops	25. 42151	FMS
6. 1416	ARS	26. 42171	FMS
7. 2016	Hq Sq	27. 42350	FMS
8. 60350	Hq Sq	28. 42350	FMS
9. 70250	Hq Sq	29. 43251	FMS
10. 70250	Hq Sq	30. 43171B	FMS
11. 60170	ARS	31. 42152	FMS
12. 43171B	Hq Sq	32. 42350	FMS
13. 30171	Hq Sq	33. 42250	FMS
14. 29250	805 Ops	34. 30151	A&E
15. 20450	Hq Sq	35. 30151	A&E
16. 70250	Hq Sq	36. 30171	A&E
17. 2524	Wea Sq	37. 43171B	ARS
18. 64350	805 Sup	38. 43151B	ARS
19. 64350	805 Sup	39. 43251	ARS
20. 64350	805 Sup		

TRIP #2

1. 0002	Hq Sq	20. 64350	805 Sup
2. 1416	Hq Sq	21. 64350	805 Sup
3. 1416	353rd	22. 64350	805 Sup
4. 1634	805 Ops	23. 64370	805 Sup
5. 1435	352nd	24. 43151B	FMS
6. 7024	Hq Sq	25. 42152	FMS
7. 1435	Hq Sq	26. 42350	FMS
8. 9316	Med Sq	27. 42250	FMS
9. 60170	Hq Sq	28. 42250	FMS
10. 2054	Hq Sq	29. 42151	FMS
11. 1435	ARS	30. 42151	FMS
12. 70250	ARS	31. 42350	FMS
13. 6424	Hq Sq	32. 42350	FMS
14. Mob Off	ARS	33. 43251	FMS
15. 70250	Hq Sq	34. 30151	A&E
16. 30171	Hq Sq	35. 43171B	ARS
17. 43171B	Hq Sq	36. 43151B	ARS
18. 7324	ARS	37. 43251	ARS
19. 70250	ARS		

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #3

1. 43151B	FMS	14. 43251	ARS
2. 43151B	FMS	15. 43251	ARS
3. 43171B	FMS	16. 43171B	ARS
4. 42370	FMS	17. 43171B	ARS
5. 42250	FMS	18. 64151	ARS
6. 53450	FMS	19. 70250	ARS
7. 53450	FMS	20. 7724	AP Sq
8. 53470	FMS	21. 77170	AP Sq
9. 42151	FMS	22. 77150	AP Sq
10. 42370	FMS	23. 77150	AP Sq
11. 43251	FMS	24. 43171B	ARS
12. 43251	FMS	25. 43151B	ARS
13. 30151	A&E	26. 43251	ARS

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301F-7-26	Typewriter	70	2.9
301F-6-30	Misc Tools	145	3.5
301F-6-31	Misc Tools	125	3.5
301F-6-70	Light	150	4.6
301F-6-1	Floodlight	98	6.7
301F-6-2	Floodlight	98	6.7
301F-6-7	Floodlight	98	6.7
301F-6-8	Floodlight	98	6.7
301F-6-106	Hose Grnd Refuel	155	12.9
301F-6-107	Hose Grnd Refuel	155	12.9
301F-6-111	Brake Align Jig	45	4.6
301F-6-52	Bar Assy Tow	100	3.0
301F-6-31	Bar Assy Tow	100	3.0
301F-6-110	Jack Assy Fin Folding	35	4.6
301F-6-34	Jack Assy 50 Ton	558	30.8
		2030	99.7

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)

TRIP #4

1. 43171E	FMS	21. 32350C	A&E
2. 43171E	FMS	22. 32350C	A&E
3. 43171E	FMS	23. 32150B	A&E
4. 43171E	FMS	24. 32150E	A&E
5. 43171E	FMS	25. 32150E	A&E
6. 43250	FMS	26. 32150E	A&E
7. 43151E	FMS	27. 32150E	A&E
8. 43250	FMS	28. 32150E	A&E
9. 42350	FMS	29. 32150E	A&E
10. 42152	FMS	30. 32150E	A&E
11. 42250	FMS	31. 46250	A&E
12. 58150	FMS	32. 32150D	A&E
13. 47250	FMS	33. 40250	A&E
14. 47250	FMS	34. 30153B	A&E
15. 3234	A&E	35. 32350C	A&E
16. 32170E	A&E	36. 32350C	A&E
17. 64151	A&E	37. 42250	FMS
18. 30151	A&E	38. 43171B	ARS
19. 46250	A&E	39. 43151B	ARS
20. 46250	A&E	40. 43251	ARS

TRIP #5

1. 58151	FMS	10. 30151	A&E
2. 53170	FMS	11. 30151	A&E
3. 4344	FMS	12. 43131B	ARS
4. 53250	FMS	13. 43131B	ARS
5. 47250	FMS	14. 77150	AP Sq
6. 47250	FMS	15. 77150	AP Sq
7. 47250	FMS	16. 43171B	ARS
8. 47250	FMS	17. 43151B	ARS
9. 3054	A&E	18. 43251	ARS

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PART IV - Loading Plan
Section C

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)

TRIP #5 (Cont'd)

