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HISTORY
OF THE
303RD BOMBARDMENT WING (M)
DAVIS-MONTHAN AFB
TUCSON, ARIZONA

RSI
S 03981

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NOVEMBER 53

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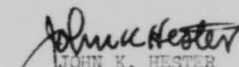
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HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM

1 November - 30 November
1953

Prepared for the 303rd Bombardment Wing, Medium, by Captain
David D. Wood (Historical Officer) and A/IC Robert L. Pritchard
(Historical Technician).

30 December 1953


JOHN K. HESTER
Colonel, USAF
Commander

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

RSI Cont No
S 03981

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TABLE OF CONTENTS

Title Page- - - - -	<u>1</u>
Table of Contents - - - - -	<u>2</u>
Foreword- - - - -	<u>3</u>

TEXT

<u>Organization and Command</u> - - - - -	<u>4-7</u>
<u>Personnel</u> - - - - -	<u>8-12</u>
<u>Operations</u> - - - - -	<u>13-21</u>
Operations and Training	
Observer Section	
Ground Training	
Gunnery	
Communications	
Flying Safety	
Intelligence	
<u>Comptroller</u> - - - - -	<u>22-25</u>
<u>Materiel</u> - - - - -	<u>26-33</u>
Logistics	
Supply	
Quality Control	
Maintenance Standardization Team	
Maintenance Control	
<u>Wing Inspector</u> - - - - -	<u>34-37</u>

FOREWORD

This history constitutes the eleventh report concerning the conversion to B-47 aircraft of the 303rd Bombardment Wing, Medium. The current status of conversion and the activities in general for the month of November 1953 are reflected herein.

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ORGANIZATION AND COMMAND

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ORGANIZATION AND COMMAND

A total of 1450 hours of flying time were accomplished by B-47 aircraft of the 303rd Bomb Wing during the month of November. This is an increase of 116 hours over the time flown the previous month. The number of fuel leaks on B-47 aircraft during the month was 16, resulting in an average of 3.73 aircraft out of commission per day because of fuel leaks. This is considerably lower than last month's fuel leaks, and it is felt that the fuel leak specialists have become proficient enough in their field to prevent this situation from ever again becoming a major problem.

1/ Information reported by Capt David D. Wood, Wing Adjutant.

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Two changes in key personnel occurred during the month: Colonel Lloyd D. Chapman replaced Colonel Manford J. Wetzel as Deputy Commander, and Colonel Ira Matthews was assigned as Director of Operations vice Colonel Chapman.^{2/}

Three officers and two airmen were presented awards and/or decorations for extraordinary achievements or meritorious service performed by them during the Korean conflict.^{3/}

Major Richard B. Smith's crew, 352th Bomb Squadron, was selected as the 303rd Bomb Wing Crew of the Month for November.^{4/}

^{2/} See Appendices A through d.
^{3/} See Appendices D through H.
^{4/} See Appendix I.

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PERSONNEL^{1/}

The 303rd Wing headquarters forwarded a total of 135 requests for reclassification on airmen during the month. The majority of the reclassification was normal upgrading from the three skill level to the five skill level. Other reclassification was primarily changing of suffixes of airmen who had completed B-47 schooling. The Effective Manning percentage for this reporting period was 84.1 percent. Thirty-three airmen were also placed on formal OJT in administrative, aircraft maintenance and supply AFSC's. Mandatory technical school quotas in radar, maintenance, aircraft maintenance, B-47 fuel cell repair and the D-1 oxygen regulator were received during the month of

^{1/} Information reported by Maj Robert W. Bouknecht, Director of Personnel.

0014

November with a total of five airmen making application for the technical school training.

The Officer Branch in the Directorate of Personnel nominated personnel for oversea and Zone of Interior assignments. A total of 13 officers were gained and 11 lost during the month of November.^{2/} Also during the month, this headquarters received four quotas for Bomb Commander School; four officers attended and a total of four officers graduated this course of instruction.

PCS, discharge and overseas assignments resulted in the loss of 32 airmen during the month; however a total of 67 airmen were gained by the organization during November.^{4/} A critical shortage still exists in the Wing Personnel and Combat Support Fields, and incoming personnel are being screened for experience in dock maintenance inspection. Those found qualified or potentially qualified are being assigned to the Periodic Maintenance Squadron to inspect 303rd Bomb Wing aircraft.

^{2/} See Appendix J.
^{3/} See Appendix K.
^{4/} See Appendix L.

12

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OPERATIONS

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OPERATIONS^{1/}

KC-97G aerial refueling training continued throughout the month of November, and a total of 36 crews were checked out for day aerial refueling; of this total, 12 crews were also checked out for night aerial refueling. A total of seven combat crews were given standardization checks during the month, and 96 percent of all assigned pilots have successfully completed the Proficiency and Emergency Procedures examinations.

OPERATIONS AND TRAINING^{2/}

A total of 1450 hours were flown by 303rd Bomb Wing B-47 aircraft during the month of November.^{3/} The 303rd Air Refueling Squadron flew a total of 613 hours. There were 114 B-47 sorties flown for a 6:47 hour

^{1/} Information reported by Lt Col E. G. Shelton, Deputy Director of Opns.

^{2/} Information reported by Maj Denzil Poston, Opns and Training Officer.

^{3/} See Appendix M.

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15

sortie average. Ninety KC-97 sorties were flown for a 6:50 hour sortie average. The average flying time per B-47 aircraft was 32:12 hours and 30:00 hours per KC-97 aircraft.

O B S E R V E R S E C T I O N ^{4/}

The total RBS accomplishments for the Wing during the month of November were 312 runs; RBS activity was at a lull for the first nine days of the month because combat ready crews were completing requirements in accordance with SAC Reg 51-19. These requirements were lifted effective 6 November 1953, upon receipt of a message from 15th Air Force. ^{5/} The practice RBS CEA was increased by approximately 1000 feet and the record RBS CEA decreased by approximately 100 feet. Two of the K-Systems have been modified to give a better antenna pattern and improved radar presentation at high altitude. This modification included two changes: the flap of the antenna was changed 10 degrees and the modulator and radar control box were modified to give a one MS pulse length in track and bomb. An additional flight test was conducted on 10 November at 44,000 feet altitude and comparative data was collected on target complex runs and land-water contrast. The report and O-15 camera film was forwarded to Headquarters Strategic Air Command on the 17th of November. A positive of the film accompanied the report, and a positive was sent to Dr. Mattingly at Bell Telephone Laboratories. The results show an improved PPI and RAI presentation.

^{4/} Information reported by Lt Col Myron P. Lewis, Wing Staff Observer.
^{5/} See Appendix N.

16

GROUND TRAINING^{6/}

A total of 13,341 manhours of training were accomplished at the B-47-E6 and B-47-9 MTD's during the month of November. The B-47 Maintenance Familiarization Course was completed by 429 airmen of the 303rd Bomb Wing, and several specialists' classes in hydraulics, pressurization and heating and fuels were also completed. Eighty-six 303rd pilots completed the MTD course in single point refueling, however no line chiefs completed the course during the month.

The Advance Survival Training at Stead Air Force Base has now been completed by a total of 87 crew members of the Wing.

Physiological training at the Base Altitude Chamber is being conducted for B-47 and KC-97 crews. The course is two days in duration, and will continue until all B-47 crews have completed Phase III of the training and the KC-97 crews Phase II of the training in accordance with SAC Reg 50-34.

A 12-hour course of Atomic, Biological and Chemical Defense is being conducted at the Base ABC school for all 303rd Bomb Wing personnel.

Two pilots completed the eight-hour informal course on the modification of the B-47 aircraft during the month; all B-47 pilots in the Wing have now completed this course.

GUNNERY^{7/}

During the month of November, 13 gunnery sorties were accomplished.

^{6/} Information reported by Maj R. Dean Harmon, Ground Training Officer.

^{7/} Information reported by 2nd Lt Lyle Stouffer, Gunnery Officer.

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17

A staff visit by 1st Lt Cullen, Assistant Chief of Gunnery at Fifteenth Air Force, was paid to Davis-Monthan Air Force Base on the 13th and 14th of November. The primary purpose of the visit was to inspect the progress of the installation of the A-5 Control System at the Sahuarita OQ Range. It was determined that the A-5 System at the OQ Range would be complete and operational sometime during the month of December 1953, dependent upon the arrival date of the M24A1 20MM weapons for the A-5 unit. Notification was received by the Wing Gunnery Officer that the first T1A Tail System Radar Trainer for Davis-Monthan AFB will arrive during the first quarter of 1954.

8/ C O M M U N I C A T I O N S

The wearing of the AN/URC-4 was suspended as a result of an explosion of the battery of one of the sets while in storage. An emergency UR was submitted on this unit. A survey of the status of the AN/APS-42 radar sets in the 303rd Air Refueling Squadron revealed that 11 aircraft were delivered to the Wing without APS-42's and nine aircraft equipped with them. Four of the nine sets were sent to the depot for modification, and one is being used as a bench mock-up, leaving only four sets for use by all KC-97 aircraft in the Wing. The plans for communications facilities required for the new squadron operations buildings were submitted to the Base Communications Officer for approval; the plans were accepted and installation of the new facilities is in progress. Completion is expected in the near future.

8/ Information reported by Maj Mark F. Holland, Communications Officer.

0021

18

A second Nike Missile test was conducted by the Wing and a report of the technical aspects of the mission have been compiled.

A survey of all authorized ECM equipment and parts on hand revealed that the Wing is authorized only that equipment shipped directly from the manufacturer. This consists of 19 AN/APT-9 transmitters now on hand. An authorized shortage of 263 ECM antennas for B-47 aircraft also exist.

FLYING SAFETY^{9/}

In compliance with AFR 62-6, 10 July 1952, a Wing Flying Safety Meeting was held on 14 November 1953 at 0930 hours. Subjects discussed were Winter Weather Flying Hazards, Aircraft Operation and Movement on the Ground and Water, Installation Inspection of the Navigator's Downward Ejection Hatch and Air Force Form 175. Winter Weather Flying Hazards, the first lecture of a winter flying training program, was held in conjunction with the Flying Safety Meeting.

Operations Memo 62-6^{10/} was published 18 November 1953, directing that flying safety officers make a daily inspection of their areas to insure that taxi lines are not impeded by equipment and debris, and that aircraft are parked in such a way that they do not interfere with towing and taxi operations.

The Squadron Monthly Activity Reports for November revealed that a total of five flying safety meetings were held. The 359th Bomb Squadron discussed the following topics at a squadron flying safety meeting held

^{9/} Information reported by Maj Conrad A. Anderson, Flying Safety Officer.
^{10/} See Appendix O .

0022

19

for all available maintenance and flying personnel: Inspection of Wing Flap Wells; Stowing Parachute Static Lines; Observers' Escape Hatch; Inspection of Co-pilot's Flooring; Engaging Elevator Controls; Use of EIGE System, and Failure of Drag Chutes. Refresher courses on AFR 62-10 are being conducted for all maintenance and flying personnel. Effective 1 December 1953 each squadron will be required to submit to the Flying Safety Officer each month the individual AFR 60-2 requirements obtained by each rated officer, 303rd Bomb Wing Forms 659^{11/} and 660^{12/} have been published and are to be used for this purpose. Charts will be posted monthly in the Wing Flying Safety Office to monitor 60-2 requirements. The Director of Operations will be informed of any rated person not obtaining his proportionate share of 60-2 requirements. Major Conrad A. Anderson was appointed Wing Flying Safety Officer,^{13/} effective 25 November 1953, vice Captain James M. Graves, who was made Assistant Wing Flying Safety Officer.^{14/}

15/ I N T E L L I G E N C E

Major activity of the Intelligence Division in November was directed towards EWP planning, target study, and combat crew briefing.

The Intelligence Division still remains understrength four officers, one AFSC 2044 and three squadron S-2's, AFSC 2054. Airmen shortages are two administrative specialists, one draftsman, and three intelligence specialists.

^{11/} See Appendix P.

^{12/} See Appendix O.

^{13/} See Appendix R.

^{14/} See Appendix S.

^{15/} Information reported by Maj Thomas J. Strganac, Asst Chief of Intelligence.

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20

During the month of November a great deal of effort was expended in the preparation of an AOB map and briefing notes for the Wing EWP briefings. Both staff and crew briefings were prepared and delivered, utilizing AOB panels designed for "Black Light" presentation.

Forms and classified files were rearranged and reorganized to facilitate the handling and dissemination of classified information throughout the Intelligence Division. New material was cross-indexed and filed.

In the latter portion of the month, work was begun on preparations for a unit simulated combat training mission for the Wing.

During the month of November the Operational Intelligence Section conducted combat crew training in "Communications Instructions for Reporting Vital Intelligence Sightings" (CIRVIS), Antiaircraft Defenses, and Naval Recognition. Lectures given included four hours of CIRVIS reporting, four hours of Antiaircraft Defenses, and eight hours of Naval Recognition. Training completed during the month brought the total requirement up to 52 percent complete. Combat crew lectures are being rewritten and it is anticipated that secret films on guided missiles may become available in the near future. The December combat crew training schedule was sent to the squadrons.

The P-2 reports have been completed in accordance with appropriate regulations.

In the Target Intelligence Branch heavy emphasis was placed on the EWP program. This consisted of preparatory radar prediction work and the

0024

21

construction of nine radar prediction plates on foreign targets contained in the newly assigned EWP.

Target study (Phases I and II) averaging two hours per crew was given to 22 crews. A total of seventeen crews received approximately 32 hours on the Ultrasonic Trainer, an approximate average of two hours per crew on the trainer. One hundred twelve IP Target Trainer Runs were accomplished on nine foreign targets, with 22 aiming points.

Training displays (flip sheets) were accomplished on 10 cities in the new EWP. This completed approximately 80 percent of this project.

Cross-training in radar scope photo interpretation was conducted for Target Intelligence personnel amounting to 22 hours. All photo interpreters will be given similar training as time permits. Airmen personnel also received instructions and OJT in methods of radar prediction.

The Photo Interpretation Team processed 96 rolls of radar film of which 55 camera attacks were evaluated, with 40 runs scored. This is an increase by 15 percent of scoreable runs over October 1953. One hundred and ninety-seven RBS attacks were screened which amounted to a decrease of 18 percent from the number flown in October. A total of 108 Forms X were scored, increasing 74 percent over the number flown in October 1953.

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CONTROLLER

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COMPTROLLER^{1/}

There were no significant changes in either officer or airman MIRS in November. Seven medical officer personnel and 62 airmen were gained during the month. The majority of airman gains were in AFSC's in which overages already existed.

Four 303rd Wing personnel went AWOL in November for a three-month total of nine and a cumulative rate of 1.5.

There were six terminations of Regular Air Force personnel in November, of which only one reenlisted. There have been 18 separations in the past three months as compared to five reenlistments.

^{1/} Information reported by Major William G. Thomas, Comptroller.

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One ground accident was recorded during November. This accident occurred when an airman attempted to jump on the running board of a moving vehicle and was thrown to the ground. His injury resulted in the loss of ten mandays. A total of nine first-aid treatments were administered during the month.

The maximum number of bombardment and air refueling crews were formed as of 30 November. Ready status of combat crews was as follows:

	<u>Ready</u>	<u>Non-Ready</u>	<u>Total</u>
Bombardment	30	20	50
Air Refueling	8	15	23

A total of 226 B-47 sorties were delivered of the 329 required for a percentage of 68.6 delivered. One hundred and twenty-eight KC-97 sorties were required for the month and 102 were delivered for a percentage of 79.6. As additional crews are declared combat ready and enter the SAC Reg 50-8 program, sortie requirements will become more consistent with maintenance capability.

There were no Reports of Survey initiated during the month of November.

Five thousand nine hundred and twenty hours of flying time were logged during the calendar quarter ending 30 November. In this period, one major and one minor aircraft accident occurred. The cumulative accident rate for the period was 35 per 100,000 flying hours.

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26

CHAPTER
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27

M A T E R I E L

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28

MATERIEL^{1/}

The month of November showed the same trend in the failure of "A" Row valve guides on the 4360 engines as was experienced during the month of October. The engines continued to fail at an approximate rate of 1 per 60 hours of flying. This naturally put an additional burden on engine build-up facilities and the month saw us fall behind in building up 4360 engines. This was primarily due to the experience level of the airmen assigned to that section, and action was taken to have skilled personnel from another organization transferred to the engine build-up line. The end of the month saw a material gain by

^{1/} Information reported by Lt Col Marne Noelke, Director of Materiel.

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the engine build-up section in the rate of production; December should see them completely caught up in their backlog of work.

The 4360 engine build-up line has been moved to the hangar in which we have located our J-47 engine build-up line. It is believed that this will greatly facilitate the handling of supplies and will enable us to have closer supervision over all engine build-up activities.

Movement of the flight line maintenance offices and the relocation of the aircraft parking areas into the area formerly occupied by the 63rd Bomb Squadron and the 43rd Air Refueling Squadron greatly facilitated the parking of aircraft and reduced transportation problems that were formerly encountered when the aircraft were parked on the old runways. The 358th and 360th Bomb Squadrons can now taxi out and into their aircraft parking areas, which has resulted in reducing the transportation and towing problem. It is estimated that we may be able to move into our permanent parking areas on the new ramp by 15 January 1954. The proximity of the single point refueling pits to this new area will eliminate the loss of many manhours which we now encounter due to the distances involved between the parking area and the refueling hydrants.

Plans are being readied for a TDY in conjunction with a unit simulated combat mission to be held during the month of December. Emphasis has been placed on procurement of the necessary enroute spares from all of the sections concerned; it is felt that we have a very adequate list of these spares. The list has been prepared on the basis of consumption data from Base Supply, the requests of the tactical

30

squadrons' Engineering Officers and the Field Maintenance Supervisor. Although 32 aircraft are scheduled to participate in this maneuver, flying was not curtailed during the month of November.

Ground powered equipment continued to be a problem because supplies for equipment that have broken down are not procurable. Approximately 50 percent of our ground powered C-26's are out of commission for parts. These parts are not available from within Air Force assets. Every supply action possible has been taken, including AFR 67-3 action.

LOGISTICS^{2/}

Two representatives from this office went to March AFB, California, on 28 November for six days to observe the 22nd Bomb Wing's departure for a rotational TDY outside the United States. In conjunction with this, a wing priority listing of personnel for a normal rotational TDY was formulated, and weights of materials for normal rotational TDY were compiled.

A plan for a Control and Enroute Maintenance Team at a staging base and assembled personnel lists by AFSC and materials by type, weight and cube was also formulated.

SUPPLY^{3/}

A two-week school was conducted to familiarize the supply personnel of the wing with the new procedures incorporated in AFM 67-1.

^{2/} Information reported by Capt W. J. Holt, Logistics Officer.
^{3/} Information reported by Capt A. L. Holcomb, Supply Officer.

0034

31

Vigorous follow-up action was initiated on critical K-System test equipment. Continual follow-up action will be maintained to insure the receipt of this equipment.

QUALITY CONTROL^{4/}

During the month of November the following inspections were completed and the inspection reports routed to the appropriate organization by the Quality Control Section: 11 B-47 aircraft through the docks; 8 KC-97 aircraft through the docks; 8 B-47 flight line inspections; 2 KC-97 flight line inspections; 20 B-47 engine changes; 9 KC-97 engine changes; 17 aircraft jacket files; 3 B-47 strut changes and 6 house-keeping inspections.

The Section is now engaged in the inspection and revision of all Publication Requirement Tables maintained by each squadron of the 303rd Bomb Wing, with the exception of TO 00-3-17 and 00-3-19. It is anticipated that these two Publication Requirement Tables will be revised to standardize requirements for publications and resubmitted after 1 January 1954. The inspection and revision of all other Publication Requirement Tables is necessary due to the recent re-establishment of requirement and resubmission of Publication Requirement Tables by Technical Order Distribution, 303rd Bomb Wing Quality Control.

The Unsatisfactory Report Section of Quality Control processed a total of 435 UR's during the month of November. Of this total, 19 were emergency UR's.

^{4/} Information reported by Maj J. P. Pendleton, Quality Control Officer.

0035

32

The Test Flight Section of Quality Control scheduled 11 B-47 aircraft and eight KC-97 aircraft for test flight during the month of November. Test flights were completed on all aircraft scheduled and the aircraft were released to the squadrons.

STANDARDIZATION TEAM^{5/}

The evaluation and training program in accordance with SAC Regulations 66-21, 66-22 and 66-29 is progressing as fast as forms become available and vacancies exist in the Mobile Training Detachment classes.

Three hundred and twenty-two men have been evaluated in the 43 career field and 90 percent of these need further training by attending MTD, classroom instruction, or by an OJT program.

Four hundred and twenty-nine men have been sent through the B-47 MTD and 60 men to KC-97 MTD to date. Classroom instruction has been handled by Quality Control for AF Form I. MTD has been instructing on specialized aircraft maintenance organization. The OJT program is behind schedule due to unavailability of AFR 50-23, SAC Reg 50-11 (Including changes and supplements) and DMAFB Reg 50-11. The regulations are on requisition and upon receipt by this section, the program will be initiated.

MAINTENANCE CONTROL^{6/}

The number of fuel leaks on B-47 aircraft during the month of November was 16, giving an average of 3.73 aircraft out of commission

^{5/} Information reported by CWO W. E. Guerin, Standardization Team Officer.

^{6/} Information reported by Major Henry McManus, Maintenance Control Officer.

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33

per day because of fuel leaks. This is considerably below last month's number, and it is felt that the fuel leak repair specialists have become proficient enough in this field to prevent the situation from ever again becoming a major problem.

The Analysis Unit is publishing an analysis of the expenditure of manhours by each squadron. Each squadron is furnished a copy of this analysis and it is anticipated that this analysis form will provide an effective management tool in the future.

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WING INSPECTOR

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WING INSPECTOR^{1/}

The outstanding discrepancies found in the 303rd Wing organizations during the initial inspections were largely of an administrative nature. A shortage of publications and the fact that many administrative personnel are not familiar with the publications pertinent to their duties are the contributing factors. Emergency requisitions have been submitted for all directives, regulations, and publications required by the administrative sections. Programs have been initiated stressing familiarization with all publications pertinent to administration and its functions. The discrepancies and irregularities found during the inspections have been corrected and steps taken to prevent recurrence.

^{1/} Information reported by Lt Col R. A. Ward, Wing Inspector.

0040

37

Reports other than routine administrative inspections that were submitted during the month of November were:

- a. Investigation and Report of the Failure of Security Guard to report for duty.
- b. Compliance with SAC Manual 66-12.
- c. Follow-up Inspection of 15th Air Force Staff Materiel Survey.

The final report was submitted on Special Subject, AFL 121-6, "Control and Distribution of Personal Mail."

In compliance with 15th AFR 123-3, a Personal Conference Period was held during November for all personnel assigned or attached to the 303rd Bombardment Wing for the purpose of hearing grievances or complaints; there were none to record.

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 20)

ANNOUNCEMENT OF STAFF ASSIGNMENT

20 November 1953

1. COL (00360) LLOYD D CHAPMAN, 4 862A, USAF(RCAF), Hq 303d Bomb Wg, is announced "Deputy Comdr," this Wing, DAFSC 00610, vice COL MANFORD J WETZEL, 1 960A, USAF(RCAF), reld. REF 22 Nov 53.

2. COL (4316) IRA V MATTHEWS, 5 159A, USAF(RCAF), Hq 303d Bomb Wg, is announced "Dir of Oprs," this Wing, DAFSC 00210, prod: EKCSA, vice COL (00360) LLOYD D CHAPMAN, 4 862A, USAF(RCAF), reld. REF 22 Nov 53.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

DAVID D WOOD
Captain, USAF
Adjutant

DISSEMINATION: N/A

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COLONEL LLOYD D. CHAPMAN
DEPUTY COMMANDER

Colonel Lloyd D. Chapman was born on April 21, 1919 in Walters, Oklahoma. He graduated from high school in Bristow, Oklahoma, and later attended Northeastern State College of Oklahoma.

The Colonel entered the service in September of 1940 and graduated from flying school at Kelly Field, Texas, as a second lieutenant pilot in May of 1941.

During World War II he spent 19 months in the European Theater and participated in 17 combat missions. He was awarded the Distinguished Flying Cross and the Air Medal with one oak leaf cluster. He also wears the ETO Ribbon with three battle stars.

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Colonel Chapman flew 21 combat missions in the Korean campaign and was awarded a cluster to the Distinguished Flying Cross, two clusters to his Air Medal and also awarded the Bronze Star.

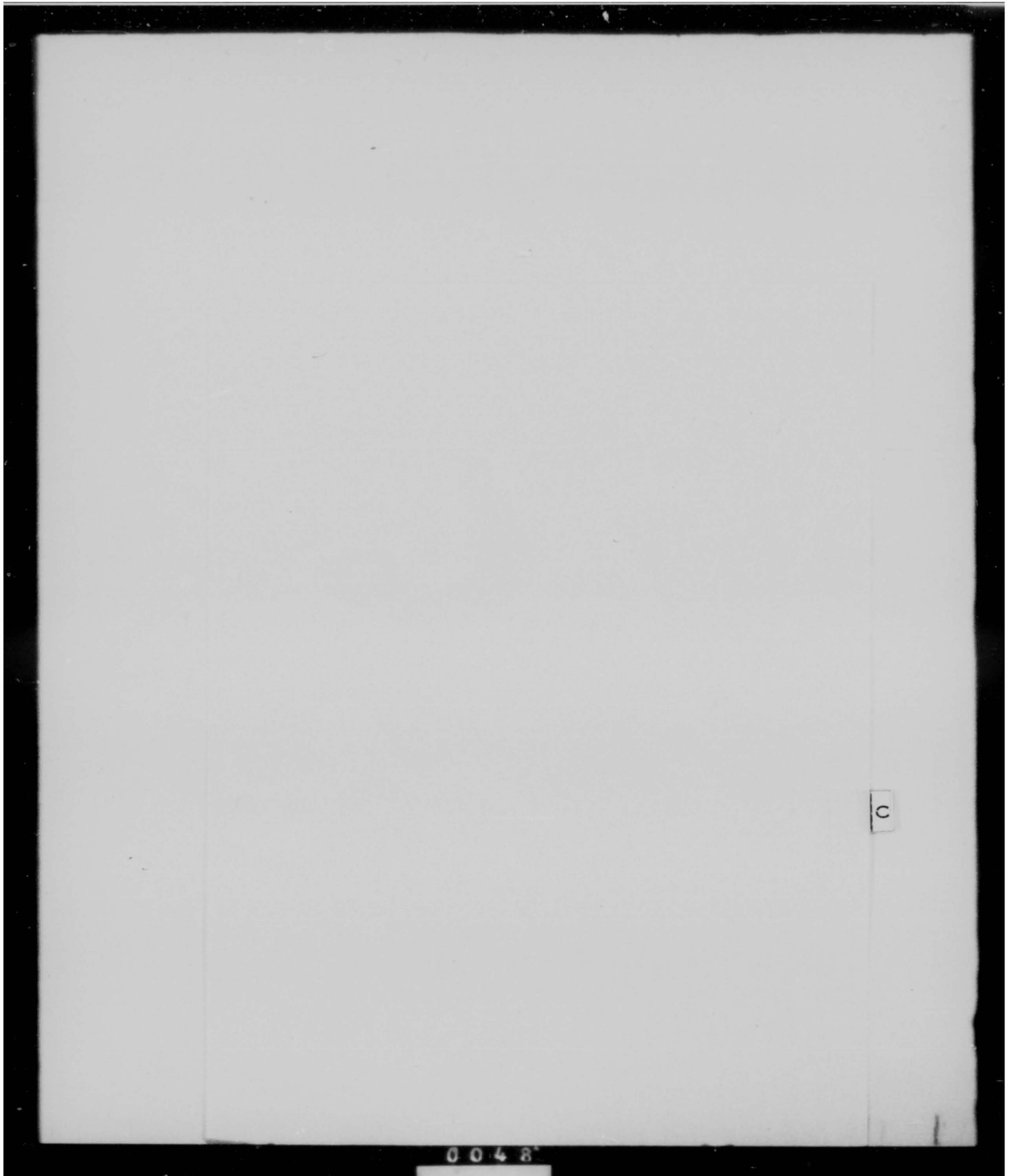
Since World War II he has attended the Air Force Special Staff School, graduating in 1947, and the Air Command and Staff School, graduating in June 1948.

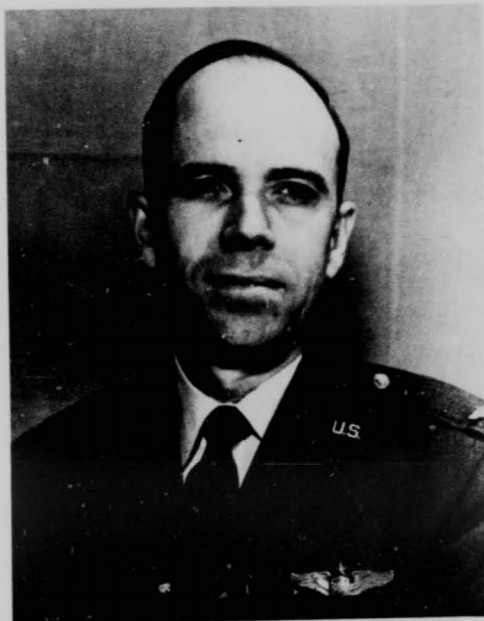
He was a Squadron Commander in the 7th Bombardment Wing at Fort Worth, Texas, and then assigned to command the famous "Red Raiders" - the 19th Bombardment Squadron of the 22nd Bombardment Group at March Air Force Base in California.

Prior to assuming his present duties he was Director of Operations, 303rd Bombardment Wing, and Deputy Commander of the 44th Bombardment Wing, March Air Force Base, California.

The Colonel is a Senior Pilot and holds the rank of Lieutenant Colonel in the Regular Air Force.

Colonel Chapman is married to the former Miss Vivian Jernigan of Tulsa, Oklahoma. They have two children, Connie age 10, and Lloyd Jr. age 8.





COLONEL IRA V. MATTHEWS
DIRECTOR OF OPERATIONS

Colonel Ira V. Matthews, Director of Operations, 303rd Bombardment Wing, was born in Fayette, Alabama and graduated from County High School there in 1938. In September 1939 he entered the service at Maxwell AFB as a enlisted man and was assigned to Chanute Field to attend Mechanic's School. After completion of mechanic's school he was reassigned back to Maxwell AFB where he remained until his graduation in September 1941, at which time he received his commission as a Second Lieutenant. Colonel Matthews then Second Lieutenant was assigned to the 40th Bombardment Group in October 1941 and served in Puerto Rico, Panama, Galapagos Island,

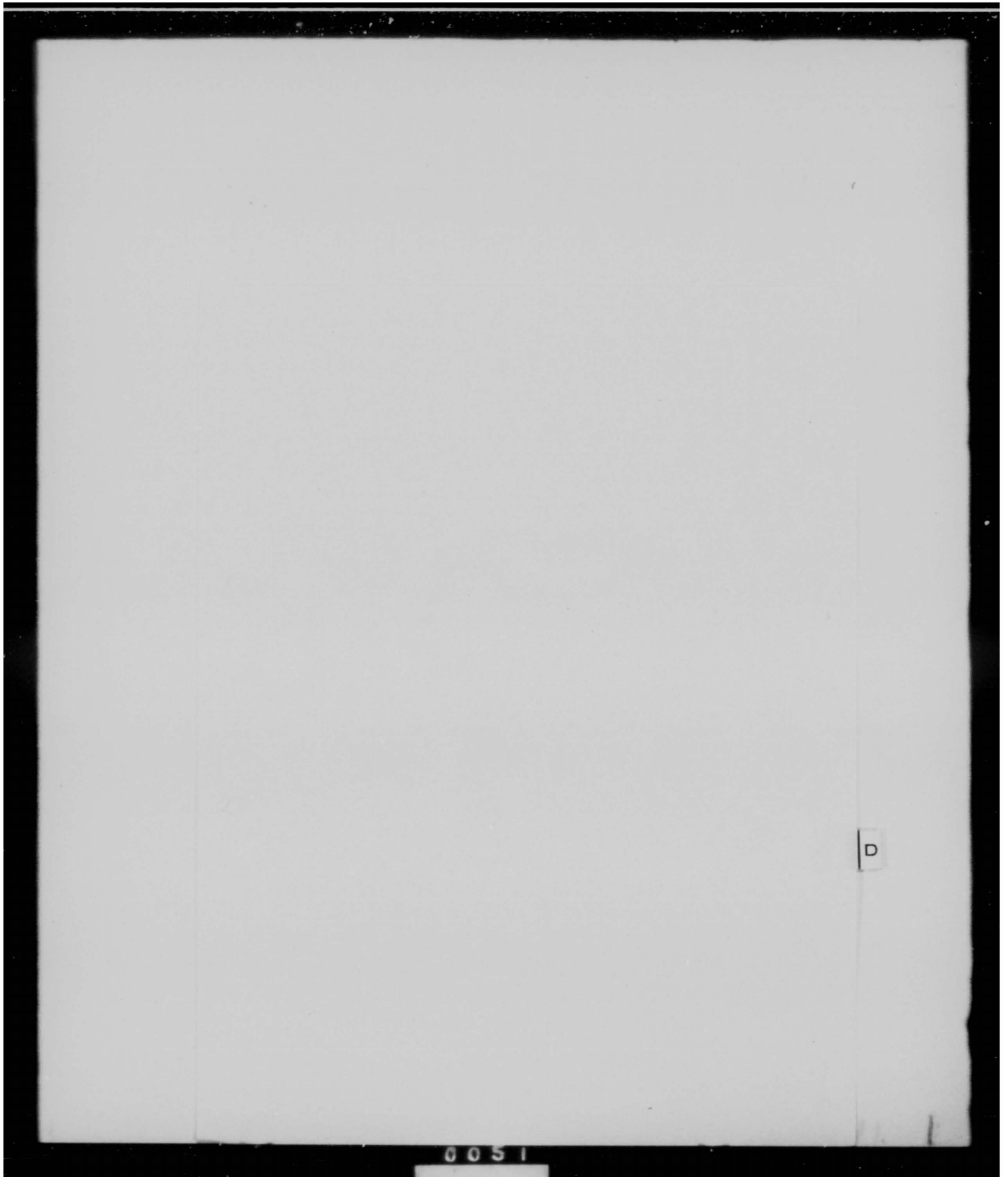
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Chakulia, India, and China. The Colonel remained with the 40th Group until March 1945, when once again he was assigned to Maxwell AFB. In March 1946, he was ordered to Smoky Hill AFB to join the 97th Bombardment Wing. He remained with this unit until May 1948. Various assignments including tours of duty with the FEAF Bomber Command were completed by the Colonel before he assumed the position of Director of Operations, 303rd Bombardment Wing in November 1953.

Colonel Matthews has been awarded the DFC with one cluster; Air Medal with three clusters; Distinguished Unit Citation with one cluster; the Asia-Pacific Ribbon with four battle stars and the Korean Service Medal with one battle star.

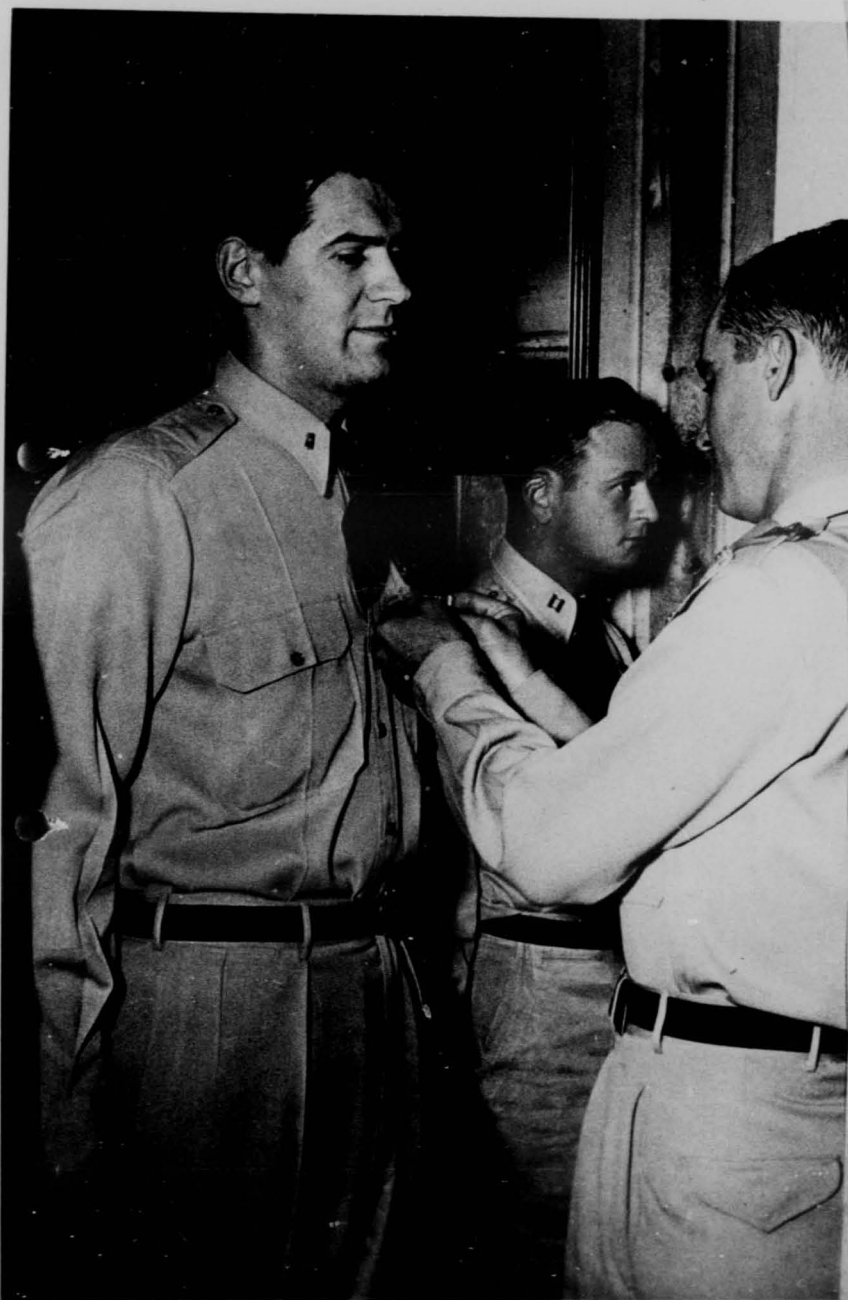
Colonel Matthews is a Senior Pilot and has a total of twenty Combat Missions in the CBI and Korean Theaters of Operation.