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301K-1-4	Freq Meter BC-906B	150	8.0
301K-5-1	Mock-Up APS-42A	350	37.5
301K-5-2	Antenna AS-428/APS-42A	170	25.0
301K-5-4	Mock-Up APN-12 and APN-76	295	15.0
301K-5-5	Analyser TS-148	155	6.5
301K-7-3	Mock-Up A/C-10 and ARN-6	290	22.6
301K-5-8	Control C-299A/APN-11	130	6.5
301K-5-11	Cavity Tune TS-448/UP	155	8.0
301K-5-16	Switch SA/1A/ARN-1	132	15.0
301K-5-17	Adapter Tube Test MX-949/U	143	10.0
301K-5-18	Test Set Radar AN/UPM-1B	277	15.0
301K-5-29	Test Set AN/FRM-1	220	12.0
301K-7-1	Mock-Up ARC-3	270	22.6
301K-7-2	Mock-Up ART-13	260	22.6
301K-7-4	Mock-Up ARC-27 & ARN-12	340	22.6
301K-9-2	Mock-Up F-1 Auto Pilot N-1 Compass	500	23.0
301K-7-5	Mock-Up AN/ARN-14 & ARN-18	370	22.6
301K-9-9	Test Equipment	65	3.1
301J-8-1	Instrument Meters	94	4.0
301J-7-2	Testing Instrument	165	8.2
301J-10-2	Rivet drill	69	2.5
301J-4-2	Wrench Set	156	6.5
301J-18-1	Sling Pwr Pkg	265	14.0
301J-18-2	Lift Truck Adapter	49	2.0
301J-20-1	Wrench Set	200	3.5
301J-21-1	Jack 50 Ton	550	23.5
301J-11-1	Drill	52	1.5
301J-18-3	Cradle Supercharger	135	7.0
301J-18-4	Cord Ext 100 Ft	100	7.0
301J-18-5	Unit Change Bench Stock	70	3.0
301J-18-6	Unit Change Bench Stock	80	3.0
301J-18-7	Unit Change Bench Stock	100	5.0
301J-20-2	Wrench Set	125	2.8
		6482	391.1

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Section C

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #6

1. 64174	805 Sup	9. 77150	AP Sq
2. 64151	805 Sup	10. 77150	AP Sq
3. 43131B	ARS	11. 58150	FMS
4. 43131B	ARS	12. 58150	FMS
5. 60370	805 Mtr Veh	13. 43171B	ARS
6. 60350	805 Mtr Veh	14. 43151B	ARS
7. 25270	Wea Sq	15. 43251	ARS
8. 77170	AP Sq		

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301F-FAK-101	Bin Cargo	914	63.0
301F-FAK-102	Bin Cargo	975	63.0
301F-FAK-103	Bin Cargo	900	63.0
301F-FAK-104	Bin Cargo	815	63.0
301F-FAK-105	Bin Cargo	754	63.0
301F-FAK-106	Bin Cargo	844	63.0
301F-FAK-107	Bin Cargo	400	63.0
301F-FAK-108	Bin Cargo	350	63.0
301F-FAK-109	Bin Cargo	958	63.0
301F-FAK-110	Bin Cargo	842	63.0
301F-FAK-111	Bin Cargo	746	63.0
301F-FAK-112	Bin Cargo	790	63.0
		9288	756.0

TRIP #7

1. 64151	805 Sup	8. 77150	AP Sq
2. 43171B	ARS	9. 77150	AP Sq
3. 60350	805 Mtr Veh	10. 77150	AP Sq
4. 60350	805 Mtr Veh	11. 43171B	ARS
5. 60350	805 Mtr Veh	12. 43151B	ARS
6. 77150	AP Sq	13. 43251	ARS
7. 77150	AP Sq		

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301BCMWG MOB PLAN
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PART IV - Loading Plan
Section C

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)

TRIP #7 (Cont'd)

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301F-FAK-113	Bin Cargo	870	63.0
301F-FAK-114	Bin Cargo	1192	63.0
301F-FAK-115	Bin Cargo	850	63.0
301F-FAK-116	Bin Cargo	615	63.0
301F-FAK-117	Bin Cargo	704	63.0
301F-FAK-118	Bin Cargo	950	63.0
301F-FAK-119	Bin Cargo	732	63.0
301F-FAK-120	Bin Cargo	675	63.0
301F-FAK-121	Bin Cargo	647	63.0
301F-FAK-122	Bin Cargo	863	63.0
301F-FAK-123	Bin Cargo	702	63.0
301F-FAK-124	Bin Cargo	1000	63.0
		9800	756.0

TRIP #8

1. 64152	805 Sup	5. 77150	AP Sq
2. 9356	Tac Hosp	6. 43171B	ARS
3. 90150	Tac Hosp	7. 43151B	ARS
4. 77150	AP Sq	8. 43251	ARS

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301F-FAK-125	Bin Cargo	592	63.0
301F-FAK-134	Alum Tubing	20	7.4
301F-FAK-135	Casing, M.L.G.	264	29.0
301F-FAK-136	Casing, M.L.G.	264	29.0
301F-FAK-137	Casing, M.L.G.	264	29.0
301F-FAK-138	Casing, M.L.G.	264	29.0
301F-FAK-141	Casing, Wheel, M.L.G.	464	29.0
301F-FAK-142	Casing, Wheel, M.L.G.	464	29.0
301F-FAK-143	Casing, Wheel, M.L.G.	464	29.0
301F-FAK-144	Casing, Wheel, M.L.G.	464	29.0
301F-FAK-145	Casing, Wheel, M.L.G.	464	29.0
301F-FAK-146	Casing, Wheel, M.L.G.	464	29.0

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PART IV - Loading Plan
Section C

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #8 (Cont'd)MATERIEL (Cont'd)

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301F-FAK-147	Casing, NLG	60	9.0
301F-FAK-148	Casing, NLG	60	9.0
301F-FAK-149	Casing, NLG	60	9.0
301F-FAK-150	Casing, Wheel, NLG	105	9.0
301F-FAK-151	Casing, Wheel, NLG	105	9.0
301F-FAK-152	Casing, Wheel, NLG	105	9.0
301F-FAK-156	Antenna	120	6.0
301F-FAK-157	Supercharger	490	33.0
301F-FAK-158	Cylinder Tubes	870	54.0
301F-FAK-160	Antenna	120	6.0
301F-FAK-161	Screw Jack	140	7.6
301F-FAK-162	Supercharger	490	33.0
301F-FAK-163	Supercharger	490	33.0
301F-FAK-165	Alum Alloy	86	4.0
301F-FAK-166	Ruddvator	130	13.0
301F-FAK-167	Valve, window pane	586	54.0
301F-FAK-169	Brake Assy	400	13.9
301F-FAK-170	Brake Assy	400	13.9
301F-FAK-171	Brake Assy	400	13.9
301F-FAK-172	Brake Assy	400	13.9
301F-FAK-173	Control	127	7.0
301F-FAK-174	Control	127	7.0
301F-FAK-175	Control	127	7.0
301F-FAK-176	Control	127	7.0
301F-FAK-177	Cylinder	102	8.0
301F-FAK-178	Boot Assy	25	6.0
		<u>10,704</u>	<u>755.6</u>