He is married to the former Miss Wynell Mitchell of Fayette, Alabama. They have two children, Marge age six and Elizabeth age three.



C I T A T I O N

First Lieutenant Joseph Trask distinguished himself by extraordinary achievement while participating in aerial flight over enemy held North Korea on 25 February 1953. Flying as navigator-bombardier of a B-26 type aircraft, 17th Bombardment Wing (Light), Fifth Air Force, engaged in a night interdiction mission, Lieutenant Trask displayed outstanding bombing and navigation skill. In the vicinity of MaJo-ni, Korea, Lieutenant Trask sighted a large convoy of enemy vehicles and guided the pilot on eight bombing attacks which caused nine secondary explosions and a large sustained fire, thereby destroying ten vehicles. These attacks were pressed over hazardous mountain terrain despite intense fire from enemy automatic weapons and were continued until all ordinance was expended. As a result of this highly successful mission vital enemy supplies and transportation facilities were destroyed. By his high personal courage and devotion to duty, Lieutenant Trask brought great credit upon himself and the United States Air Force.



By direction of the President, First Lieutenant JOSEPH TRASK, 303rd Air Refueling Squadron, 303rd Bombardment Wing, was awarded the Distinguished Flying Cross for extraordinary achievement while participating in aerial flight over enemy held North Korea. Colonel John K. Hester, 303rd Bomb Wing Commander presented the award.

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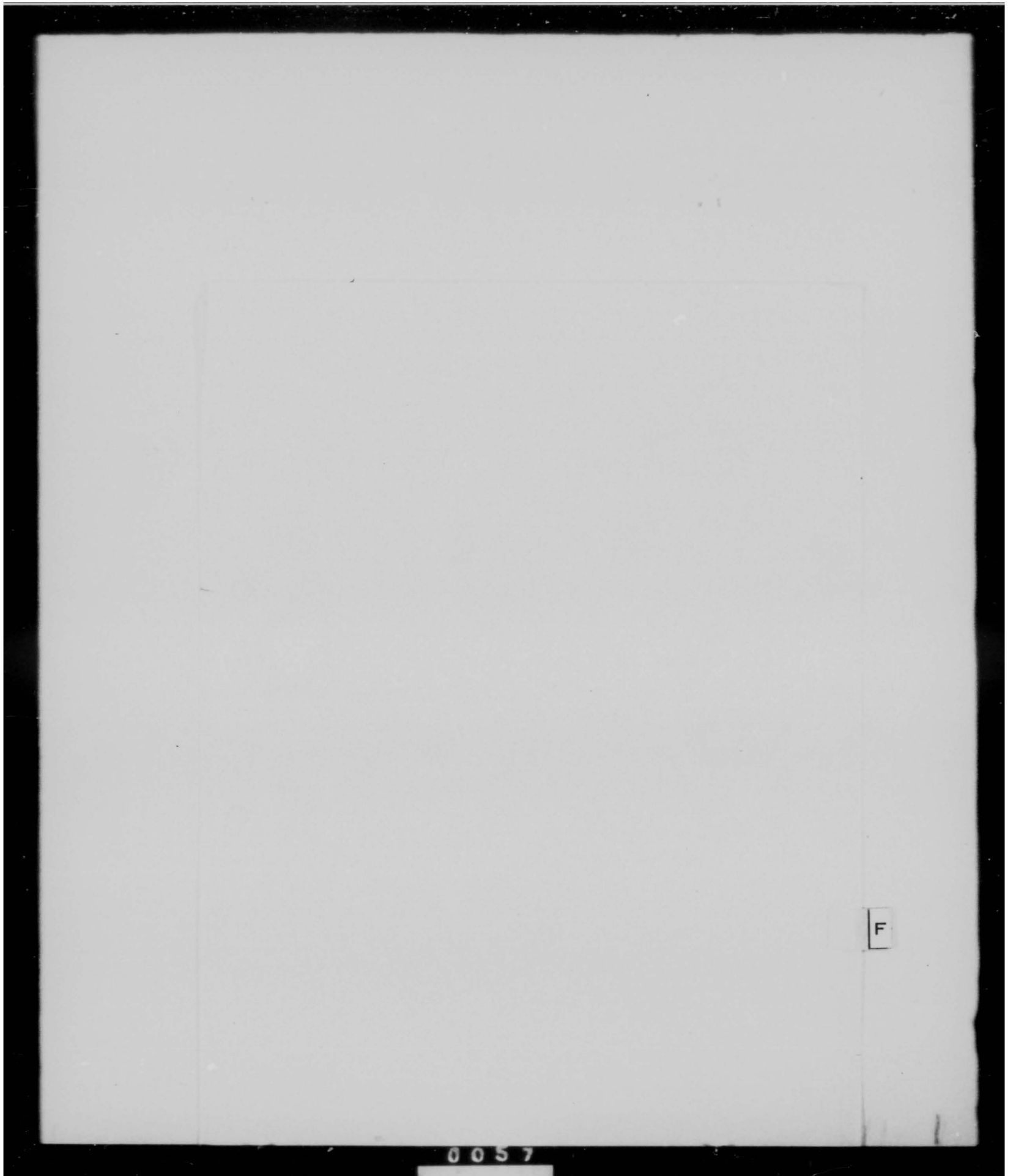
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C I T A T I O N

Captain William H. Kerr distinguished himself by extraordinary achievement while participating in aerial flight as navigator-bombardier of a B-26 attack bomber of the 3d Bombardment Wing, Light, Fifth Air Force on the night of 29 January 1953. Captain Kerr displayed outstanding navigational ability and bombing skill during an armed reconnaissance over the enemy's main supply routes south of Pyongyang, Korea. A locomotive was sighted near Chinnampo, Korea and immediately attacked. Despite damage by flak and small arms fire, a series of low-level bombing and strafing passes were skillfully directed and executed. These aggressive attacks were continued until the locomotive and three boxcars were completely destroyed. This highly successful mission deprived the enemy the use of rolling stock, supplies and equipment so vitally necessary to sustain combat operations. By his outstanding courage and devotion to duty, Captain Kerr has brought great credit upon himself, his organization, and the United States Air Force.



By direction of the President, Captain WILLIAM H. KERR, AO 2024901, 303rd Air Refueling Squadron, 303rd Bombardment Wing, was awarded the Distinguished Flying Cross for extraordinary achievement while participating in aerial flight as a navigator-bombardier of a B-26 attack bomber over enemy territory. Colonel John K. Hester, 303rd Bomb Wing Commander, presented the award.



C I T A T I O N

Captain Louis F. Murray distinguished himself by meritorious service in connection with military operations against the enemy from 25 December 1952 through 25 July 1953 while serving in the capacity of Combat Intelligence Officer, 98th Bombardment Wing, Medium. By directing and supervising the construction of a War Room, he provided the Wing with a facility for maintaining enemy Air Order of Battle, Flak and Searchlight Order of Battle and Radar Order of Battle, in graphic form. Throughout this period, Captain Murray maintained a constant and close scrutiny of all intelligence publications and combat crew reports for any information that would be of value in determining what enemy reaction to Wing strikes would be. By maintaining this information as well as other classified plans and data in graphic form, he was able to furnish to the planning staff a complete and accurate picture of enemy defenses. This information was of great value in planning and conducting combat operations. His resourcefulness, professional skill and devotion to duty reflect great credit upon himself, the Far East Air Forces, and the United States Air Force.



By direction of the Secretary of the Air Force, Captain LOUIS P. MURRAY, Hq Squadron Section, 303rd Bombardment Wing, was awarded the Commendation Ribbon for meritorious service in connection with military operations against the enemy. Colonel John K. Hester, 303rd Bomb Wing Commander presented the award.

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C I T A T I O N

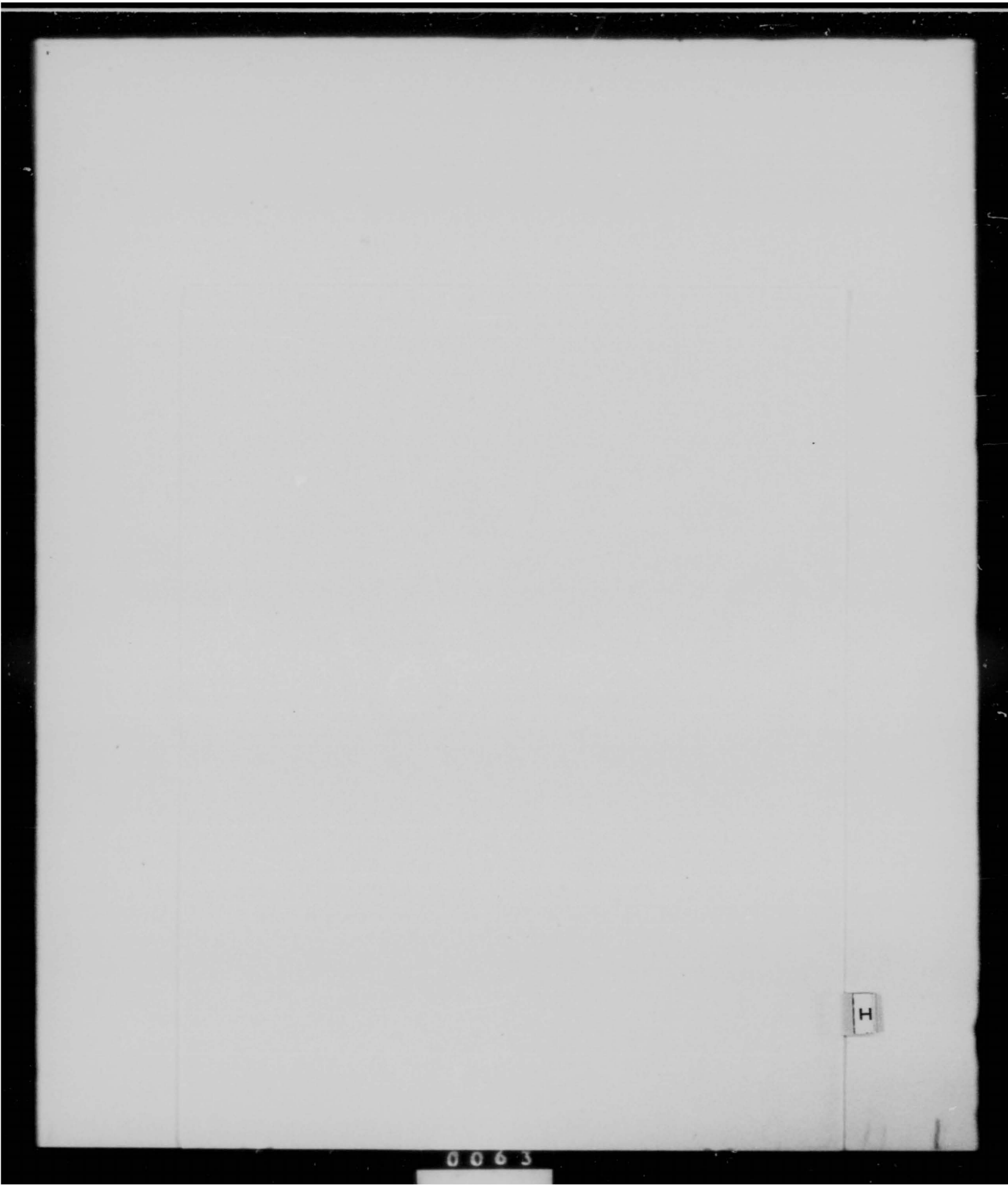
Master Sergeant Ernest H. Loy distinguished himself by meritorious service in connection with military operations against an enemy as Line Chief, 343rd Bombardment Squadron, Medium, Far East Air Forces Bomber Command, Provisional, from 12 April 1952 to 20 March 1953. During that period, Sergeant Loy reorganized flight line maintenance procedures and devised a system of constant maintenance practices directly coordinated with combat and training requirements which reduced the overtime work load of maintenance personnel by seventy-five percent. Sergeant Loy's outstanding organizational ability, leadership and personal example contributed greatly to the morale and efficiency of the entire engineering section, and was largely responsible for the excellent engineering record and low combat abort rate of his unit. During one six-months period, his engineering section ranked number one in the wing for five of the six rating periods. Through his outstanding resourcefulness, keen technical skill and exemplary devotion to duty, Sergeant Loy reflected great credit upon himself, the Far East Air Forces, and the United States Air Force.



By direction of the President, Master Sergeant ERNEST HAROLD LOY, AF6568732, Hq Squadron Section, 303rd Bombardment Wing was awarded the Bronze Star Medal for meritorious service in connection with military operations against an enemy. Colonel John E. Hester, 303rd Bomb Wing, Commander, presented the award.

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C I T A T I O N

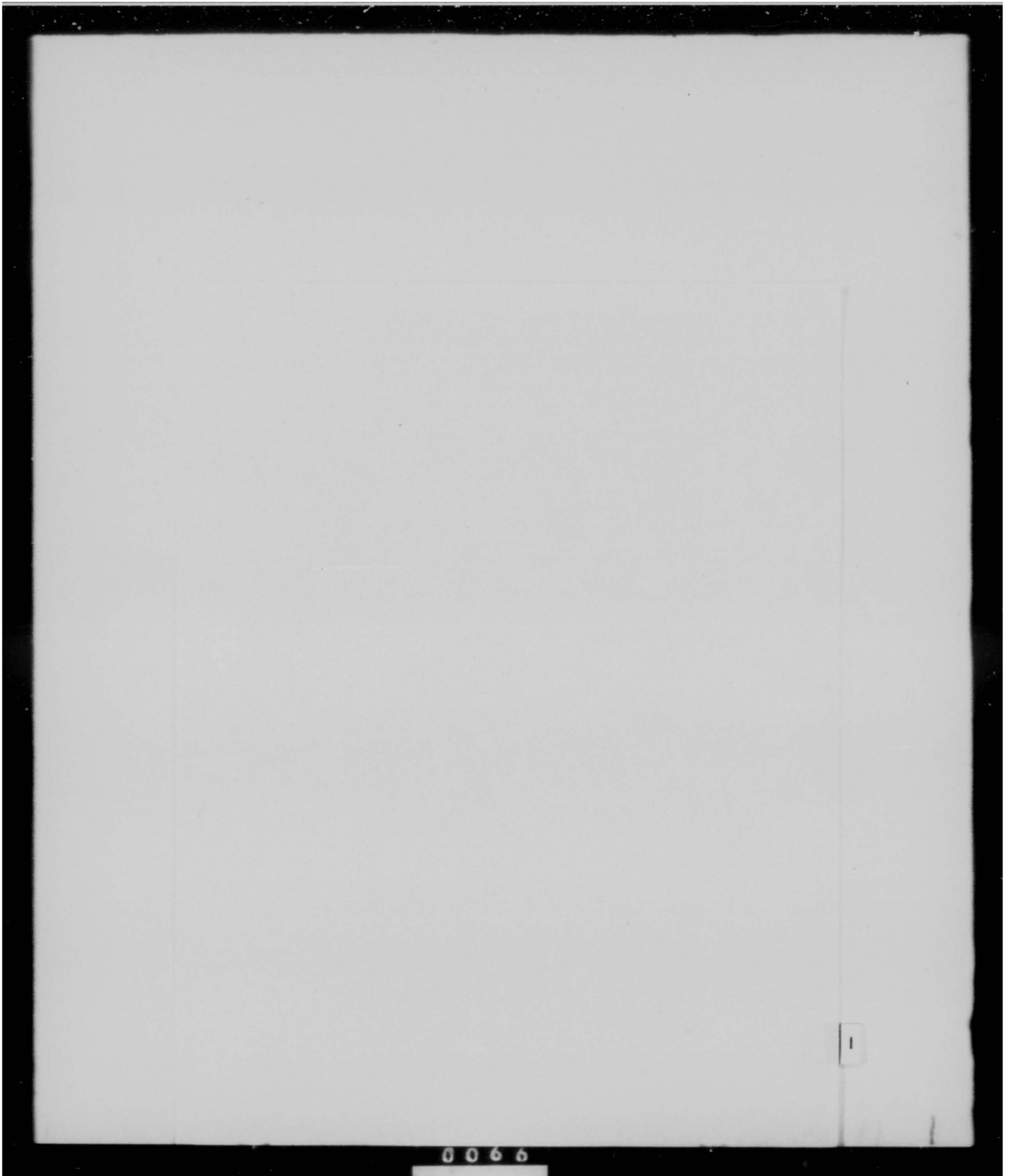
Staff Sergeant Milton M. Maillard distinguished himself by meritorious service from 8 September 1952 to 25 March 1953 while assigned to the 91st Strategic Reconnaissance Squadron, Medium, Photo, Yokota Air Base, Japan, in the communications maintenance section. Staff Sergeant Maillard displayed outstanding initiative and exemplary devotion to duty by designing and developing a complete communications periodic inspection checklist (attached) for every position in B-29 type aircraft. By the use of this periodic inspection check list every communications position can be thoroughly checked periodically. This system of inspection enabled communications equipment mechanics to locate and correct causes that normally impair the operational effectiveness of communications systems, resulting in the lowering of aborts due to mechanical failures, and effecting immeasurable monetary savings in reducing the number of parts replacements usually caused by failures. It is believed that this system of inspection is unparalleled in the Air Force at this time, and has been submitted for Air Force approval and adoption. Staff Sergeant Maillard's outstanding technical knowledge of communications equipment, administrative ability and devotion to duty has brought great credit upon himself, the Far East Air Forces, and the United States Air Force.



By direction of the Secretary of the Air Force, Staff Sergeant MILTON M. MAILLARD Jr., 303rd Arm and Elect Maintenance Squadron, 303rd Bombardment Wing, was awarded the Commendation Ribbon for meritorious service by designing and developing a complete communications periodic inspection checklist for every position in B-29 type aircraft. Colonel John E. Nester, 303rd Bomb Wing Commander presented the award.

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D-M'S BEST . . . chosen as the 303rd Bombardment Wing's crew of the month for November was the crew of Maj. Richard Smith (right). The other men in the crew are Capt. John Canfield (left) and Capt. John Campbell (center).

Maj. Smith's Crew Selected 303rd BW November Best

Major Richard B. Smith's 358th Bombardment squadron crew was selected as the 303rd Bombardment Wing crew of the month for November.

Major Smith's crew has been flying together since March of this year, and to date they have flown more than 250 hours in B-47 aircraft. In the recent annual Strategic Air Command Bombing and Navigation Competition, Major Smith's crew represented the 303rd Bombardment Wing, Medium. Although competing against crews of much higher experience level in B-47 aircraft, Major Smith's crew topped all other B-47 crews entered in the competition.

During one of the competition missions, Major Smith's quick thinking prevented what could have been a serious taxi accident. While taxiing in a congested area, he experienced complete failure of the nose wheel steering. By quickly utilizing emergency procedures, Major Smith was able to restore normal steering in time to avoid hitting another B-47 directly in his path.

After graduating from pilot school in November 1942, Major Smith was sent to the European Theater of Operations, where he flew 25 missions in B-24 aircraft earning the DFC with one Oak Leaf Cluster and also the Air Medal with three Oak Leaf Clusters.

To date, Major Smith has

flown more than 4,138 accident free hours in all types of aircraft, with more than 60 hours in the B-47 during the last thirty days.

Completing Major Smith's three man crew, are Captain John A. Campbell, Observer, and Captain John O. Canfield, Pilot. Both are veterans of World War II. Captain Campbell is a veteran navigator of 195 ocean crossings in C-54s. He has served "between crossings" in Italy, the Pacific Theater, Germany, and the North Pacific. A former fighter pilot, Captain Canfield flew 89 missions in P-47s in the European Theater. For this he earned the DFC and the Air Medal with 15 Oak Leaf Clusters.

In addition to his duties as Aircraft Commander, Major Smith, is also the Flying Safety Officer for the 358th Bombardment Squadron, Medium. In this position he has contributed toward an accident-free squadron.



OFFICER GAINS AND LOSSES
FOR NOVEMBER

<u>AFSC</u>	<u>NUMBER GAINED FROM</u>	<u>NUMBER LOST TO</u>
4316	1-Hq 36th ADiv	
0066A	1-Hq 36th ADiv	
2054	1-Hq 36th ADiv	
3031	1-Hq 36th ADiv	
9754	5: 1-Hq 36th ADiv	2: 1-Dayton, Ohio
	4-43d Bomb Wg	1-Sep fr Service
9326	1-43d Bomb Wg	
9356	3-43d Bomb Wg	
1521D		1-43d Bomb Wg
1234C		2: 1-Parks AFB
		1-803d ABGp
2051		1-Parks AFB
1524B		1-MacDill AFB
32000		1-Parks AFB
1231		1-March AFB
9386		1-43d Bomb Wg
9366		1-43d Bomb Wg
TOTALS:	<u>13</u>	<u>11</u>

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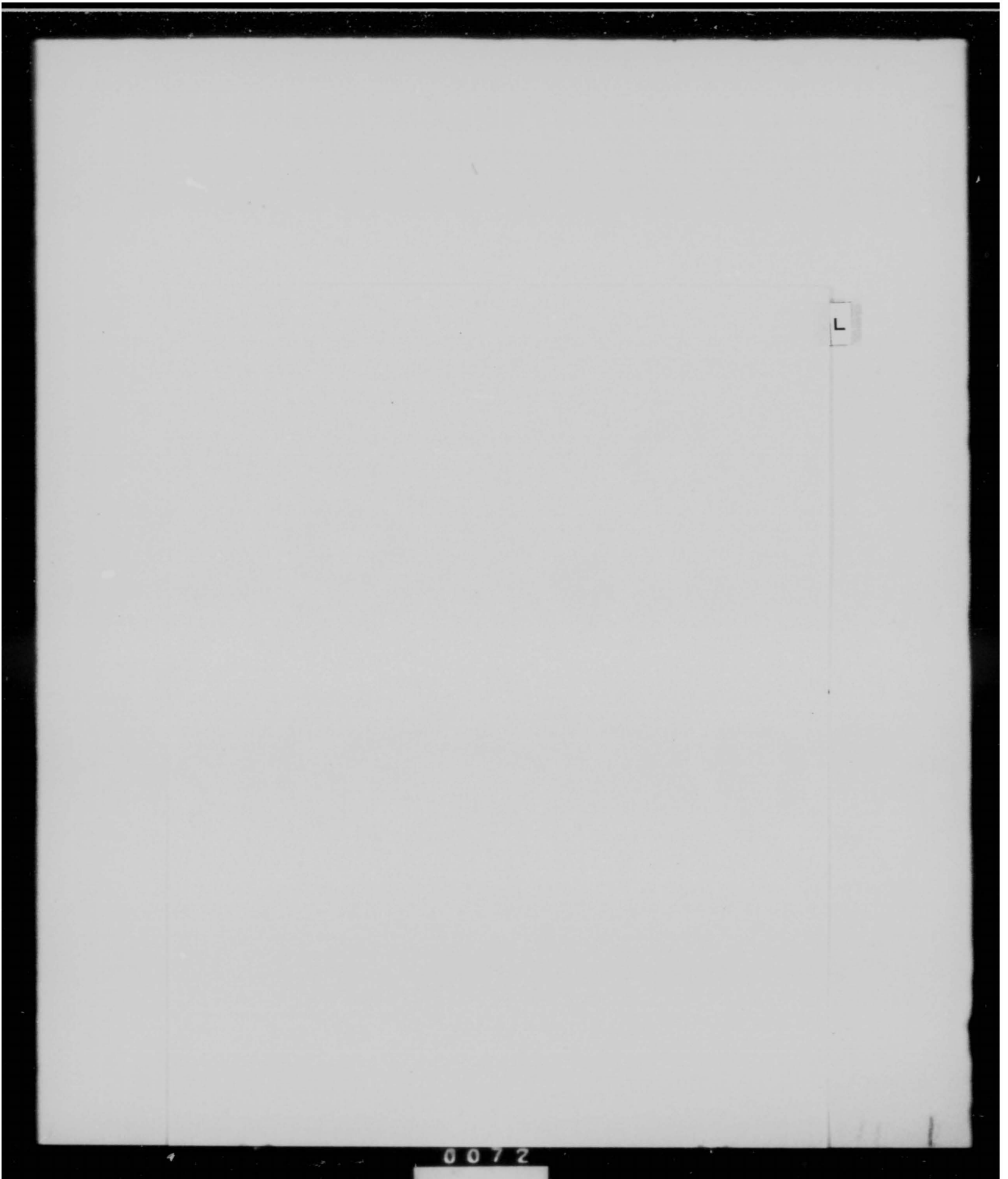
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AIRMAN LOSSES
FOR NOVEMBER

<u>NUMBER</u>	<u>LOST TO</u>
3	803d ABGp
11	43d Bomb Wg
10	Discharged
1	Fairchild AFB
1	Deserter
1	Lowry AFB
1	Brooklyn, N. Y.
2	Parks AFB
1	Cp Kilmer, N. J.
1	Lackland AFB, Tex

32 - Total number of airmen lost during the month

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AIRMAN GAINS
FOR NOVEMBER

43d Bomb Wing

1-43131J	1-43152A
2-43170	1-64131
1-58230	1-42371
7-32351F	1-32371F
1-32372F	1-90450
2-43271B	20-43132A
2-43271D	

Picked Up fr Deserter Status

1-53130

6403 FF Gp.

2-47131	1-58131
1-73250	1-58170

803d Air Base Group

1-43271B	2-64173
1-62350	1-62250
1-43159M	1-43152B

Hq 36th Air Division

1-43131J

Amarillo AFB, Texas

11-43131J

Rolling AFB, Wash D.C.

1-64173

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MONTHLY FLYING TIME
PER SQUADRON

358th Bomb Squadron

Total Flying Time - 468:05
Total sorties 69
Average per sortie 6:41
Average per B-47 aircraft 31:12

359th Bomb Squadron

Total Flying Time - 514:30
Total sorties 74
Average per sortie 6:57
Average per aircraft 34:16

360th Bomb Squadron

Total Flying Time - 467:40
Total sorties 71
Average per sortie 6:04
Average per aircraft 31:11

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DE JWPRH 1180

FM COMDRAF 15 MARCH AFB CALIF

TO JWPRH/COMDRADIV 36 DAVIS MONTHAN AFB ARIZ

/R E S T R I C T E D/DOT 0119. REF SUPPL XIII TO SAC REG 51-19. THIS MSG IN 4 PARTS. PART 1. THIS MSG CONSTITUTES INTERIM C2 TO SUPPL XIII IN 14 JAN 53, AND INTERIM C TO SUPPL XIII, 29 OCT 53, NOW IN PROCESS OF PUB. FORMAL C TO SUPPL XIII, 29 OCT 53, WILL FOL. B-47 OBSR FLT TNG RQMTS 3C(3)(D), (F) AND (G) ARE DELTD. IN ADD, B-47 OBSR FLT TNG RQMTS 3C(3)(B), (C), (E) AND (H) THROUGH (O) ARE WAIVED FOR ONLY THOSE CREW OBSRS ASGD TO UNITS TNG UNDER THE PROVS OF SAC REG 50-43, AS AMND, UNDER THE FOLG CONDS: A. COMDRS WILL INS MAX SUPV OF OBSR GRD AND FLT TNG CONSISTENT W/THE AVAL OF QUALD INSTR

PAGE TWO JWPRH 1180

PERS. B. OBSRS WILL NOT BE SCDD TO ACCOMP BOMB RELEASES AND RBS RUNS ON THE SAME MSN UNTIL SUCH TIME AS THEY HAVE COMPLD TWO RBS MSNS AND A MIN OF ONE MSN DURING WHICH BOMB RELEASES ARE ACCOMP. PART 2. WHILE ACCOMP SAC REG 50-43 TNG RQMTS, OBSRS WILL SIMULTANEOUSLY SATISFY SAC REG 51-19 RQMTS AND UPON COMPL W/B CONSIDERED ELIGIBLE FOR COMBT READY CREW BY SMOCLN HOWEVER, THIS WAIVER DOES NOT NEGATE RQMTS FOR CREW GRD AND FLT SAFETY CKS WHICH REMAINS IN EFF. PART 3. INDIV OBSRS CKD OUT AFTER A UNIT HAS COMPLD TNG UNDER SAC REG 50-43 MUST COMPL ALL GRD AND FLT RQMTS TO SUPPL XIII, SAC REG 51-19, AS AMND ABOVE. ALL OBSRS ALREADY DECLARED COMBT READY ARE CONSIDERED PROPERLY CKD OUT. PART 4. FOR 22D AND 303D BOMB WG ONLY: EFF THIS DT, NONREADY OBSRS NOT COMPL IN THE RQMTS OF 51-19 WILL FINISH COMPLG THE RQMTS UNDER THE SUPV OF INSTR OBSRS. THIS MSG CLASD RESTRICTED IAW PAR 25B(10), AFR 205-1, 24 JUL 53.

06/2343Z NOV JWPRH

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DAVID B. SOD
David Jonathan Air Force Base
Tucson, Arizona

62-4
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Page 1

OPERATIONS (1111)
1111 62-4

18 November 1953

FLYING SAFETY

Inspection by Flying Safety Officers

1. PURPOSE: To prescribe procedures for Flying Safety Officers to make a personal tour of his area each day to insure that taxi lanes are not impeded by equipment and debris and that aircraft are parked as far as possible to interfere with taxiing and taxi operations.
2. SCOPE: The provisions of this Operations Memo will apply to all Flying Safety Officers of the 303rd Bombardment Wing, Medium.
3. DISCUSSION: a. Flying Safety Officers shall make the following inspections daily of their assigned areas:

(1) Parking Areas:

- (a) To ascertain that all parked aircraft are clear of established restraining lines.
- (b) To ascertain that all equipment, power units, crew chief stands, tail boxes, tail gun turrets, etc., are clear of established restraining lines.

(2) Taxi Lanes:

- (a) To ascertain that all taxi lanes are unimpeded by equipment and obstructions as defined in AFM-1, dated 27 October 1944, as applicable.

4. RESPONSIBILITY: Commanders will insure that officers assigned as Flying Safety Officers comply with the provisions of this Operations Memo.

BY ORDER OF THE COMMANDER:

ORIGINAL:

LEONARD B. JENSEN
Colonel, USAF
Director of Operations

DAVID B. SOD
Captain, USAF
Assistant

DISTRIBUTION: 3

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SECURITY INFORMATION

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[illegible]

Individuals reaching required minimums need not be reported until next period.

303BW FORM 659 (TEST)
27 NOV 53



Qua Tròn

60-2 Accomplishments for Month of _____ 195_____

[illegible]

Individuals reaching required minimums need not be reported until next period.

30311 660 (TEST)
27 NOV 53

27 NOV 53

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0084

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 247)

25 November 1953

1. MAJ (12442) JOHN J IRDY 7 422A USAF(RegAF) 358 Bomb Sq M 303d Bomb Wg M aptd "Investigating O for the purpose of investigating an incident that occurred o/a 21 Nov 53 in the vicinity of Dugway Army Airfield, Tooele, Utah."

2. SMOF 3 SO 246 this Hq as as pertains to MAJ (1234C) CONRAD A ANDERSON 11 886A USAF(RegAF) Hq 303d Bomb Wg M aptd "Wg Fly Safety O," is revod.

3. MAJ (1234C) CONRAD A ANDERSON 11 886A USAF(RegAF) Hq 303d Bomb Wg M aptd "Wg Fly Safety O," DAFSC 1441, for 303d Bomb Wg M, vice CAPT (1435) JAMES M GRAVES AO 2 009 137 USAF(AFRes) Hq 303d Bomb Wg M, reld.

4. VOccndr 24 Nov 53 MAJ (1234C) R DEAN HARTON AO 728 650 USAF(AFRes) Hq 303d Bomb Wg M aptd "Wg Sety O" for 303d Bomb Wg M, vice LT COL (12442) ELDRIDGE G SHELTON 8 837A USAF(RegAF) Hq 303d Bomb Wg M, reld. Eff 24 Nov 53. ESPWD.

5. CAPT (5424) JOSEPH A OMEGA AO 575 607 USAF(AFRes) Hq 303d Bomb Wg M asgd addl dy "Sup O for Enroute Kit" for 303d Bomb Wg M, for a Classified Project.

6. Fol Off USAF(AFRes)(RegAF) 359 Bomb Sq M 303d Bomb Wg M dsgd "Test Flt Crews" for 359 Bomb Sq M 303d Bomb Wg M.

CAPT	1241Z	WILLIAM R PAYNE	17 1704	A/C
CAPT	1241Z	DAVID B WILLIAMS	AO 2 088 503	Flt
CAPT	1524D	LESLIE H ARMEN	AO 928 367	Obsr

CAPT	1241Z	THOMAS L BATES	15 4044	A/C
CAPT	1241Z	DONALD B SHENHOLT	17 5174	Flt
CAPT	1524D	JOSEPH M SULLIVAN	AO 736 664	Obsr

7. Fol Off USAF(RegAF), SGT & Ann USAF orgn indicated 303d Bomb Wg M granted ordinary lv of abs as indicated.

<u>Hq 303d Bomb Wg M</u>			<u>No Days</u>	<u>Eff o/a</u>
1ST LT	BERNARD R WILLIAMS JR	22 467A	15	22 Dec 53
<u>359 Bomb Sq M</u>				
T SGT	DONALD V SLATER	AF 19 117 267	30	3 Dec 53
<u>360 Bomb Sq M</u>				
CAPT	JOHN A GAGNON JR	17 266A	3	26 Nov 53
CAPT	NORMAN E WELCH	12 824A	5	25 Nov 53

(cont)

0085

Par 7 SO 247 Hq 303d Bomb Wg M DMLFB Tucson, Ariz 25 Nov 53 (cont)

<u>303d Fld Maint Sq</u>			<u>No Days</u>	<u>Eff o/a</u>
L/1C	ALAN P BLISH	AF 10 376 447	5	1 Dec 53
L/2C	RICHARD P KORT	AF 15 460 369	10	3 Dec 53
<u>303d AEM Sq</u>				
L/3C	C F KING	AF 10 427 954	10	2 Dec 53

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "A"
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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 246)

24 November 1953

1. MAJ (12442) HARRY C BAYNE 12 289A USAF(RegAF) 360 Bomb Sq M 303d Bomb Wg M dsqd an "Instr Flt in B-47 Acft" for 360 Bomb Sq M 303d Bomb Wg M.
2. MAJ (12442) HARRY C BAYNE 12 289A USAF(RegAF) 360 Bomb Sq M 303d Bomb Wg M dsqd an "In-Flt Refueling Instr in B-47 Acft" for 360 Bomb Sq M 303d Bomb Wg M.
3. MAJ (12340) CONRAD A ANDERSON 11 806A USAF(RegAF) Hq 303d Bomb Wg M aptd "Wg Fly Safety O" for 303d Bomb Wg M.
4. CAPT (1435) JAMES M GRAVES AO 2 009 137 USAF(AFRes) Hq 303d Bomb Wg M aptd "Asst Wg Fly Safety O" for 303d Bomb Wg M.
5. S SGT (64173) JAMES B TRAVIS AF 13 312 447 USAF reld asgt & dy w/Hq 303d Bomb Wg M and trfd in gr asgt WF 360 Bomb Sq M 303d Bomb Wg M. RUAT condr NLT 24 Nov 53 for asgt to dy.
PGA. No tvl involved. EDCSA: 25 Nov 53.
6. T SGT ROBERT W HENDRIX AF 30 434 352 USAF 359 Bomb Sq M 303d Bomb Wg M granted 20 days emerg lv of abs eff o/a 24 Nov 53.
7. A/30 DONALD R GEMILLION AF 10 433 322 USAF 359 Bomb Sq M 303d Bomb Wg M granted 20 days emerg lv of abs eff o/a 24 Nov 53.
8. Pol Off USAF(AFRes), SGT & Ann USAF orgn indicated 303d Bomb Wg M granted ordinary lv of abs as indicated.

Hq 303d Bomb Wg M			No Days	Eff o/a
CAPT	TOM T KING	AO 740 214	5	25 Nov 53
M SGT	WILLIAM W RIGGLE	AF 30 447 425	5	30 Nov 53
303d FM Sq				
A/1G	JOHN A LEGAULT	AF 12 350 665	5	25 Nov 53
A/2C	ROLAND D ELEVINES	AF 19 313 701	10	25 Nov 53

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "A"
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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER 00-30

3 November 1953

MAINTENANCE STANDARDIZATION TEAM

1. PURPOSE: To outline the responsibilities of the Maintenance Standardization Team to the 303rd Bombardment Wing and to all Squadrons and Sections within it.
2. SCOPE: Applicable to all Squadrons, Sections, and Personnel formulating or coordinating maintenance and operating problems, procedures, forms and publications within the 303rd Bombardment Wing.
3. GENERAL: In order for the Maintenance Standardization Team to properly perform its duties, it will be necessary that the team be furnished all pertinent facts and figures of any case reported to them.
4. RESPONSIBILITIES:
 - a. The Maintenance Standardization Team will recommend to the Chief of Maintenance suggestions for maintenance policies, procedures, forms, etc., acceptable for aircraft maintenance quality standards.
 - b. The team is required to investigate areas of maintenance quality deficiencies and recommend improvements in policies, procedures, and methods which will correct the deficiencies, increase maintenance quality, and improve efficiency.
 - c. The team will serve as advisors of quality maintenance to all aircraft maintenance personnel and activities.
 - d. The team will indoctrinate maintenance personnel in the established maintenance quality standards and insure that they are familiar with current technical publications effecting wing assigned aircraft.
 - e. The primary purpose of the team is to assist in increasing the quality of aircraft maintenance within the wing.
5. PROCEDURE:
 - a. Initiating activity or person will submit all information to the Maintenance Standardization Team on the attached form.
 - b. The team will determine and recommend to the Chief of Maintenance acceptable suggestions effecting quality maintenance submitted by maintenance activities and personnel.

MAINT INST LTR
No 30-30

2 Pages
Page 2

c. It is recommended that any person having a suggestion for improving maintenance policies, procedures, forms, publications, etc., submit the completed form directly to the Standardization Team without delay.