TRIP #9

1. 43171B	ARS	9. 47250	FMS
2. 43131B	ARS	10. 47250	FMS
3. 43131B	ARS	11. 47250	FMS
4. 43251	ARS	12. 40171	A&E
5. 43251	ARS	13. 30150	A&E
6. 43151B	FMS	14. 30150	A&E
7. 43151B	FMS	15. 47270	Mtr Veh
8. 47250	FMS	16. 47151	Mtr Veh

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Section C

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #9 (Cont'd)

17. 47151	Mtr Veh	31. 77150	AP Sq
18. 47151	Mtr Veh	32. 77150	AP Sq
19. 62250	Fd Sv	33. 77150	AP Sq
20. 62250	Fd Sv	34. 77150	AP Sq
21. 62250	Fd Sv	35. 77150	AP Sq
22. 62150	Fd Sv	36. 77150	AP Sq
23. 57150	805 Inst Sq	37. 77150	AP Sq
24. 57150	805 Inst Sq	38. 77150	AP Sq
25. 57170	805 Inst Sq	39. 77150	AP Sq
26. 90250	Tac Hosp	40. 77150	AP Sq
27. 90651	Tac Hosp	41. 43171B	ARS
28. 77150	AP Sq	42. 43151B	ARS
29. 77150	AP Sq	43. 43251	ARS
30. 77150	AP Sq		

TRIP #10

1. 42350	FMS	22. 77150/30	AP Sq
2. 43251	ARS	23. 77150/30	AP Sq
3. 43251	ARS	24. 77150/30	AP Sq
4. 43131B	ARS	25. 77150/30	AP Sq
5. 43131B	ARS	26. 77150/30	AP Sq
6. 62250/30	Fd Sv	27. 77150/30	AP Sq
7. 62250/30	Fd Sv	28. 77150/30	AP Sq
8. 62250/30	Fd Sv	29. 77150/30	AP Sq
9. 57150	Inst Sq	30. 77150/30	AP Sq
10. 57150	Inst Sq	31. 77150/30	AP Sq
11. 77150/30	AP Sq	32. 77150/30	AP Sq
12. 77150/30	AP Sq	33. 77150/30	AP Sq
13. 77150/30	AP Sq	34. 77150/30	AP Sq
14. 77150/30	AP Sq	35. 77150/30	AP Sq
15. 77150/30	AP Sq	36. 77150/30	AP Sq
16. 77150/30	AP Sq	37. 77150/30	AP Sq
17. 77150/30	AP Sq	38. 77150/30	AP Sq
18. 77150/30	AP Sq	39. 77150/30	AP Sq
19. 77150/30	AP Sq	40. 43171B	ARS
20. 77150/30	AP Sq	41. 43151B	ARS
21. 77150/30	AP Sq	42. 43251	ARS

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LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #11

1. 64151	805 Sup	8. 77150/30	AP Sq
2. 77150/30	AP Sq	9. 77150/30	AP Sq
3. 77150/30	AP Sq	10. 77150/30	AP Sq
4. 77150/30	AP Sq	11. 30150	A&E
5. 77150/30	AP Sq	12. 43171B	ARS
6. 77150/30	AP Sq	13. 43151B	ARS
7. 77150/30	AP Sq	14. 43251	ARS

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301Y-FAK-1	Bin Cargo	1020	63.0
301Y-FAK-2	Bin Cargo	1050	63.0
301Y-FAK-3	Bin Cargo	1010	63.0
301Y-FAK-4	Bin Cargo	990	63.0
301Y-FAK-5	Bin Cargo	950	63.0
301Y-FAK-6	Bin Cargo	1175	63.0
301Y-FAK-7	Bin Cargo	950	63.0
301Y-FAK-8	Bin Cargo	820	63.0
301Y-FAK-9	Bin Cargo	820	63.0
301Y-FAK-10	Bin Cargo	810	63.0
		9395	630.0

TRIP #12

1. 77150/30	AP Sq	4. 43171B	ARS
2. 77150/30	AP Sq	5. 43151B	ARS
3. 30170	A&E	6. 43251	ARS

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301Y-FAK-23	Ring Shroud	160	39.9
301Y-FAK-24	Wheel Assy	770	39.9
301Y-FAK-25	Wheel Assy	770	39.9
301Y-FAK-26	Wheel Assy	770	39.9
301Y-FAK-27	Wheel Assy	630	34.5
301Y-FAK-28	Wheel Assy	630	34.5
301T-5-A	Non Expend Med	145	4.0
301T-5-B	Non Expend Med	150	4.0
301T-5-1	Expendable Med Supplies	50	1.7

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PART IV - Loading Plan
Section C

IV-C-24

LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #12 (Cont'd)MATERIEL (Cont'd)

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301T-5-2	Expendable Med Supplies	42	1.7
301T-5-3	Expendable Med Supplies	42	1.7
301T-5-4	Expendable Med Supplies	28	1.7
301T-5-5	Expendable Med Supplies	23	1.7
301T-5-6	Expendable Med Supplies	25	1.7
301T-5-7	Expendable Med Supplies	53	1.7
301T-5-8	Expendable Med Supplies	14	1.7
301T-5-9	Expendable Med Supplies	30	1.7
301T-5-10	Expendable Med Supplies	40	1.7
301T-5-11	Expendable Med Supplies	56	1.7
301T-5-12	Expendable Med Supplies	56	1.7
301T-5-13	Expendable Med Supplies	56	1.7
301T-5-14	Expendable Med Supplies	<u>200</u>	<u>3.9</u>
		5370	297.1

TRIP #13

1. 77150/30	AP Sq	7. 42350R	A&E
2. 77150/30	AP Sq	8. 42370R	A&E
3. 77150/30	AP Sq	9. 30150	A&E
4. 30150	A&E	10. 43171B	ARS
5. 30150	A&E	11. 43151B	ARS
6. 42350R	A&E	12. 43251	ARS

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301K-4-49	Bench Test T-101263	781	56
301K-4-50	Bench Test T-101265	779	56
301K-4-51	Bench Test T-101262	718	56
301K-4-52	Mock-up APS-23A	<u>600</u>	<u>61</u>
		2878	229

AMEND 6
301BOMWG MOB PLAN
10 Apr 56

PART IV - Loading Plan
Section C

IV-C-25

LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #14

1. 77150/30	AP Sq	6. 42350R	A&E
2. 77150/30	AP Sq	7. 6416	Hq Sq
3. 77150/30	AP Sq	8. 43171B	ARS
4. 30150	A&E	9. 43151B	ARS
5. 30150	A&E	10. 43251	ARS

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301K-4-2	Utility Box T-101267	340	14.0
301K-4-30	Oscilloscope USM-24A	165	9.8
301K-4-31	Crystal Meter TS-268	140	9.8
301K-4-32	Range Callibrator	125	7.6
301K-4-47	Bench Test T-101261	751	56.0
301K-4-48	Bench Test T-101264	632	56.0
301K-3-1	Mock-up APG-32	300	37.0
301K-3-2	Antenna AS-573	125	11.4
301K-3-3	Antenna Stand	35	1.0
301J-19-3	Adapter Acft Hoisting	176	16.0
301J-19-2	Spreader Jack	167	10.0
301J-19-1	Misc Tools (Eng Change)	70	5.0
301J-4-1	Cord Ext	70	2.5
301J-19-4	Trailer Acft Eng	856	74.4
301J-21-2	Wrench Torque B	100	3.0
301J-7-1	Test Equip instrument	100	5.5
		4162	264.1

TRIP #15, 16 and 17

1. 43171B	ARS	3. 43251	ARS
2. 43151B	ARS		

MATERIELTRIP #15

<u>QUANTITY</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
5 ea	C-21 Power Units	7250	512.0

MATERIELTRIP #16

"A&E EQUIPMENT"

AMEND 6
301BOMWG MOB PLAN
10 Apr 56

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PART IV - Loading Plan
Section C

IV-C-26

LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)
(Includes 5 Aircraft B-47 Pre-Strike Team)TRIP #18

1. 43131B	ARS	3. 43151B	ARS
2. 43171B	ARS	4. 43251	ARS

TRIP #19

1. 43131B	ARS	3. 43151B	ARS
2. 43171B	ARS	4. 43251	ARS

TRIP #20

1. 43131B	ARS	3. 43151B	ARS
2. 43171B	ARS	4. 43251	ARS

PERSONNEL DEPLOYING ON PRIORITY I SUPPORT AIRCRAFT (CARGO GUARDS)

1. 77150/30	AP Sq	3. 77150/30	AP Sq
2. 77150/30	AP Sq	4. 77150/30	AP Sq

MATERIEL DEPLOYING ON SUPPORT PRIORITY I AIRCRAFT

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301Y-FAK-30	Canopy	1,270	228.6
	4 ea R-4360 Engine	33,600	
301F-FAK-131	Propeller	1,250	60.0
301F-FAK-132	Propeller	1,250	60.0
301F-FAK-168	Tube	185	20.0
		37,555	368.6

AMEND 6
301BOMWG MOB PLAN
10 Apr 56

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PART IV - Loading Plan
Section C

IV-C-27

LOADING LIST - KC-97 STAGING TEAMS
20 Aircraft Turn-Around (Task Force)

PERSONNEL & MATERIEL DEPLOYING ON PRIORITY III
SUPPORT AIRCRAFT

KC-97 Engine Build-up Section

		<u>QTY</u>
1. 43271	FM Sq	1
2. 43251/31	FM Sq	15
3. 42350	FM Sq	2
4. 53450	FM Sq	2
TOTAL		20

MATERIEL

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301J-17-1	00-45-5	90	3.5
301J-17-2	Sling Power Pkg	265	14
301J-17-3	Bench Stock	150	4.2
301J-17-4	Misc Spec Tools	150	4.2
301J-17-5	Misc Spec Tools	115	4.2
301J-17-6	Sling Engine	100	26.5
301J-17-7	Sta. #1 Engine Stand	720	168.0
	5 ea R-4360 Eng (max)	27,720	
	8 ea R-4360 Power Packs	67,200	
		96,510	224.6

AMEND 6
301BOLWG MOB PLAN
10 Apr 66

PART IV
Section D

IV-D-6

CARGO LOADING LIST - PRE-STRIKE

15 Aircraft - B-47
(Cont'd)

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
805S-5-14	Ammo Cal. 30 M-1	79	1.0
805S-5-15	Ammo Cal. 30 M-1	79	1.0
805S-5-16	Ammo Cal. 30 M-1	79	1.0
	J-47 Engine	3635	
	J-47 Engine	<u>3635</u>	<u> </u>
		35,779	2082.5 *

* Engine Cube not included

PART IV
Section D

IV-D-7

CARGO LOADING LIST - POST-STRIKE

15 Aircraft - B-47

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301C-4-25	Misc Tools	200	7.0
301C-4-59	Flood Light	192	15.0
301D-6-500	Misc Tools	30	3.6
301D-2-58	Flood Light	143	9.4
301E-4-152	Misc Tools	60	3.9
301E-5-18	Jack Assy 50 Ton	455	36.8
301E-5-23	Flood Light	82	6.7
301E-5-24	Flood Light	82	6.7
301J-9-3	Tester Jet Eng	110	5.5
301J-8-2	Tester Assy type Li-A	150	16.0
301J-10-1	Shaver Rivet	102	2.5
301J-19-5	Strut Rotated Eng Supp	80	7.5
301J-19-6	Spreader Jack Firewall	70	3.7
301J-19-7	Sling Power Plant	176	10.0
301K-9-8	Test Equip	50	2.5
301T-1-A	Non Expend Med Supplies	145	4.0
301T-1-B	Non Expend Med Supplies	150	4.0
301T-1-1	Expend Med Supplies	50	1.7
301T-1-2	Expend Med Supplies	42	1.7
301T-1-3	Expend Med Supplies	42	1.7
301T-1-4	Expend Med Supplies	28	1.7