6. REFERENCES: SAC Manual 66-12.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

1 Attachment

303BW Form 654 dtd 10 Nov 53

DISTRIBUTION "E" (Plus 16 cys to ca Sq)

SUGGESTIONS

TO:

FROM:

DATE:

SUBJECT:

SCOPE:

SUGGESTION, WHAT, WHERE, WHEN, WHO, & WHY?

Name

Rank

Serial No.

INDIVIDUAL SUBMITTING THIS INFORMATION

=====

SPACE BELOW FOR USE OF STANDARDIZATION TEAM ONLY

PROJECT NO. _____ DATE RECEIVED: _____ RESEARCHER: _____

ACTION:

FORM
303EW 654 (T)
10 NOV 53

COMPLETED:
DATE:

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER 00-29

9 November 1953

AIRCRAFT ENGINE REMOVAL OR LOSS, AND INSTALLED REPORT

1. PURPOSE: To define the responsibility and procedures to be followed in order to provide information required for reports to higher headquarters. Ref. AFR 65-20.

2. GENERAL: The procedures outlined hereon are designed for the following purpose:

a. To enable Reports and Analysis Unit to compile necessary information for daily and monthly reports to higher headquarters.

b. Establishment of uniform procedures that can be understood and followed by all concerned.

3. SCOPE: The provisions of this letter are applicable to Engine Build-up Section of 303rd Field Maintenance and all organizations reporting aircraft for engine changes.

4. PROCEDURES:

a. General procedures:

(1) Organization request engine change will supply Engine Build-up section with reasons for engine changes. Specific paragraph in T.O. C2A-1-93, O2B-105EC-6, CO-25-4 or other applicable directives will be cited.

(2) Engine Build-up section will be responsible for submission of Daily Aircraft Engine Removal or Loss and Installed Report, 303rd Bomb Wing Form No. 649. One form will be submitted from Jet Engine Build-up and one from Reciprocating Engine Build-up sections.

b. Specific procedures for report:

(1) Section I, Aircraft Engine Removal or Loss;

(a) Aircraft Serial No: Enter serial No. of aircraft from which engine was removed.

(b) Engine Position: Enter position of engine removed from aircraft i.e. 1, 2, 3, etc..

(c) Squadron: Enter squadron to which aircraft is assigned i.e..

Maint Inset Ltr
No. 00-29

4 Pages
Page 2

- (d) Column "A" Date Engine Removed or Lost: Enter the day, month and last two digits of year the engine was removed.
- (e) Column "B" Designation of Engine Removed or Lost: Enter type of engine i.e. J-47-GE-25, R-360-59B etc..
- (f) Column "C" Serial No: Enter AF Serial No. of engine removed or lost.
- (g) Column "D" Air Inlet Screens: Enter one of the following code letters. Leave Column blank for other than Jet Engines:
 - 1. Code "A": For fixed type air inlet screens installed.
 - 2. Code "B": For retractable screens installed.
 - 3. Code "C": For ground run-up screens used.
 - 4. Code "D": For No. screens installed or used.
- (h) Column "E" Status: Enter one of following code letters for all engines removed or lost:
 - 1. Code "A" Serviceable: For engine determined to be in a serviceable condition. This code would also be used when a serviceable engine is transferred from one aircraft to another.
 - 2. Code "B" Repairable: For engines determined to be in unsuitable operating condition, but which can be made suitable for operation by minor repair or depot overhaul.
 - 3. Code "C" Condemned: For engine determined to be of no further value to the Air Force. This may be due to damage, storage, deterioration, nonconformance with specifications, or not restorable to a serviceable condition.
 - 4. Code "D" Destroyed: Engines lost to the Air Force inventory because of total destruction.
- (i) Columns "F&G" Reasons for Removal or Loss: Enter first code letter in column "F" and second code letter in column "G". (See attachment #1 for codes). When more than one of the sets of code letters are applicable only list the predominant reason. Example: An aircraft had combat damage to engine cylinders, aircraft engine loss reason would be, "AA" Combat damage, not "BA" Cylinder assembly failure.

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4 Pages
 Page 3

- (j) Column "H" Total since manufacture: Enter hours engine has operated since date of manufacture to the nearest whole hour. If less than one hour, enter "0".
- (k) Column "I" Total since last overhaul: Enter hours engine has operated since last overhaul to the nearest whole hour. If engine is new, hours shown in column "H" & "I" will be the same. An entry must be made in both column "H&I".
- (l) Column "J" Number of previous overhauls: Enter the number of times this engine has been overhauled previously. If engine has never been overhauled enter a "0".
- (m) Column "K" Number of previous minor repairs: Enter Jet Engines, the number of minor repairs accomplished since last overhaul, as defined in applicable engine Technical Orders. For engines which have never been overhauled, enter the number since new. If minor repair has never been accomplished enter a zero. For reciprocating engines, leave blank.
- (n) Column "L" Maintenance Required: Enter one of the following code letters to indicate the extent of maintenance required on engines removed:
 - 1. Code "A": Major overhaul required.
 - 2. Code "B": Other than major overhaul required.
 - 3. Code "C": No maintenance required. Use this code when serviceable engines are removed from aircraft, and are suitable for reinstallation without maintenance.
 - 4. Code "D": Undetermined. Every effort will be made to assign codes A, B, or C, before code D is used. For engines reported as losses, no entry will be made in this column.
- (o) Column "M" Last overhaul by: Enter the name of the depot or other activity which performed the last overhaul. If engine has never been overhauled, leave blank.

(2) Section II, Aircraft Engine Installed:

0096

Maint Inst Ltr
No CO-29

4 Pages
Page 4

- (a) Aircraft Serial No: Enter serial No. of aircraft on which engine was installed.
- (b) Engine Position: Enter position No. engine was installed on.
- (c) Squadron: Enter squadron to which aircraft is assigned.
- (d) Engine Designation: Enter type of engine installed.
- (e) Date Engine Installed: Enter date engine was installed.
- (f) Serial No: Enter AF Serial No. of engine installed.
- (g) Time on Engine at Installation: Enter time on engine since last overhauled, if new, enter "0".

5. RESPONSIBILITY: Compliance with the provisions of this Maintenance Instruction Letter is the responsibility of the Field Maintenance Officer and the Officer in Charge of Engine Build-up Section, 303rd Bombardment Wing, Medium.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BERRY
Major, USAF
Chief of Maintenance

[Signature]
DAVID D. WOOD
Captain, USAF
Adjutant

1 Atchmt:

1. Code list.

DISTRIBUTION: "E" Plus (16 cys ea Sq)

0097

I. AIRCRAFT REMOVAL OR LOSS

(Work Sheet)

(Date)

II. AIRCRAFT ENGINES INSTALLED

Code "DN" Explanation for Col. F&G

[illegible]

6098

CODE LIST

List of reasons for removal or loss of aircraft Engines.

Codes to be used in columns F & G, 303rd Bomb Wing Form No. 649,
Aircraft Engines Removed, Installed or Lost Report.REMOVALS

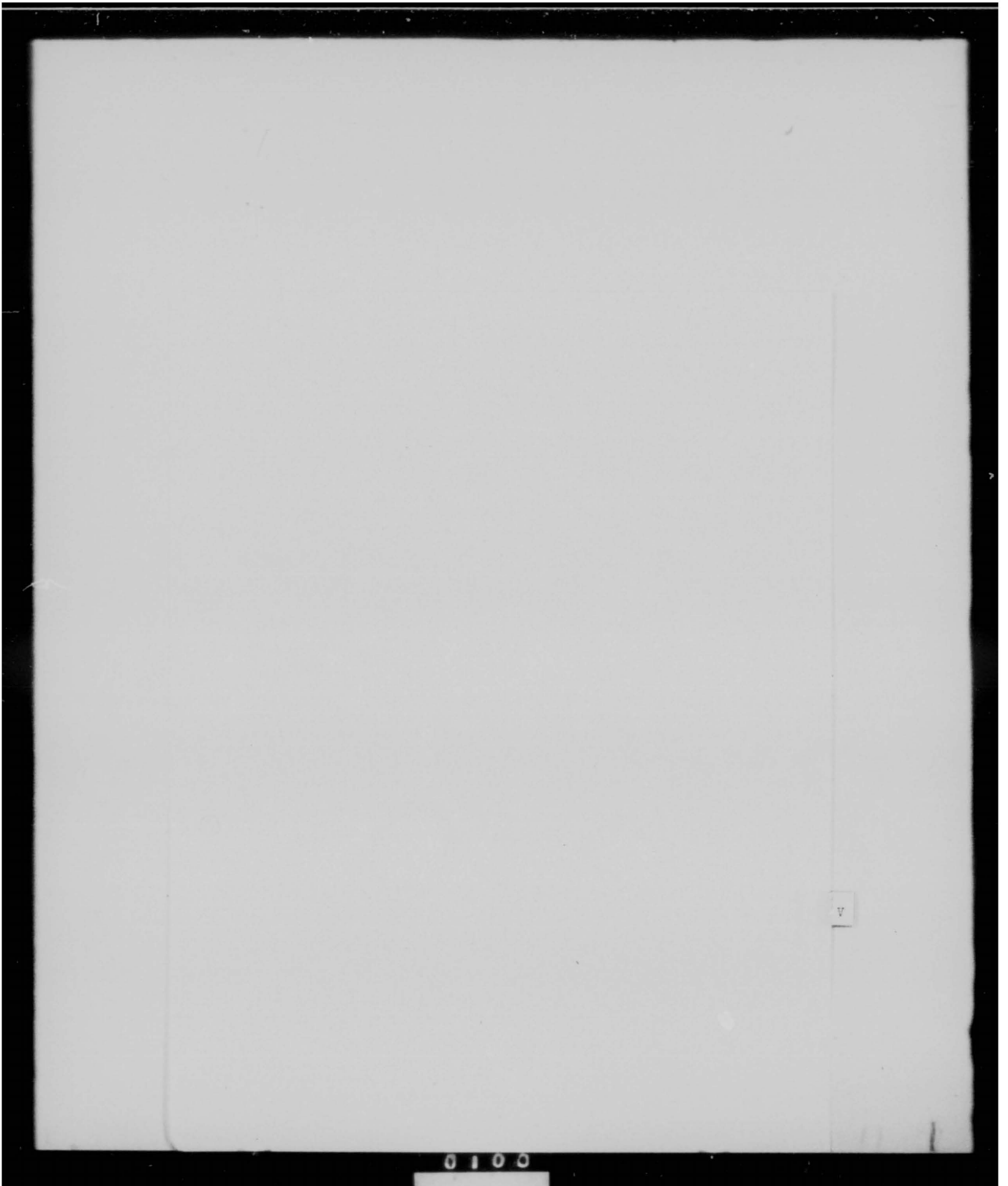
<u>CODE</u>	<u>REASON</u>	<u>CODE</u>	<u>REASONS</u>
AA	Combat damage	BE	Bearing failure (turbo-jet engine)
AB	Accident damage	CA	Exceeding operational limits (overspeed)
AC	Accessory section failure or damage	CE	Exceeding operational limits (overboost)(reciprocating engine)
AD	Compressor or blower section damage (foreign object)	CC	Exceeding operational limits (overtemperature)(turbo-jet eng)
AE	Compressor or blower section damage (other than foreign objects)	DA	Storage deterioration
AF	Cylinder assembly Failure (reciprocating engine)	DB	Sudden stoppage
BE	Turbine section failure (buckets) (turbo-jet engines)	DC	Maximum engine operating time (T.O. OC-25-4)
BC	Turbine section failure (other than buckets)(turbo-jet engine)	DD	Transfer time (T.O. OC-25-4)
BD	Internal failure: This code will include only those engines where structural failure is obvious; i.e. connecting rods protruding through crankcase, or cylinder, ruptured crankcase, sheared propeller shafts, failure of stator blades etc. Engine removed for metal found in sumps or suspected internal failure will be coded "DN". Other known reasons and footnote will be added stating "Metal found in sumps or suspected internal failure."	DE	By direction of major command
		DF	Modification
		DG	Excessive oil consumption
		DH	Low power output
		DI	Low compression (reciprocating engine)
		DJ	Unstable operation (reciprocating engine)
		DK	Rough operation (vibration)
		DL	Excessive G-loading (turbo-jet engine)
		DN	Aircraft being lost from AF inventory.
		DN	Other known reason, specify in footnote.

LOSSES

<u>CODE</u>	<u>REASON</u>
LA	Operational loss
LB	Accident loss
LC	Lost from stock
LD	Modification

ATTACHMENT # 1

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER:
NUMBER 00-31

12 November 1953

FLIGHT TEST

1. PURPOSE: To prescribe a standard procedure for the flight test of 303rd Bomb Wing aircraft.
2. SCOPE: Applicable to the Flight Test Section, Flight Test Crews and Maintenance personnel.
3. GENERAL: Flight tests will be conducted in accordance with the requirements set forth herein, and provisions of SAC Manual 66-12, Tech Order 01-1-300, SAC Ltr 66-31, and Headquarters Fifteenth Air Force Letter, DM4A-452, 6 May 1953, subject: Flight Test of Aircraft.
4. REQUIREMENTS: Flight test will be of sufficient duration to insure air-worthiness of an aircraft, but not less than one (1) hour.
 - a. Determination of test flight, requirements will be as specified in Tech Order 01-1-300, Par 2.
 - b. A test flight will be made at any time the wing commander or other competent authority deems a test flight necessary in the interest of flying safety.
5. PROCEDURE:
 - a. Four test flight crews will be selected by the commander of each squadron to which aircraft are assigned. The crews selected will be the most highly qualified crews assigned with consideration being given to maintenance background. Upon request the squadron commanders recommendations will be forwarded to the Wing Quality Control Section for concurrence and inclusion into Wing Special Orders. Orders will specify "Additional Duty".
 - b. Flight test will be conducted under the supervision and direction of the OIC of the Quality Control Section.
 - c. Twenty-four hours prior to the ETIC of an aircraft to be test flown, the maintenance activity charged with the aircraft will notify the Flight Test Section of the requirement. A second notification will be given two hours before the actual time in commission. The flight test crew will be alerted and the following procedure will apply:
 - (1) Prior to Flight:
 - (a) The test flight crew will report to the test flight section for a thorough briefing concerning the scheduled aircraft.
 - (b) Flight test forms will be distributed to the test flight crew and necessary explanations given for their use.

Maint Inst Ltr
No 00-31

3 Pages
Page 2

- (c) Flight line maintenance personnel and equipment will stand by for test flight crews as for any scheduled flight.

(2) During Flight:

- (a) Flight test forms will be used as a check list and each item thereon checked as SATISFACTORY or UNSATISFACTORY. (A detailed explanation of all unsatisfactory items will be entered in the discrepancy sheet.)
- (b) KC-97 Aircraft propellers will be feathered and unfeathered, in turn, at 7000 feet.
- (c) Emergency equipment will be given a functional check. (Note: Extension and retraction of E-47 landing gear is excluded from this check).
- (d) All climbs will be at rated power as specified in applicable technical orders.
- (e) The test pilot will test the cabin pressurization and be most critical of the evaluation of this system.

(3) After Landing:

- (a) The test pilot will determine where to park the aircraft based in the following manner:
 - 1. If maintenance required is minor in nature, the aircraft will be parked in the squadron area.
 - 2. If in the opinion of the test pilot the flight is unsatisfactory and considerable maintenance will be required, the aircraft will be parked in the deck area.
- (b) At the completion of the test flight, the discrepancy sheet will be placed in the form 1, and a carbon copy will be hand carried with all flight test forms to the Wing Quality Control Section.
- (c) Unsatisfactory conditions will be corrected by maintenance personnel and corrective action entered on the discrepancy sheet. All uncorrected conditions will be transferred to the Form 1, in accordance with T.O. 00-20A-1. The discrepancy sheet will then be forwarded to the Maintenance Quality Control Section.

0102

Maint Inst Ltr
No 00-31

3 Pages
Page 3

- (d) Flight Test crews will report to the Flight test section at the conclusion of the flight for debriefing.

6. SPECIAL:

- a. A maintenance officer from the Quality Control Section will accompany the test flight crew during the preflight inspection.
- b. Rated maintenance officers within the limits of their qualifications will be utilized as test flight crew members in accordance with Tech Order 01-1-300.
- c. FUEL LOAD:
 - (1) The fuel load for the KC-97 will be distributed as per Tech Order 01-20CAH-1, and the quantity will be restricted to a total aircraft gross weight 120,000 pounds at take off.
 - (2) The fuel load for the B-47 will be 45,000 pounds or 7000 gallons. This will be evenly distributed between the three main tanks. The auxiliary tanks will be empty. Exception to this loading will be only by direction of the Wing Commander.
- d. If adverse conditions exist during test flight, the test flight pilot will exercise his prerogative in determining whether to accomplish certain tests.
- e. Test flight will not be conducted in conjunction with normal training missions.

7. RESPONSIBILITY: The Chief of Maintenance and Commander of all Squadrons will be responsible for compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:

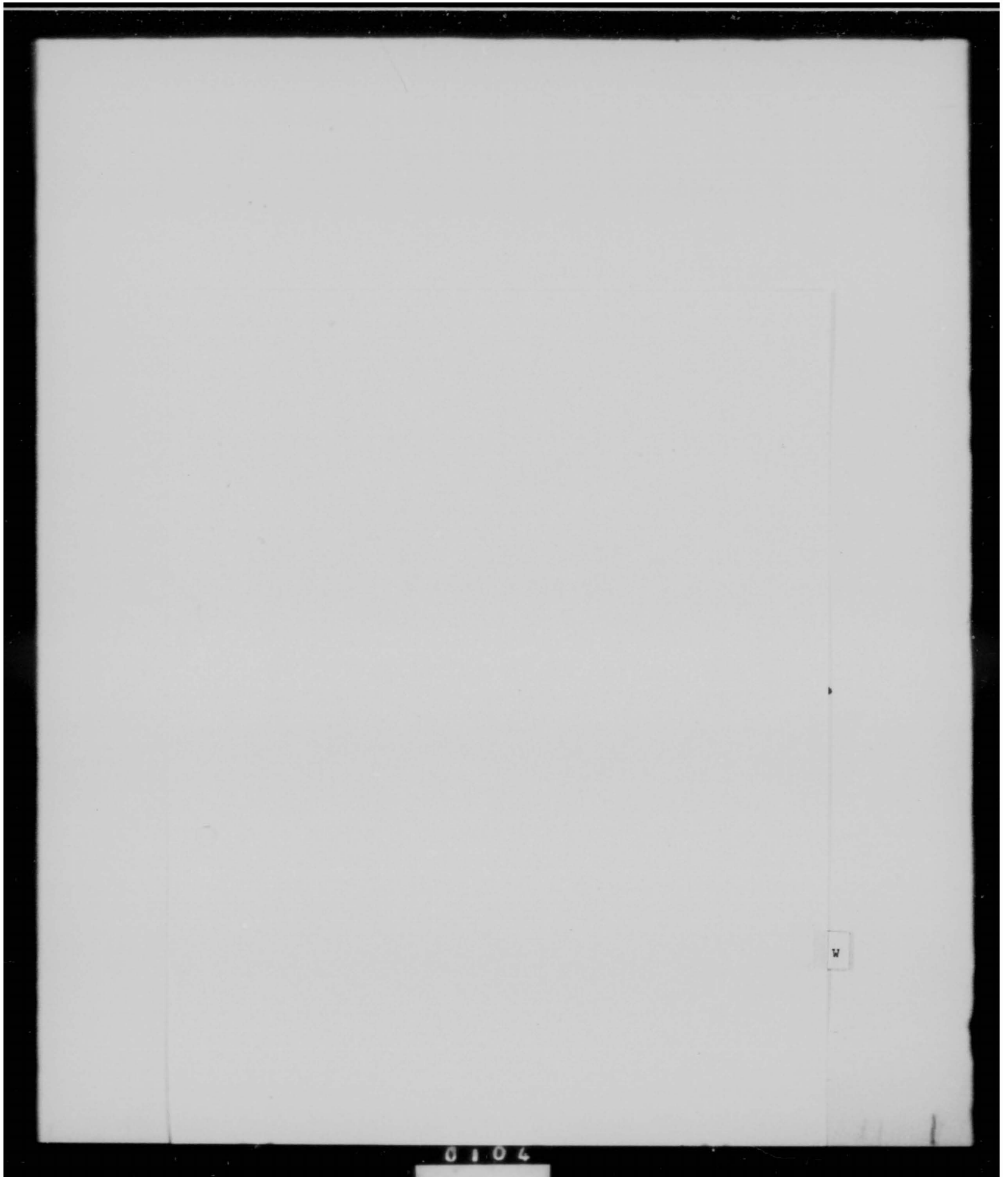
David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER A-7

13 November 1953

FLIGHT INSTRUMENTS AND SYSTEMS AUTHORIZED MOCP SUPPLY ACTION

1. PURPOSE. To establish a listing of flight instruments and systems located within the pilot and co-pilot position which are authorized MOCP supply action.