AMEND 6
301BOMWG MOB PLAN
10 Apr 56

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PART IV
Section D

IV-D-8

CARGO LOADING LIST - POST-STRIKE

15 Aircraft - B-47 (Cont'd)

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301T-1-5	Expend Med Supplies	23	1.7
301T-1-6	Expend Med Supplies	25	1.7
301T-1-7	Expend Med Supplies	52	1.7
301T-1-8	Expend Med Supplies	14	1.7
301T-1-9	Expend Med Supplies	30	1.7
301T-1-10	Expend Med Supplies	40	1.7
301T-1-11	Expend Med Supplies	59	1.7
301T-1-12	Expend Med Supplies	56	1.7
301T-1-13	Expend Med Supplies	56	1.7
301T-1-14	Expend Med Supplies	200	3.9
32nd B.S.	Bar Steering & Towing	385	
353rd B.S.	Bar Steering & Towing	385	
	4 ea J-47 Engines	14,540	
301Z-FAK-51	Bin	942	62.0
301Z-FAK-52	Bin	460	62.0
301Z-FAK-53	Bin	535	62.0
301Z-FAK-54	Casing Mounted	660	34.5
301Z-FAK-55	Casing Mounted	660	34.5
301Z-FAK-56	Casing Mounted	660	34.5
301Z-FAK-57	Casing Mounted	760	39.5

AMEND 6
301BOMWG MOB PLAN
10 Apr 56

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PART IV
Section D

IV-D-9

CARGO LOADING LIST - POST-STRIKE

15 Aircraft - B-47 (Cont'd)

<u>BOX NO</u>	<u>ITEM</u>	<u>WT</u>	<u>CUBE</u>
301Z-FAK-58	Casing Mounted	760	39.5
301Z-FAK-59	Casing Mounted	760	39.5
301Z-FAK-60	Tube Assy	10	2.0
301Z-FAK-61	Ring Shroud	70	6.5
301A-1-26	Wing Radiac Equip	275	13.4
		24,864	643.0 *

*Does not include cube of Tow Bars & Engines

AMEND 6
301BOMWG MOB PLAN
10 Apr 56

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PART IV
Section D

IV-D-20

CARGO LOADING LIST - TURNAROUND
20 Aircraft - KC-97G

Reference pages IV-C-15 thru IV-C-27 for 20 Aircraft KC-97 Turn-
around Staging Team and Task Force Headquarters.

AMEND 6
301BQMWG MOB PLAN
10 Apr 56

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
OFFICE OF THE DIRECTOR OF MATERIEL
Barksdale Air Force Base
Louisiana

17 May 1956

SUBJECT: Minutes of Flyaway Kit Meeting

TO: Commander
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. The Flyaway Kit Board meeting was not held this month in accordance with 2AF Supplement 1 to SAC Regulation 65-4 dated 12 March 1956, due to the conversion of the B-47 and KC-97 kits. In lieu thereof, a special meeting was held on 15 May 1956, in the Office of the Director of Materiel, 301st Bombardment Wing, for the purpose of receiving a report from the Base Supply Officer as to the status of this conversion. The following members were present:

Colonel Robert H. Borders, Director of Materiel, President
Major Norman E. Armstrong, Supply Liaison, Recorder
Major Richard H. Rixon, Base Supply Officer

2. The current percentages of completion are not available as of this date, but it was estimated that the pre-strike and post-strike kits were well over 90% complete. No estimation was given as to completion of the basic kit. These percentages of completion are being computed and will be available within three or four days.

3. The Base Supply Officer reported that the conversion was approximately one week behind the established schedule, but that he anticipated completion of the conversion on 16 June. The delay in the conversion was attributed mostly to receipt of a change to the new Master Spares List which had to be processed before they could continue with the conversion. No major problems exist. Excellent support is being given to our FAK requisitions by all AMC depots.

4. No attempt was made to convert the 301st Air Refueling Squadron kit due to its departure on TDY. This kit will be converted to its new authorization upon its return from TDY.

Robert H. Borders
ROBERT H. BORDERS
Colonel, USAF
Director of Materiel

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HEADQUARTERS
301ST BOMBARDMENT WING (MEDIUM)
Office of the Quality Control Officer
Barksdale Air Force Base
Louisiana

DELD:100

9 May 1956

SUBJECT: Monthly Analysis

THRU: Chief of Maintenance
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

TO: Commander
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Quality Control of aircraft undergoing periodic inspection.

a. A total of seven (7) periodic inspections were completed on B-47 type aircraft by docks 1 and 2 during the month of April. Three (3) inspections were completed by dock 1 and four (4) by dock 2. There were no significant trends in number of discrepancies noted. Average of discrepancies found on AFG and engines. 6.1 per aircraft.

b. There were a total of six (6) periodic inspections completed by dock 3, five (5) on KC-97 type aircraft and one (1) C-97. There was a decrease in discrepancies noted on AFG and engines over the month of March. Average number of discrepancies per aircraft 6.3.

c. There were no significant trends in number of discrepancies noted on armament and electronics equipment during the month of April.

d. There was a decrease in number of discrepancies noted on systems maintained by Field Maintenance Squadron during the month of April.

2. Analysis of Periodic Inspections, (Days out of commission are calendar days).

a. There were no significant trends in the number of days out of commission on the B-47 type aircraft. The average number of days out of commission was 9.7 per aircraft.

b. KC-97 aircraft were out of commission for periodic inspection an average of thirteen (13) days per aircraft. This was a decrease of six (6) days per aircraft as compared to the month of March. The decrease was largely due to T.O. compliances during the month of March.