2. GENERAL. This letter does not constitute authority for MOCP priority of supply for units of this Wing. Authorizations for such priority are published by SAC Headquarters in separate communications and forwarded to the SAC major subordinate commands and to organizations assigned to SAC Headquarters.

3. ITEMS AND SYSTEMS AUTHORIZED SUPPLY ACTION. The items and systems listed below are authorized MOCP supply action in accordance with Supply Priority Station Precedence Listings and SAC message M 343 27293, 17 September 1953, as authorized for individual units concerned.

- a. Bank and turn indicators.
- b. Direction gyro indicators.
- c. M-1 compass.
- d. Vertical gyro indicators.
- e. Airspeed indicators with machmeter components.
- f. Altimeters.
- g. Inverter instruments, main and alternate.

4. RESPONSIBILITY. Compliance with this Maintenance Instruction Letter will be the responsibility of Squadron Commanders and the Chief of Maintenance of the 303rd Bombardment Wing, Medium.

BY ORDER OF THE COMMANDER:

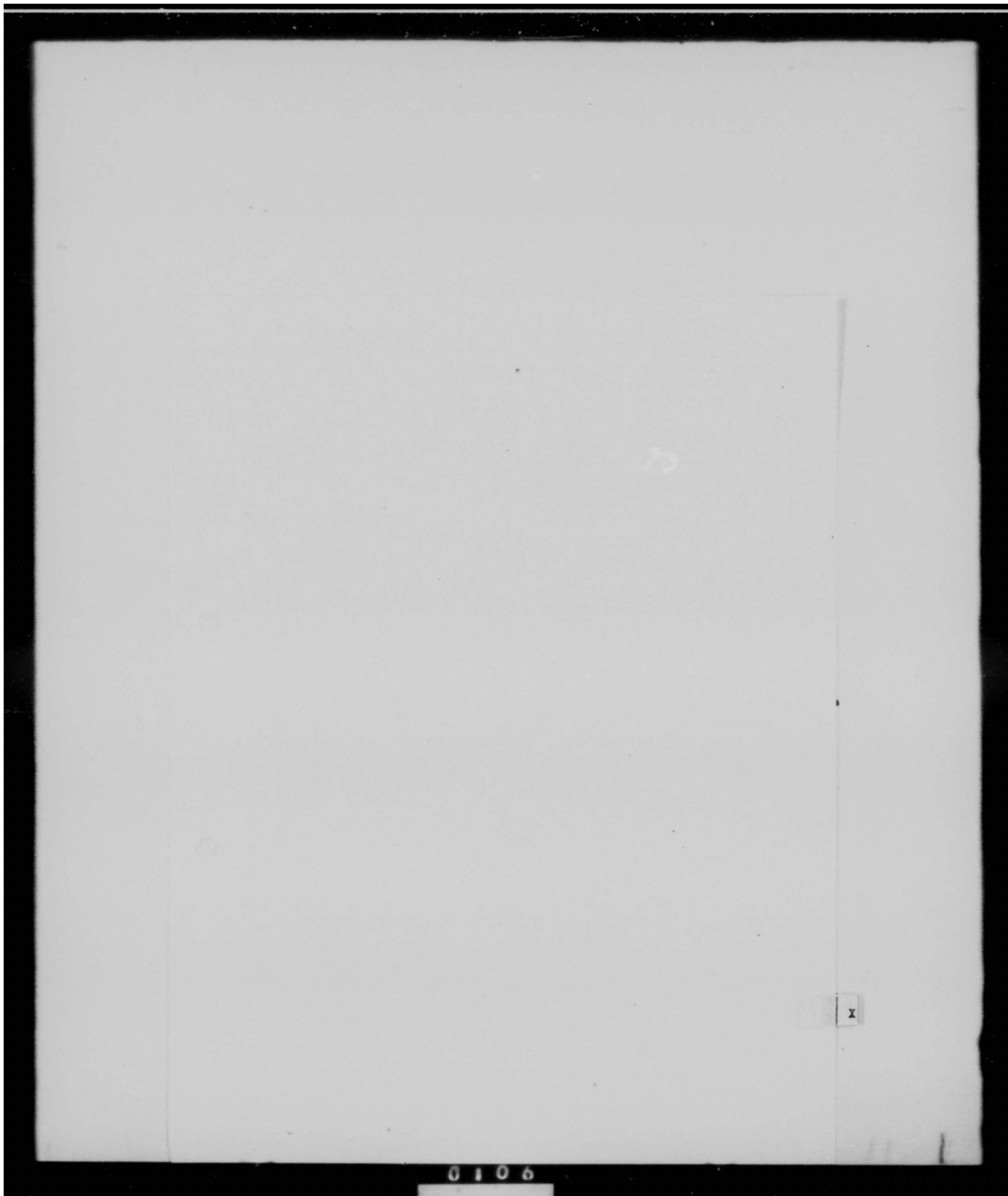
OFFICIAL:

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

BILLIE J. BERRY
Major, USAF
Chief of Maintenance

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

66-2
Page 1
1 Page

MATERIEL MEMORANDUM
NUMBER 66-2)

17 November 1953

MAINTENANCE

Wall Charts for Squadron Engineering

1. PURPOSE: To establish and standardize the wall charts to be maintained by Flight Line Engineering activities of the 303rd Bombardment Wing, Medium.
2. SCOPE: Applicable to Flight Line Engineering offices of the 303rd Bombardment Wing, Medium.
3. ACTION: Squadron Engineering offices will prepare, install and maintain in a correct and orderly status, the following charts:
 - a. Charts.
 - (1) Functional and organizational chart.
 - (2) Technical Order familiarization chart.
 - (3) Locator chart.
 - (4) Individual aircraft flying time chart.
 - (5) Programmed flying hours charts.
 - (6) Aircraft status chart.
 - (7) Technical Order compliance rate chart.
 - (8) Personnel status and utilization chart.
 - b. Charts indicated in Par 3a(4)(5)(6) and (7) above can be obtained from the Reports and Analysis Section.
4. RESPONSIBILITY: It will be the responsibility of the Squadron Commander to insure compliance with the instructions contained herein.

BY ORDER OF THE COMMANDER:

OFFICIAL:

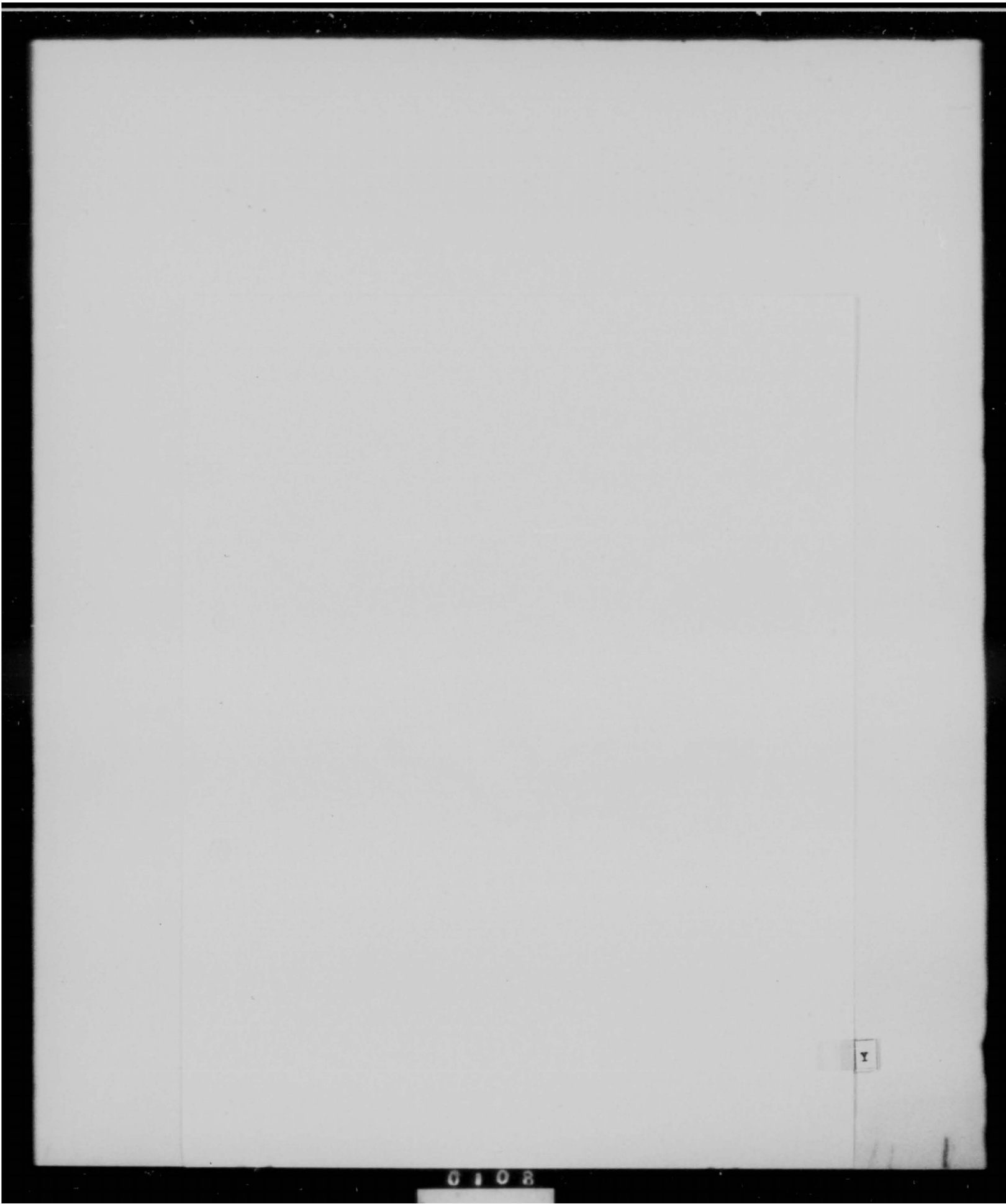
MARNE NOELKE
Lt Col, USAF
Director of Materiel

DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: E

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER 00-32

17 November 1953

HANDLING, REPRODUCTION, AND DISTRIBUTION OF MESSAGES
PERTAINING TO SAFETY OF FLIGHT

1. PURPOSE: To establish a procedure for expediting messages and technical orders pertaining to safety of flight.

2. SCOPE: The provisions of this letter are applicable to all organizations assigned or attached to the 303rd Bombardment Wing, Medium.

3. ACTION: a. The Chief of Maintenance has made arrangements with 36th Air Division Director of Materiel to be notified immediately on receipt of any safety of flight message. The Chief of Maintenance will make arrangements for the immediate pickup of the message, log it in, and hand carry it to the Quality Control Section.

b. The Quality Control Section will log the message in, immediately reproduce it, and call each section concerned as soon as it is ready for distribution.

c. Each activity, when called by Quality Control and informed that a safety of flight message is ready for pick-up, will immediately dispatch a messenger for the pickup. They will sign for the message at Quality Control.

d. Quality Control will maintain a complete log concerning a safety of flight message. Information included will be:

- (1) Time and date message is received.
- (2) Time and date message is reproduced.
- (3) Time and date sections are called to pickup message.
- (4) Time and date sections pickup the message.
- (5) Signature of person picking up the message.

4. DISTRIBUTION: a. Through normal distribution:

- (1) One copy to 36th Air Division Director of Materiel.
- (2) One copy to 303rd Bomb Wing Chief of Maintenance.
- (3) One copy to 303rd Bomb Wing Maintenance Control officer.

Maint Instr Ltr
No 00-32

2 Pages
Page 2

b. Immediate notification, immediate pick up by organizations concerned.

(1) 2 copies to each organizational commander concerned.

(2) 50 copies to 303rd Bomb Wing Flying Safety Officer.

5. RESPONSIBILITY: Each Squadron Commander will ascertain that information contained in each safety of flight message is disseminated to all personnel concerned immediately upon receipt of the message. Compliance with this Maintenance Instruction Letter is the responsibility of all Squadron Commanders, Chief of Maintenance, and the Quality Control Officer of the 303rd Bombardment Wing, Medium.

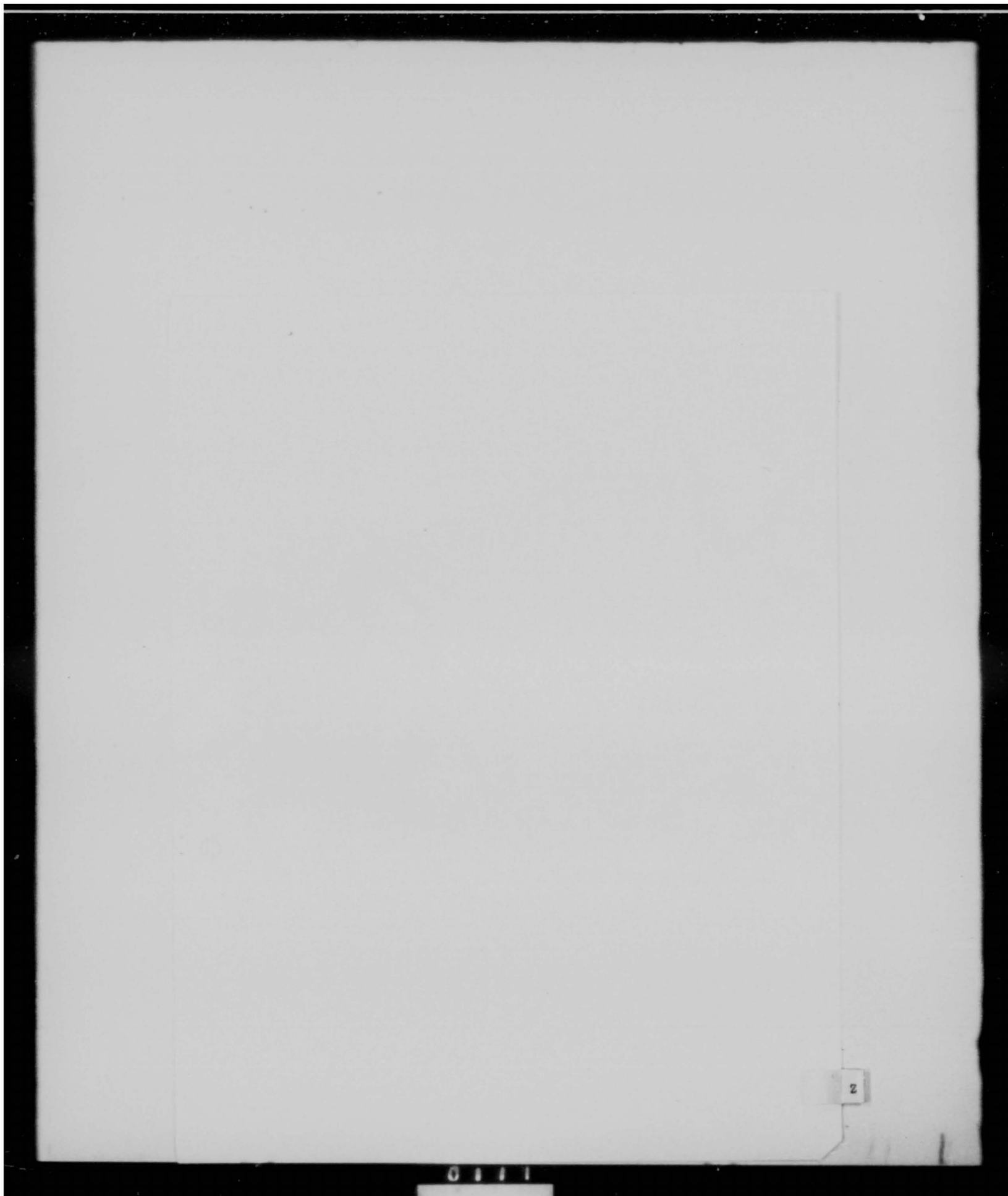
BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "E" Plus (16 cys ea Sq)



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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55-26
3 Pages
Page 1

OPERATIONS MEMO
NUMBER 55-26)

19 November 1953

OPERATIONS

Storm Warning Alert Procedure

(This Ops Memo supersedes Ops Memo 55-26 dtd 3 Apr 53)

1. PURPOSE. To establish a procedure that will insure definite notification of all personnel concerned and establish actions to be taken upon notification.
2. SCOPE. The provisions of this memo will apply to all tactical squadrons assigned or attached to the 303rd Bombardment Wing, Medium. This Operations Memo conforms to the Phase I portion of 303rd Bombardment Wing Operations Order 106-53, dated 13 March 1953.

3. PROCEDURE. a. Upon receipt of a Storm Warning from Base Weather during duty hours, Base Operations will notify 303rd Bombardment Wing Operations.

(1) Wing Operations will notify:

- (a) Wing Commander
- (b) Wing Director of Materiel
- (c) Wing Maintenance Control Officer
- (d) All Squadron Commanders concerned

1. Upon receipt of the Storm Warning, the Squadron Commander or Operations Officer will notify the Squadron Engineering Officer. The Squadron Commander or the Operations Officer will send all available aircrew personnel to the flight line to assist engineering personnel in the safeguarding of aircraft and equipment. Personnel not present for duty but required for necessary safeguarding of aircraft will be alerted through the existing squadron alert plan.
2. The Aircraft Maintenance Officers will brief all maintenance personnel on this Operations Memo and insure that Line Chief, Flight Chief, and Crew Chief responsibilities are definitely established.

RESTRICTED SECURITY INFORMATION

0112

RESTRICTED

55-26
3 Pages
Page 2

3. The Aircraft Maintenance Officers will supervise the safeguarding of aircraft and equipment.

b. During off-duty hours, the Storm Warning will be given to the 303rd Bombardment Wing Charge of Quarters, who will immediately notify:

- (1) Wing Commander
 - (2) Wing Director of Operations
 - (3) Wing Director of Materiel
 - (4) Wing Maintenance Control Officer
 - (5) Squadron Charge of Quarters of all Squadrons assigned or attached to the 303rd Bombardment Wing, Medium.
- (a) The Squadron Charge of Quarters will notify the Squadron Commander, the Operations Officer, or the Engineering Officer until definite notification has been established.
- (b) When deemed necessary, the Squadron Commander will effect recall of necessary personnel for safeguarding of aircraft and equipment. All personnel in the squadron barracks will be dispatched immediately to the flight line and under the supervision of the Squadron Engineering Officer or the Line Chief will begin securing of equipment.

c. The Squadron Commanders or Operations Officers will maintain continuous liaison with the 303rd Bombardment Wing Director of Operations to determine the progress of the weather phenomena. All personnel alerted and present on the flight line will remain in place until either relieved or given further instructions by the Squadron Commander.

d. In every instance, the person making notification will keep a log indicating the person notified, the time, and the date.

4. RESPONSIBILITY. a. The Wing Adjutant will be responsible that the Wing Charge of Quarters are sufficiently briefed to insure proper notification of all personnel concerned.

SECURITY INFORMATION

RESTRICTED

0113

RESTRICTED

55-26
3 Pages
Page 3

b. The Squadron Commanders will be responsible for proper notification within their organization and also that necessary steps are taken to prevent damage to aircraft and other assigned property.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

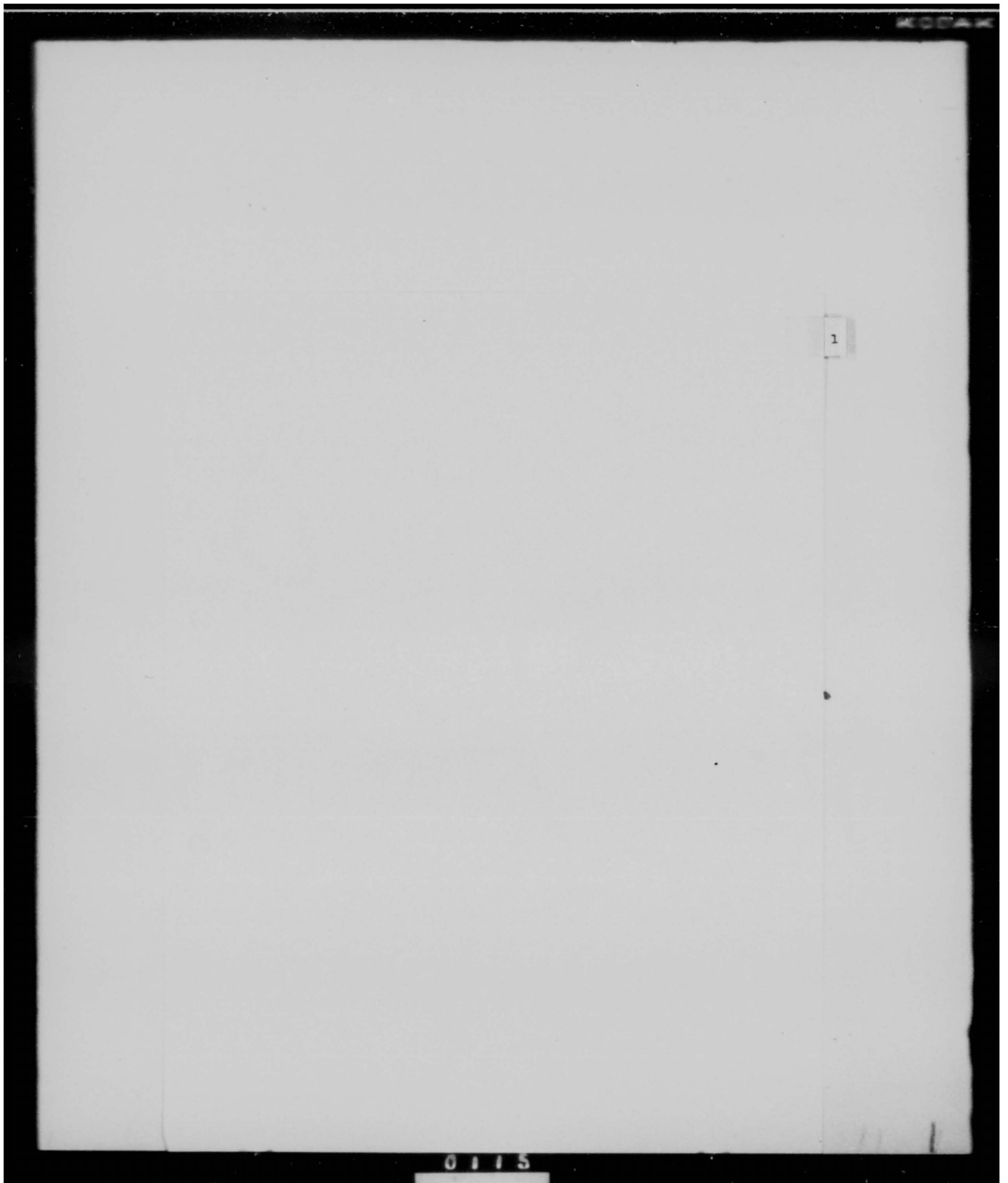
David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

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SECURITY INFORMATION

0114



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100-4
2 Pages
Page 1

OPERATIONS MEMO)
100-4)

19 November 1953

COMMUNICATIONS

Loss of UHF Communications

This Operations Memo supersedes 303rd Bomb Wing Operations Memo 100-4, 9 Nov 53)

1. PURPOSE: To provide a standing operating procedure to be followed in the event of UHF Communications failure.

2. SCOPE: The provisions of this Operations Memo apply to all aircraft commanders of the 303rd Bombardment Wing.

3. GENERAL: Numerous incidents of UHF Communications failure require the establishment of an alternate communications procedure to provide safety in flight and prevent mission aborts.

4. PROCEDURES: The following procedures will be followed in the event of complete or partial loss of UHF Communications.

a. The AN-14 VHF Omni Range Receiver may be used to receive instructions from control towers, CAA Airways, and for tactical use in Aerial Refueling Operations.

b. Following are the frequencies to be tuned in the AN-14 Omni Range Receiver in the event of AFC-27 failure:

- (1) CAA Airways (Range Stations)-----135.0 Mc
- (2) Military Control Towers-----126.2 Mc
- (3) Military Emergency-----121.5 Mc
- (4) GCA Focal-----134.1 Mc
- (5) Aerial Refueling Operations-----133.6 Mc*

*Tanker will transmit on Channel E UHF(133.56 SAC Bomber Common)

c. In the event both Transmitter and Receiver of the AFC-27 are inoperative the above frequencies will be used to receive instructions, acknowledging receipt by visual signals.

d. If only AFC-27 Receiver is inoperative, aircraft will transmit on UHF and receive on VHF Omni. In the case of CAA Range stations with UHF receivers only the above procedures will apply for aerial communications.

e. For emergency assistance while within an ADIZ and adjacent areas, procedures listed in the Special Notices Section of current radio facility charts will be followed.

100-4
2 Pages
Page 2

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure that all crew members are familiar with the provisions of this Operations Memo.

BY ORDER OF THE COMMANDER:

OFFICIAL:

LLOYD D. CHAPMAN
Colonel, USAF
Operations Officer

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "E"

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

35-2
5 Pages
Page 1

REGULATION
NUMBER 35-2

20 November 1953

MILITARY PERSONNEL

Reporting and Administration for Select, Lead
And Combat-Ready Ferret Crew Personnel

1. PURPOSE. To establish a standing operating procedure for reporting and administration of select, lead and combat ready ferret crews and crew personnel including instructions pertinent to reporting procedures of USAF Temporary Spot Promotion.

2. PRESCRIBED FORMS. For reports required by this regulation the following forms are required:

- a. 303d Bomb Wing Form 645, 26 Oct 53.
- b. SAC Form 192, 192A and 193, 1 Aug 53.
- c. Reports not requiring forms will be submitted in the manner prescribed herein.

3. RESPONSIBILITY. Each tactical bombardment squadron commander is responsible for accurate and immediate submission of all reports as required.

4. REPORTS. a. The following reports will be submitted in accordance with SAC Regulation 35-16, 14 August 1953, Subject: Report for Select, Lead, and Combat-Ready Ferret Crew Personnel.

(1) SAC Form 192 will be prepared:

- (a) Upon initial assignment of an individual to a select, lead or combat ready ferret crew.
- (b) Upon reassignment of an individual from one select, lead or combat ready ferret crew to another.
- (c) Upon request by SAC Headquarters.
- (d) Whenever it is necessary to reaccomplish the form because of deterioration, the rendition of a sixth report of change, or a change in any item that cannot be reported by a report of change.
- (e) Entries on SAC Form 192 will be accomplished in accordance with instructions on reverse side of the form.

0119

35-2
5 Pages
Page 2

- (2) Form 192A will be prepared:
 - (a) For changes to items 5, 6, 8, 10 through 17 and 19 through 21, SAC Form 192. Changes in other items will require reaccomplishment of SAC Form 192.
- (3) Form 193 will be prepared:
 - (a) Upon initial assignment of an individual to a select, lead or combat ready ferret crew.
 - (b) Upon reassignment of an individual from one select, lead or combat ready ferret crew to another.
 - (c) Upon determination that the form previously submitted is incorrect or does not present an accurate and current evaluation of the individual concerned.
 - (d) Upon request by higher headquarters.
- (4) All forms will be prepared in original and three carbon copies. The third carbon is kept by the squadron preparing the form. Forms will be submitted so as to reach wing headquarters, ATTN: Combat Crew Section not later than 5 days after requirement has become effective.

b. The following report will be submitted in accordance with SAC Regulation 35-18, 29 August 1952, Subject: Bombardment and Reconnaissance Crew Rosters.

- (1) Bombardment and Reconnaissance Crew Roster.
 - (a) A machine-prepared roster will be forwarded in quadruplicate to each organization on or about the 25th of each month. These rosters will include all select, principal, lead and combat ready ferret crews on whom initial manually-prepared personnel data reports have been submitted. The roster will list the crews by crew number within the organization.
 - (b) Initial rosters will be prepared by each organization for those select, principal, lead or combat ready ferret crews for whom machine-prepared rosters are not received. Format for these rosters will be that specified in paragraph 6, SAC Regulation 35-18 above.

0120

35-2
5 Pages
Page 3

- (c) The roster will be corrected, or prepared, to reflect the status of each crew and crew member as of the first day of the following month.
- (d) In those cases where a crew member has been replaced since the previous submission of a roster, the crew member listed on the machine roster will be lined out. The name and personnel data of the new crew members will then be added at the bottom of the roster.
- (e) Items which have changed, or are incorrect, will be lined out, and the correct data will be entered immediately above the lined-out item.
- (f) Corrections and additions to the machine-prepared roster will be entered in red type only.
- (g) Rosters will be certified correct as of the date of the report by the squadron commander by placing the following statement on each crew roster: "I certify that the information contained on this crew roster is true and correct as of the first of this month. It also coincides with the personnel data reports submitted on this crew."
- (h) The original and two carbons will be returned, corrected, to reach this headquarters not later than the third work day of the month.

c. The following reports will be submitted in accordance with SAC Regulation 35-23, 17 February 1953, Subject: Administration of the Spot Promotion Program.

- (1) When officers or airmen holding spot promotions are removed from select or principal crew duty.
- (2) When officers and airmen are removed from select, principal or lead crew duty who do not hold temporary spot promotion.
- (3) Upon transfer of select, principal or lead crew members from one crew position to another on the same crew, regardless of spot promotion status.
- (4) Unless removed from crew duty earlier, officers holding spot promotions will be reported 15 days prior to the date of release from extended active duty.

0121

35-2
5 Pages
Page 4

- (5) Officers serving in the temporary spot of First Lieutenant who receive a temporary promotion to that grade, the organization will forward one copy of the promotion orders not later than 2 days after promotion has been effected.
- (6) Whenever a wing commander desires to remove a crew from select or principal status.
- (7) Whenever a crew is permanently assigned or permanently relieved of a primary aiming point.
- (8) Whenever a select, principal or lead crew is assigned additional duty as squadron or wing standardization board crew or is relieved of such additional duty.
- (9) Whenever a lead crew is downgraded to a combat ready or noncombat ready status or whenever a combat ready crew is upgraded to lead status.

d. The following report will be prepared in accordance with SAC Regulation 51-10, 9 August 1953, Subject: Select and Lead Crew Members.

- (1) Whenever a second lieutenant is assigned in a capacity other than pilot or co-pilot on a select or lead crew with target assignments as a matter of necessity, (it is contrary to SAC policy to assign second lieutenants to select or lead crews) an explanatory report will be immediately forwarded to SAC Headquarters including the individuals qualifications.

e. The following report will be prepared in accordance with SAC Regulation 51-24, 1 January 1953, Subject: Evaluation of Select and Lead Crews.

- (1) Organizations will Airmail one copy of each order placing combat crew members and maintenance support personnel TDY at 3908th Strategic Evaluation Squadron to the appropriate numbered Air Force Headquarters and to SAC Headquarters.

5. REQUESTS FOR CHANGE IN STATUS OF SELECT AND LEAD CREW MEMBERS.

a. Requests for change in status of select and lead crew members will be submitted to Commander 303d Bombardment Wing, M, ATTN: Combat Crew Section on 303d Bomb Wg Form 645 only for co-ordination and approval or disapproval by the Director of Operations. After the effective date of change has been determined, if approved, the request will be indorsed back to the squadron concerned indicating the suspense for appropriate reports and the effective date of change.

0122

26-2
91033
Page 5

b. For squadron planning factors, the effective date of change will not be sooner than five days subsequent to submission of request for change.

c. All requests for change of select and lead crew members will be handcarried to reach this headquarters in three copies.

6. PREPARATION OF FORMS AND REPORTS. a. All forms and reports will be prepared at squadron level in accordance with governing directives as indicated above.

b. All reports under paragraph 4c above except as indicated in sub-paragraph (5) of cited paragraph, will be submitted by teletype.

7. SUBMISSION OF FORMS. All forms as required, as well as all teletype and airmail reports, will be submitted as directed in the governing regulations. All reports will be routed through the 303d Combat Crew Section for co-ordination and control.

8. SUPPLY OF FORMS. a. SAC Forms 192, 192A and 193 may be requisitioned through the squadron supply from Base Supply.

b. 303d Bomb Wing Form 645 may be requisitioned through the squadron supply from the 303d Bombardment Wing Message Center.

9. REPORTS CONTROL SYMBOL. Reports Control Symbols will be required as set forth in the respective governing directives of the above reports.

10. SECURITY CLASSIFICATION. All reports required above will be classified in accordance with respective governing regulations.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Capt, USAF
Adj

David D Wood
DAVID D WOOD
Capt, USAF
Adj

DISTRIBUTION: "B"

0123



SECRET

Classification **SECRET**
Auth. Comdr 303H
Date 2 Feb 54 Initial md

HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM

1 December - 31 December
1953

HISTORICAL DIVISION ARCHIVES SECTION	RECEIVED	KMG-303-H Dec 1953 (Bmm)
	FILED	

Prepared for the 303rd Bombardment Wing, Medium, by Captain
David D. Wood (Historical Officer) and A/IC Robert L. Fritchard
(Historical Technician).

30 January 1954

Lloyd D. Chapman
LLOYD D. CHAPMAN
Colonel, USAF
Commander

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

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0129

2

TABLE OF CONTENTS

Title Page- - - - -	1
Table of Contents- - - - -	2
Roster of Key Personnel- - - - -	3
Foreward- - - - -	4

TEXT

<u>Organization and Command</u> - - - - -	5 - 7
<u>Personnel</u> - - - - -	8 - 11
<u>Operations</u> - - - - -	12 - 14
Operations and Training- - - - -	15 - 16
Observer Section- - - - -	16 - 17
Ground Training- - - - -	17 - 18
Gunnery- - - - -	18 - 19
Communications - - - - -	19
Flying Safety - - - - -	19 - 21
Intelligence - - - - -	22 - 24
<u>Comptroller</u> - - - - -	25 - 28
<u>Materiel</u> - - - - -	29 - 31
Logistics - - - - -	32
Supply - - - - -	32
Quality Control - - - - -	32 - 33
Maintenance Standardization Team - - - - -	33 - 34
Maintenance Control - - - - -	34
Wing Inspector - - - - -	35 - 37

0130

ROSTER OF KEY PERSONNEL

COMMANDER	JOHN K. HESTER	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID D. WOOD	CAPTAIN
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING INSPECTOR	RUFUS A. WARD	LT COL
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	ROBERT W. BOUKNECHT	MAJOR
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIAL	MARNE NOELKE	LT COL
HQ SQDN SECTION COMMANDER	ROBERT W. BOUKNECHT	MAJOR
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303rd FIELD MAINTENANCE COMMANDER	DONALD B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT COMMANDER	RUSSELL E. DOUGHERTY	LT COL
303RD PERIODIC MAINT COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING COMMANDER	HENRY G. BUSSING	LT COL

FOREWORD

This history constitutes the twelfth report concerning the conversion to B-47 aircraft of the 303rd Bombardment Wing, Medium. The current status of conversion and the activities in general for the month of December 1953 are reflected herein.

CHAPTER
1

0133

ORGANIZATION AND COMMAND

0134

7

ORGANIZATION AND COMMAND ^{1/}

On 3 December 1953, B-47 aircraft Number 2440 crashed and burned, killing all four personnel aboard, resulting in the first major aircraft accident the 303rd Bomb Wing has had in which a fatality occurred. The preliminary investigation revealed materiel failure as the cause.

Notification was received of an impending TDY for the 303rd Bomb Wing to be conducted during the months of March, April and May. Further progress reports of this move will be submitted in future histories.

The mission of the 303rd Bombardment Wing and key personnel roster remained the same during the month of December.

The highlights of the year's activities in this Wing have been incorporated in a pictorial history in order to provide a visual picture of what occurred during 1953. ^{2/}

^{1/} Information reported by Capt David D. Wood, Adjutant.
^{2/} Pictorial History. Appendix A.

0135

8
CHAPTER
2

0156

9

P E R S O N N E L

0137

10

PERSONNEL ^{1/}

On 14 December 1953, the 303rd Bomb Wing received its December Cycle Promotion Quotas for airmen. Accompanying the quotas was a message that closed certain career fields to promotions. A breakdown of quotas allotted to all squadrons on a percentage basis was made, with each squadron given an equal chance to promote to the lower two grades of Airman First Class and Airman Second Class. The quota received from higher headquarters for the December cycle promotion period consisted of four master sergeants, nine technical sergeants, 28 staff sergeants, 31 airmen first class and 59 airmen second class. The December promotion quota showed an increase compared with the previous promotion cycle. The organizations within the Wing submitted Data Sheets, Forms 20 and Service Records on the airmen recommended for promotion. This information was used by the Promotion Board in determining their eligibility and qualifications for promotion to the next higher grade.