Hq, 301BQWG, 301IMQC, Barksdale AFB, La., Subject: Monthly Analysis

3. Flight Line Inspection of Aircraft in Commission.

a. There were thirteen (13) B-47 aircraft inspected on the flight line during the month of April. There were no significant trends in number of discrepancies noted on engines. There was an increase in discrepancies noted on AFG of 2.9 per aircraft in April over March. The Trend was an increase in the number of discrepancies, requiring sheet metal repair, of 4.1 per aircraft for April over 1.8 per aircraft for March. There was an average of 16 discrepancies per aircraft. Cowling seems to be the primary item.

b. There were five (5) KC-97 aircraft inspected on the flight line during the month of April. An increase in discrepancies of 4.2 per aircraft was noted in April over March. The average discrepancies per aircraft was 18.4

4. Base Flight Analysis

a. Periodic Inspections.

(1) Twelve periodic inspections were completed this month, 4 C-47, 4 B-25, 2 C-54 and 2 T-33. There was no change in average number of AFG and form discrepancies. Engine discrepancies were less.

b. Flight Line Inspections

(1) Eight flight line aircraft were inspected this month, 2 C-47, 2 B-25, 3 T-33, and 1 C-54. Engine and forms discrepancies were no change, AFG slight increase.

c. Engine Change Inspections

(1) Five engine change inspections were completed this month. Two of these changes were on transient aircraft. Average number of discrepancies dropped from 20 last month to 6 this month. This drop was due to engines being inspected by Quality Control at the Propulsion Branch of Field Maintenance.

d. Engine Build Up Inspections

(1) Five engines were inspected at the Propulsion Branch of Field Maintenance. Average number of discrepancies per engine was 18. This is too high for engines ready to install. Closer inspection by supervisors is needed to correct this condition.

5. Maintenance Standardization Branch

a. Compliance with SAC Regulation 66-12 is being standardized within the Wing. With this standardized method of QJT and evaluation, AFSC progress of personnel should be faster and the end results more desirable. There are

Hq, 301BOMBWG, 301BOMBQC, Barksdale AFB, La., Subject: Monthly Analysis

personnel in the Wing that have been on OJT for almost two years and some have even passed their APT. With this new program the airman will soon realize that he can get ahead almost as fast as he can prove his ability. This should increase the moral of some of our airman and we hope will eventually give us better maintenance. The inspection results this past month have been very satisfactory, and we hope will continue to improve since special emphasis is being placed by our inspection crews on those areas that are giving the most trouble.

6. Special Projects.

a. During the month of April scheduled ninety (90) day inspections were performed in the 352nd Bomb Squadron and the 301st Armament Electronics Squadron. The inspection of the 352nd Bomb Squadron revealed a need for more efficient maintenance of Technical Order and Publications Files. All areas inspected in the 301st Armament and Electronics Squadron was satisfactory.

7. Flight Test.

a. There were no significant trends in flight test discrepancies during the month of April 1956.

8. Analysis of inspection work cards.

a. No significant trends.

9. Weight and Balance

a. SAC, THX DM 441-6 29135, dated 10 April 56, authorizes the extension of weighing of B-47 type aircraft from twelve (12) months to twenty four (24) months. This should relieve us of the anticipated over load in this department.

10. Products Improvement Program

a. There were twenty six (26) UR's submitted during the month of April. There were no trends indicated.

b. There were 455 AFTO Form 787-1 submitted during the month of April. There were no trends indicated.

c. There were 355 AFTO Form 33's submitted during the month of April. A trend is still apparent on the sextant and mount used on the B-47E aircraft. Interest in these forms have definitely been on the increase for example in January, 78 form 33's were submitted.

11. Reports and Analysis

a. There has been a marked improvement in the number of manhours available for Direct and Productive Indirect utilization. The total direct percentage for the Wing was up 3.9 % from the month of February.

Hq, 301BGMG, 301DINOC, Barksdale AFB, La., Subject: Monthly Analysis

12. Supply Liaison

a. A revised pre-issue list was published during the month. SIO Manual 65-2 revision was received during the month and all aircraft maintenance activities are attempting to comply with the current changes as soon as possible. In making a check of all the Field Maintenance shops, the shops are accepting some parts from the flight line that are not tagged. No tags are on some of the items indicating aircraft number or reason for removal or what it was sent to the shop for. This could be stopped by the shops refusing to take items that are not tagged. This may be a loss of U/R or failure reports. Delivery time for the month on aircraft deliveries averaged 38 minutes.

Number of items cannibalized B-47	58 items
Number of items cannibalized KC-97	35 items
AOCP rate B-47	3%
AOCP rate KC-97	3.5%
MTFE rate B-47	19%
MTFE rate KC-97	20%

Eugene G. Schlegel
 EUGENE G. SCHLEGEL
 Major, USF
 Quality Control Officer

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"Big Wing" Loading

DO

301DM

16 Apr 56

1. Reference Comment #1, the following report is submitted.

a. Prior to Operation "Big Wing", the 301st Bomb Wing experienced some difficulties in obtaining materiel handling equipment and vehicles to load the KC-97 aircraft at Barksdale AFB. The following are the vehicles requested and received for the loading operation:

	<u>Requested</u>	<u>Received</u>
1½ ton truck	3	2
Fork lift	2	1
40 ft flat bed	1	1

b. Due to the shortage of vehicles, our loading time ran into considerable overtime, causing some KC-97 crews to stand by their aircraft waiting to be loaded.

c. The unloading of personnel and cargo at Goose Air Base was performed with the minimum of delay. As each KC-97 aircraft arrived at Goose Air Base and parked on the fuel pits, the base traffic personnel unloaded all passengers and transported them to their appropriate nose docks.

d. Each KC-97 was checked for cargo by the Base Traffic Officer. After the KC-97 aircraft was refueled and taxied to the final parking spot, the unloading crews began the cargo unloading operation.

e. The unloading of all aircraft was completed without any difficulties except in the case of the B-47 aircraft with jet engines in the bomb bays. We experienced difficulty in securing maintenance personnel to operate the unloading mechanism in the B-47 aircraft. There appeared to be a sufficient amount of material handling equipment and trucks to transport the cargo from the planes to the appropriate nose docks.

f. Loading of aircraft prior to returning to ZI was accomplished by personnel of the Base Traffic Section and personnel of the Goose Task Force.

g. Recommendations: That in the future each Wing Logistics Officer forward wa message to the traffic officer at Goose Air Base indicating the number of passengers and the weight of cargo by aircraft tail number. This would eliminate the checking of every aircraft arriving at Goose Air Base by the Base Traffic Section.

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

/s/ROBERT H. BORDERS, III
Colonel, USAF
Director of Materiel

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SIGNING OFF RED CROSSES IN DD FORM 781-2
Chief of Maintenance 17 April 1956

Maintenance Officers:
32 BS
352 BS
353 BS
301 ARS
301 FMS
301 FMS
INFO: 301DMSB
INFO: 301DMQCB

1. This D/F supercedes the D/F from 301st IMMSB, same subject, dated 30 March 1956.
2. In the past, red cross items that were repaired or replaced by specialists have been inspected and signed off by any supervisor that was available. This is a poor maintenance practice since the supervisor may not be fully qualified on the equipment to be inspected.
3. Effective immediately, safety of flight (red cross) items will be inspected and signed off by flight line maintenance supervisors. Supervisors of PMS will inspect and sign off red crosses on aircraft undergoing periodic inspection. In those cases where the supervisor cannot satisfy himself as to the condition of equipment, quality of maintenance, etc., he will call for a supervisor from the applicable shop to inspect the equipment or work accomplished and sign off the item in the DD Form 781-2.
4. It is extremely important that safety of flight (red cross) items be thoroughly inspected before the item is signed off in the DD Form 781-2.
5. Whenever an instrument is removed which would cause a safety of flight (red cross) condition, a red steamer will be attached to the lines, cannon plug, or leads. This will serve as a reminder to connect the instrument properly when it is reinstalled.

A CERTIFIED TRUE COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

/s/t/ELLSWORTH A. POWELL
Lt. Colonel USAF
Chief of Maintenance

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Fuel Spillage Report

301 DM

DM

23 April 56
Capt Lucy/cw/5161

1. Following is a list of fuel spills in the 301st/376th Wings which has been extracted from the report for the month of March, as submitted by Chief Roy of the Base Fire Department:

b. 301st Bomb Wing (M)

- 5 March 1956: 1355 hours, B-47 #23358, 353rd Bomb Squadron - Drain was opened and approximately 10 gallons of oil was allowed to run on ground. No effort made to catch oil in containers. A/IC Burkes, Crew Chief.
- 7 March 1956: 1324 hours, KC-97 #52850, 301st Air Refueling Squadron - inadvertently pulled poppet valve opening during power off fuel dump check. Approximately 5 gallons of JP-4 spilled. Poppet valve closed manually to stop leak. A/IC Garrett in charge.
- 9 March 1956: 0950 hours, KC-97 #52857, 301st Air Refueling Squadron - pulled wrong circuit breaker causing fuel to be let out of boom. Approximately 20 gallons of JP-4 spilled under tail of aircraft. A/IC Ralph E. Garrett in charge.
- 9 March 1956: 1405 hours, B-47 #2200, 352nd Bomb Squadron - Defueling valve changed and approximately 10 gallons of JP-4 was tapped in fuel lines. Approximately 5 gallons was spilled and 5 gallons caught in container. A/IC W.H. Goddy, Crew Chief.
- 13 March 1956: 1345 hours, KC-97 #2870, 301st ARS - While changing inner-connect A-1 Pump to 15 tank approximately 25 gallons of JP-4 was spilled. A/IC Pulsifer, Crew Chief.
- 13 March 1956: 0920 hours, KC-97 #2850, 301st ARS - Pushed wrong circuit breaker causing approximately 10 gallons of JP-4 to spill on ground. A/IC Ralph E. Garrett, Crew Chief.
- 14 March 1956: 1500 hours, KC-97 #2850, 301st ARS - Pushed wrong circuit breaker causing approximately 4 gallons of JP-4 to spill on ground. A/IC Ralph E. Garrett, Crew Chief. This is the fourth fuel spill incident caused by A/IC Garrett for the month of March 1956.
- 29 March 1956: 1020 hours, B-47 #21409, 352nd Bomb Squadron - Wing nuts on fuel filler loose causing leak. Approximately 10 gallons of JP-4 spilled on ground.

Fuel Spillage Report for 301st Bomb Wing Cont'd.

2. The trend which is made apparent by fuel spillage incidents listed above indicates a requirement for closer supervision and more rigid indoctrination of personnel concerned with operation or maintenance of aircraft fuel systems. Supervisors must be apprised for the importance attached to elimination of carelessness in handling fuel and fuel systems, because of both safety and economy. Your personal attention in this matter will be appreciated.

/s/t/CARROLL B. MARKEL
LT COL, USAF
Director of Materiel

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

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Project "quick-fix" (K-System Modifications)

301DO

301AESM

5 Apr 56

Capt Billington/rjt/4269

INFO: 32d Bomb Sq
352d Bomb Sq
353d Bomb Sq
301DMM

1. The Radar Control Unit (C-413) and Modulator (MD-152) are presently undergoing modification in the 301st Armament-Electronics field ships. Target date for completion of Phase 1 of this project is 1 May 1956.

2. The following is a brief description of the three (3) changes being made to the equipment at this time.

a. Optional Hi-gain Hi-Resolution Operation. The "Anti-Jam" switch on the C-413 has been replaced with a two position switch labeled "Hi Res-Hi gain," the anti-jam feature being deleted from the system. On "Hi-Res" position, there are no changes to the present system operation. On the Hi-gain position, however, the pulse width to the magnetron is increased from $3/8$ microseconds to 1 microsecond duration. This causes magnetron current to increase from 4.6 to approximately 10.5 or 11, effectively providing a more than double increase in receiver gain. This feature should be particularly desirable on marginal systems with targets fading at the lower ranges. A disadvantage exists in that range distortion may increase somewhat with the longer pulse width. Observers retain the option of returning to "Hi-Res" for final positioning of the crosshairs. Care should be taken to insure the magnetron has had sufficient warm-up time before switching to "Hi-gain" operation. The operator should apply the same precautions when using the "Hi gain" position that would be exercised when switching above the 50 mile range. Observers are requested to check that this switch is in the "Hi-Res" position prior to turn-on.

b. The second modification does not affect any operational procedures. This modification changes the pulse width from 5 microseconds to 3.2 microseconds, and PRF from 200 cps to 300 cps when above the 80 - mile range. With this change, magnetron arcing above 80 miles should be minimized.

c. The indicator high voltage rectifier (122) in the modulator is being replaced by a selenium rectifier. Many of our modulator failures in the past have been due to 122 tube failures. This change should greatly increase system reliability.

/s/t/ROBERT J HILLINGTON, CAPT, USAF
Maint Div Supv

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

1656

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COMADIV 4 BARKSDALE AFB LA

UNCLASSIFIED

PRIORITY

DEFERRED

CDMC SAC OFFUTT AFB NEBR

X

X

COMAF 2 BARKSDALE AFB LA /COURIER/

/UNCLASSIFIED/301DMM _____. For DM3A. Confirming telephone conversation with Capt Ramey your Hq and Col Powell 301st Chief of Maintenance. Subj 4360-59B engines. 301st changed 18 eng this month. 7 eng short this sta for both wings FAK&s due to recent maneuver. 22 serviceable on hand this sta. 8 eng due in as directed by 2AF, 2 from Lake Charles and 6 from Little Rock; Little Rock has no funds to ship. This would take care of the 25 day min requirement with 2 attrition. However; 5 eng are AAOCF for 30 March for 301st, 14 eng are AAOCF prior to 27 April for 301st, 6 eng are AAOCF prior to 6 April for 376th. We need immediate allocation of 25 engines.

A TRUE CERTIFIED COPY:

Jack W. Crier
 JACK W. CRIER
 2NDLT., USAF

UNCLASSIFIED

1 1

ELLSWORTH A. POWELL, LT COL USAF

301DMM/EAP/gph/29 Mar 56 5124

/t/B.M. LINFANTE
 1st LT USAF
 Asst. Adjutant

1658

DEFERRED
PRIORITY X AF
COMADIV 4 BARKSDALE AFB LA
COMAF 2 BARKSDALE AFB LA (COURIER)
INFOR CINC SAC OFFUTT AFB NEBR

CONFIDENTIAL FROM 301DMMG_____.

FOR SAC DMLE. 301st BW-Acft Malfunction and Abort Rept, RCS:

SAC-U15, 1 Apr-30 Apr 56, fols: A. Abort rates: B-47: 18 aborts, 269 sorties, 6.6 percent. KC-97: 5 aborts, 86 sorties, 5.8 percent. B. Corrective action to reduce aborts. B-47: 5 air aborts, 3 due to K system, 1 due to UHF radio, 1 due to loss of number 1 eng caused by hitting bird. 13 GRD aborts, 5 due to booster pumps (This wing was not in receipt of the wire authorizing flight with one inoperative booster pump) 2 due HID leaks, 1 due starter, 1 due EGT, 1 due generator, 1 due alternator, 1 due co-pilots flight ind, 1 due tachometer eng. KC-97: 1 air abart due to loss of number 3 eng (swallowed valve) 4 GRD aborts, 1 due prop settings, 1 due leaking IFR boom relief valve, 1 due material 7 1000 failure of nose gear steering valve, 1 due sheared boom check bolts. May 1956

301DMMG

/t/LEROY C. OPPER MAJOR
23167 1 2

/t/G.M. LINFANTE
1st LT USAF
Asst. Adjutant

A TRUE CERTIFIED COPY:

Jack W. Grier
JACK W. GRIER
2NDLT., USAF

1659

COMADIV 4 BARKSDALE AFB LA

Corrective action to reduce aborts, the -6 inspection of IFR system is being expanded for a more thorough inspection, (Two of the KC aborts were due to material failure and nothing can be done in regards to those two aborts). B-47 corrective action, maintenance standardization unit is rechecking all post flight crews. C. Malfunction Summary: 50 B-47 malfunctions, 3 goar, 2 booster pumps, 3 pressurization, 5 A-5 11 K, 1 PCU, 2 fuel quantity system, 4 KGT, 1HYD, 2 invertors, 1 alternator, 1 IFR, 2 co-pilots gyro, 5 Aux radar, 7 communications. KC-97: 15 malfunctions, 1 ignition, 1 gear, 1 heater fuel pump, 1 tachometer, 3 power plant, 1 prop, 3 IFR, 4 Aux radar.

301DMC

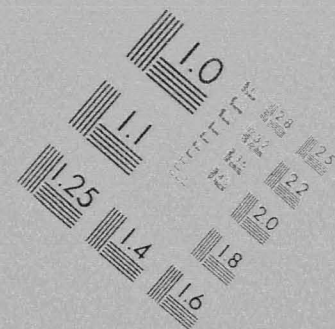
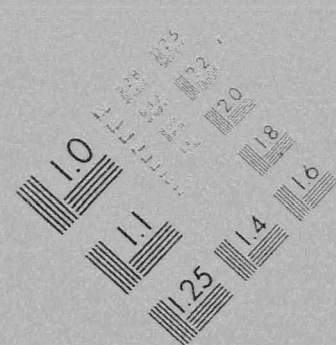
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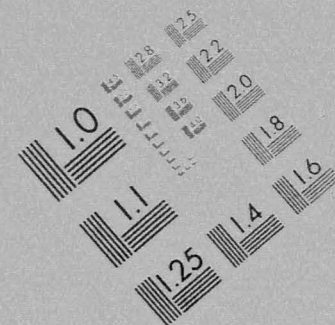
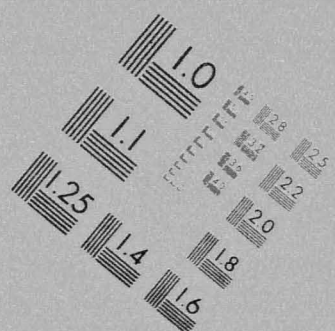
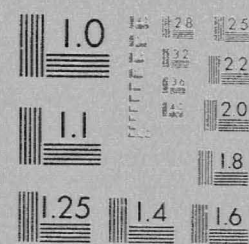
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PREV EDIT WILL BE USED

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