During the month of December a total of 20 mandatory technical school quotas was received from higher headquarters; these quotas consisted of courses in the Electrical Fuel Gauge, Special Training in ARN 18 Equipment, F-1 Automatic Pilot, B-47 Ejection Seat Training, and Special Training in J-47-GE-23-25-27 Jet Engine. The courses are located at Chanute, Scott, Keesler, and Lowry Air Force Bases.

^{1/} Information reported by Capt David A Neill, Actg Director of Personnel.

During the month, 15 airmen were placed on formal OJT as compared to 33 airmen for the previous month. A total of 201 airmen are presently receiving formal on-the-job training.

Discharges and permanent change of station transfers resulted in the loss of 34 303rd Bomb Wing airmen during the month as compared to a total of 23 gained. Officer personnel were nominated for oversea and Zone of the Interior assignments by the Officer Branch. A total of seven officers was gained and ten lost by the Wing during the month of December.

CHAPTER
3

0140

13

OPERATIONS

0141

14

OPERATIONS ^{1/}

Approval was requested and obtained from 15th Air Force to conduct a survey of stations connected with the Wing's TDY maneuver to the United Kingdom during March 1954. A tentative itinerary was proposed with 15 January 1954 established as departure date and 30 January 1954 proposed date of return to Davis-Monthan Air Force Base.

Under 15th Air Force Operations Order 131-53, this Wing conducted a Unit Simulated Combat Mission from 9 through 14 December. This mission was planned to simulate EWP conditions as closely as possible. The results of this exercise were considered excellent in all respects and support rendered by Ellsworth Air Force Base and the 3081st Aviation Depot Squadron was considered outstanding.

Emergency procedure examinations were administered to all B-47 crew members of the Wing with a 96 percent average grade. All B-47 crew members have completed orientation in single point refueling, in-flight refueling and ejection seats. A total of 40 crews were checked out for day aerial refueling as compared to 24 for the previous month. Nineteen crews were checked out for night aerial refueling, making an increase of seven over the total for the month of December.

^{1/} Information reported by Lt Col Marne Noelke, Asst Deputy Director of Operations.

OPERATIONS AND TRAINING ^{2/}

The 303rd Bomb Wing flew a total of 784 hours in the B-47 aircraft during the month of December. ^{3/} The 303rd Air Refueling Squadron had a total of 504 hours for the month. There were 130 B-47 sorties flown for a 6:18 average and 80 KC-97 sorties flown for a 6:25 average. The average flying time per B-47 aircraft was 17:13 and KC-97 25:14. The total of 784 hours flown in B-47 aircraft during December was 560:20 hours less than the original projection. The conditions affecting the Wing's capability to accomplish its scheduled flying commitments are summarized below.

Two normal flying days were lost due to mission delays. The weather at Ellsworth AFB caused a delay in our Unit Simulated Combat Mission scheduled for 8 December.

Preliminary data regarding the B-47 crash of 3 December 1953 indicated the investigation would take some time; therefore, the Commander of the Wing grounded all B-47's for a post-flight inspection prior to further flight. This accounted for the additional loss of flying for one day.

All B-47 aircraft were grounded 14 December for compliance with TOC 02B-105EC-23, which required that every J-47 engine be inspected not later than the next post-flight. This inspection required a day and a half per aircraft and necessitated eight engine changes. At least 347 flying hours were lost due to this inspection.

^{2/} Information reported by Lt Col P. A. Fitter, Opns and Training Officer.
^{3/} Breakdown of B-47 Flying Time by Squadron. Appendix B.

16

All B-47 aircraft were grounded for the installation of armed ejection seats. Installation of modified ejection seats started on 17 December 1953 and with the exception of Christmas Day, work continued seven days per week. Arming of ejection seats caused an additional loss of 124 hours flying time, making a total loss of 627 hours for mission delays, engine inspection and ejection seat removal, replacement and arming. At the present time, 32 aircraft have modified ejection seats installed, of which 19 are armed with catapults and initiators and ready to fly. By 6 January 1954, 29 aircraft will be ready to fly with armed ejection seats.

4/ OBSERVER SECTION

The total RBS accomplishments for the Wing during the month of December consisted of 217 runs as compared to 312 runs for November. The decrease was due to 13 less days available in December for RBS missions. The practice RBS CEA was lowered to 3613 feet and the CEP lowered to 1900 feet. The record RBS CEA was 1798 feet and CEP 1660 feet, with only 21 malfunction runs made. The night celestial CEA was 11.4 nautical miles and day celestial CEA was 16.3 nautical miles. Visual practice RBS was 3043 feet and CEP 1700 feet; visual record RBS CEA was 1435 and CEP 1410 feet. Seventy-eight fancy (Sharkey) runs were accomplished during the month of December, including a unit simulated combat mission conducted the 11th, 12th and 14th of December. The "Reference Point" method (Sharkey) was the sole means

4/ Information reported by Lt Col H. M. Light, Wing Observer.

17

of aiming and releasing. The CEP for the mission was 11,075 which was considered by Mr. Sharkey of Bell Laboratories Inc., to be very good. Fifteenth Air Force Operations Order 84-53, 3 November 1953, states that Strategic Air Command has established a test program to determine the capability of crew equipped Q-24 and K Radar sets to bomb when simulated jamming conditions necessitate the use of "Reference Point" method as the sole means of aiming and releasing.

GROUND TRAINING^{5/}

There were 11,279 manhours of training accomplished at the B-47-86 and B-47-9 MTD's during the month of December, bringing the total for 1953 to 110,135 manhours. A total of 489 airmen in this wing have now completed the B-47 Maintenance Familiarization Course. Several specialists classes were completed during December in hydraulics, pressurization and heating and fuels.

Two aircraft commanders completed Bomb Commanders School in December. This completed all the B-47 aircraft commanders in the Wing and will leave only 18 co-pilots who still need this training. Seven co-pilots are scheduled to attend in January 1954.

Physiological training is being conducted for B-47 and KC-97 crews at the Base Altitude Chamber. The course is two days in duration. This training will continue until all B-47 crews have completed the Phase III training and the KC-97 crews have completed the Phase II of the training in accordance with SAC Regulation 50-34.

^{5/} Information reported by Maj R. Dean Harmon, Ground Training Officer.

18

The 12-hour course of Atomic, Biological and Chemical Defense is being conducted for personnel of the Wing at the Base ABC School. A total of 11,000 manhours was accomplished in this type of training during the last three months of 1953.

Eighty-six pilots in this Wing completed the MTD course in Single Point Refueling during 1953.

Ninety crew members completed Advanced Survival Training at Stead Air Force Base, Nevada, in 1953, and a total of 130 Wing crew members completed Basic Survival Training at the Base school.

All B-47 pilots in the Wing have completed an eight-hour informal course on the modifications on B-47 aircraft during 1953.

G U N N E R Y^{6/}

The Wing Gunnery Officer visited the 3908th Strategic Evaluation Squadron at MacDill AFB from 7 through 11 December. Information concerning the gunnery evaluations of B-47 units was collected.

At present, only lead and select crews of units using the B-47E series aircraft are being evaluated. The program for evaluation of units using B-47E series aircraft had not been established as of 31 December 1953, and the projected date for the beginning of B-47E series aircraft gunnery evaluation is 1 March 1954.

The first aerial gunnery training involving the firing of live ammunition by the 303rd Bomb Wing was accomplished on 10 September 1953. From September to December the Wing accomplished 41 aerial

^{6/} Information reported by 2nd Lt Lyle Stouffer, Gunnery Officer.

gunnery missions and fired a total of 15,376 rounds of ammunition. The firing was accomplished over Gila Bend, Ajo, Wendover, Las Vegas, Tonopah, and W281 Overwater Gunnery Ranges.

7/ C O M M U N I C A T I O N S

The communications and electronics procedures for the simulated mission flown during December were considered to be satisfactory. Experience gained from the entire mission will be of great value to the Wing and the Communications Section for use in future operations.

Approximately 90 percent of the intercom system for Wing Headquarters has been installed and is in operation. A total of 51 FLICON messages were transmitted during the month of December with an average time en route of 63 minutes. One hundred ZIPPO messages were transmitted with an average time en route of 84 minutes. The over-all total messages transmitted numbered 151 with an average of 78.8 minutes. A study is being prepared to determine the feasibility of using ECM antennas in conjunction with ARC-27 Radio Equipment as a means of reducing blanking during refueling operations.

8/ F L Y I N G S A F E T Y

In compliance with AFR 62-6, two Flying Safety meetings were held during the month of December.

On 19 December a meeting was held to bring to the attention of all crew members the results of the accident investigation of the crash of

7/ Information reported by Maj Mark F. Holland, Communications Officer.
8/ Information reported by Maj Conrad A. Anderson, Flying Safety Officer.

20

B-47 Number 51-2440 on 3 December 1953.

A special meeting was held 31 December to cover the following subjects: SAC message DOFS 49315, 23 December 1953, subject, B-36 Crash during Low Visibility Approach Near Biggs AFB, Texas; 15AF message DOFS 4050, 24 December 1953, subject, Flight of Administrative Aircraft over Mountainous Areas; 15AF Weekly Bulletin, No. 47, 4 December 1953, subject, B-25 Accident, and 15AF Weekly Bulletin, No. 8, 11 December 1953, subject, B-50 Accident. The remainder of the meeting was devoted to a talk on Flying Safety by Colonel John K. Hester, 303rd Bomb Wing Commander. He reviewed the accident of B-47 51-2440 in connection with a later incident of engine malfunction which happened to Major Alukonis.^{9/}

Similarities were pointed out in the engine failures, and a Wing policy was outlined of discontinuing the mission when unusual and unexplained circumstances arise. The investigation and reporting of the crash of B-47 Number 51-2440 on 3 December 1953, 17 nautical miles east northeast of Davis-Monthan occupied the Flying Safety Officer the greater part of the month. The B-47 caught fire during air refueling contacts and crashed within approximately one minute, killing all four crew members. The cause of the fire was determined to be the failure of Number 4 engine turbine, segments of which ruptured fuel lines in the bomb bay area. The cause of the turbine failure was not specifically determined, however parts of the turbine were shipped to the General

^{9/} Aircraft Incident Report (Maj Alukonis, B-47 53-2050) Appendix c.

21

Electric Company for analysis, and later all accessories from Number 4 engine were also shipped to the General Electric Company.^{10/}

303rd Bomb Wing Policy Letters 39-2A^{11/} and 39-4A^{12/} were amended 18 December 1953 to require squadron commanders to personally certify that airmen submitted for flying duty are certified by commanders as being physically qualified as outlined in AFR 160-10. Wing Operations Memo 55A-4, Aerial Refueling, was amended by Operations Memo 55A-4C, 28 December 1953,^{13/} to provide mutual observation and reporting between tanker and receiver of unusual conditions that might be indications of malfunctions; modified emergency breakaway was also provided by this amendment, as well as a requirement that the receiver pilot and boom operator who are at the controls verify to each other his status, whether checked out for the operation or on student status. Flying Safety Operations Memo 62-21, 31 December 1953, was also published,^{14/} establishing criteria for discontinuing or aborting a mission.

- 10/ Major Aircraft Accident (E-47E 51-2440) Appendix D.
 11/ Wing Policy Letter 39-2A, 18 December 1953. Appendix E.
 12/ Wing Policy Letter 39-4A, 18 December 1953. Appendix F.
 13/ Wing Operations Memo 55A-4C, 28 December 1953, Appendix G.
 14/ Flying Safety Operations Memo, 62-21, 31 December 1953. Appendix H.

0149

22

15/
I N T E L L I G E N C E

Major activity of the Intelligence Division in December was directed towards planning, briefing and critiquing of a unit simulated combat mission, EWP planning, target study and combat crew briefings.

The Intelligence Division remains understrength three officers, two 2054 squadron S-2's, and a 2044 Photo Interpreter. Airmen shortages consist of two administration specialists, one draftsman, and one intelligence specialist.

Highly important in the duties of the Intelligence Estimates Section during December were crew and staff briefings on Wing EWP. Briefing materials were prepared with special attention given AOB panel and E and E briefings.

This section prepared the various interrogation forms required for implementation of SAC Manual 55-6 on Combat Reporting. These forms were used in the Unit Simulated Combat Mission (15AF Ops Order 131-53) conducted by the Wing during the month. A great amount of effort was put into the Intelligence portion of this mission such as pre-mission briefing, crew interrogations, mission reporting and post-mission critique. After completion of this mission, new forms were prepared in accordance with the new reporting guide, SAC Manual 55-8 and 55-8A as amended.

Classified material received during the month of December was disseminated, indexed and filed. The National Intelligence Surveys were

15/ Information reported by Maj William R. Blackburn, Chief, Intelligence.

0150

23

indexed on special forms prepared for this purpose to facilitate their use. All restricted portions of "Airfields and Seaplane Stations of the World" were upgraded to Confidential in accordance with instructions from 15th Air Force.

The latter portion of the month was devoted to preparations for SAC Operations Order 87-53, and additional preparation on the EWP briefing was accomplished.

The Operational Intelligence Section conducted combat crew training on the subject "Communication Instruction for Reporting Vital Intelligence from Aircraft." Four hours of instruction were given in this subject during December. Combat Crew Intelligence reporting period brought training requirements up to 58 percent complete.

The Target Intelligence Branch devoted most of its efforts during December to preparation and conduct of a unit simulated combat mission. Target materials were prepared on two domestic cities for the mission. A specialized briefing was given first by the Target Intelligence Officer on 5 December; a general briefing was then conducted on 8 December, with a full review of the mission plans, including an additional target briefing.

The Unit Simulated Combat Mission commenced on 11 December and the initial mission photography ranged in quality from excellent to poor. The last day's film was processed and evaluated on 14 December. Cell formation photos were evaluated and selected and annotated for use in the critique and for submission to 15th Air Force. Difficulty was

0151

24

encountered in determining formation positions due to lack of pertinent data. After crew study, the IP target radar photos were forwarded to 15th Air Force on 21 December 1953.

Through experience gained by this mission, much can be done in the future to expedite collection of mission data and the accomplishment of mission reports. The photo lab greatly assisted the Target Section by the production of good quality negatives and prints in a minimum of time.

The T-2 trainer was out for 1,000 hour maintenance inspection during December, therefore none of the crews has an opportunity to make simulated runs on EWP targets.

The photo interpreters processed 55 rolls of radar film, of which 20 camera attacks were evaluated and 18 runs were scored. Seventy-three RBS attacks were screened. A total of 47 Forms X were flown, of which 39 were scorable.

0152

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CONFIDENTIAL

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27

COMPTROLLER^{1/}

A total of 365 officer personnel were authorized as of 31 December; of these, 335 were assigned by duty. There was no significant change in officer MIRS. Airman MIRS increased from 64.8 percent in November to 68 percent in December. The low MIRS percentage is due to shortages in the 5 and 7 skill levels.^{2/}

Seven 303rd Bomb Wing personnel went AWOL in December. In October and November, AWOL's were three and four respectively. The three-month cumulative rate was 2.3 per 1000.

There were ten Regular Air Force separations during the month of December, of which two reenlisted. The three-months' cumulative totals were 26 separations and seven reenlistments for a rate of 26.9.

Seven thousand eight hundred and fifty-eight hours of mechanical MTD instruction and 3421 hours of electrical MTD instruction were given in December for a total of 11,279 hours.

Of the 324 B-47 sorties required during the month, 137 were delivered for a percent of 42.3. A total of 110 KC-97 sorties were required and 81 delivered for a 50.2 percentage. The total B-47 and KC-97 sorties required for the month of December were 434, with 218 delivered for an over-all 50.2 percentage. Sortie and flying hour requirements are based upon SAC Regulation 50-8, "Requirements for Combat Ready Crews and the Training of Non-ready Crews to Combat Ready Status." As additional

^{1/} Information reported by Maj William G. Thomas, Comptroller.

^{2/} Predominating Shortages in the 5 and 7 Skill Levels as of 31 Dec 53.
Appendix I.

0155

28

crews are trained to a ready status, sorties and flying hour requirements will be reduced.

There were two reports of survey registered during the month of December. The total cost was \$1542.88 for an average cost of \$771.44. The three-month population of the 303rd Wing was 6,734 personnel.

The following information is submitted relative to the 303rd Bomb Wing unit simulated combat mission accomplished in December.

	<u>B-47</u>	<u>KC-97</u>
Aircraft Required	32	21
Aircraft Aborne	32	20
Aircraft Completing Mission	27	19
Adjustment Factor	1.0	.85
Points	<u>73</u>	<u>73</u>
Wing Score	73	

The 303rd Bomb Wing experienced one major aircraft accident on 3 December. Cumulative flying time for the three-month period was 5286 hours for an accident rate of 18 per 100,000 flying hours.

29

CHAPTER
5

0157

30

M A T E R I A L

0158

31

^{1/}
M A T E R I E L

In accordance with TOC 01-20ENB-337, which required the removal of of pilot and co-pilot ejection seats on 30 aircraft and replacing them with modified seats, plus the installation of catapults for these seats and the observer's seat, 303rd Wing aircraft were grounded for excessive periods. Technical Order 02B-105EC-23, which required the inspection of all installed engines in B-47 type aircraft, was another major factor which contributed to the Wing's inability to meet the December flying time requirements. Our deployment to Rapid City, South Dakota, combined with a unit simulated combat mission held in December, proved very satisfactory. Thirty-two out of a total scheduled 32 aircraft completed the mission with no major maintenance difficulties encountered. Of the aircraft parts available, approximately 27 percent were used, making the en route supply kit that was established by the Materiel division more than adequate. Of the armament and electronic spares that were available, only 17 percent were used. Re-evaluation of this en-route kit is being made in order that future kits may be based on a more realistic expected utilization.

Plans are continuing and rapid progress is being made on the Wing Mobility Plan. Practice sample loadings have been scheduled for early January to determine our capability and the facility of the plans that have been so far formulated.

^{1/} Information reported by Lt Col M. W. Henney, Director of Materiel.

0159

32

LOGISTICS^{2/}

This section completed the revised loading plan which was hand-carried to 15th Air Force. The Wing capability for cargo loading was greatly reduced as the KC-97G type aircraft has an 18,000 pound capacity by space limitation while our original plan listed 30,000 pounds as published in SAC Manual 400-1.

SUPPLY^{3/}

A priority system was set up with Base Supply on all UEE shortages, and follow-up action was sent to the Depot on all critical item shortages that affected the capabilities of the Wing.

New UAL's have been received and automatic change action started on them.

QUALITY CONTROL^{4/}

During the month of December, the following inspections were completed and the inspections reports routed to the appropriate organization by the Quality Control Section: 9 B-47 aircraft through the docks; 8 KC-97 aircraft through the docks; 8 B-47 flight line inspections; 3 KC-97 flight line inspections; 26 B-47 engine changes; 7 KC-97 engine changes; 252 B-47 engines for compliance with T.O. 02B-105/C-23; 264 B-47 engines for compliance with T.O. 1-B47-438; 16 aircraft jacket files; 2 housekeeping inspections; 3 B-47 strut changes, and 3 B-47 hatch inspections.

^{2/} Information reported by Capt W. J. Holt, Logistics Officer.

^{3/} Information reported by Capt A. L. Holcomb, Supply Officer.

^{4/} Information reported by Maj J. P. Pendleton, Quality Control Officer.

0160

33

The Technical Order Distribution Unit of the Quality Control Section has received T.O. 01-1-1. This new technical order is the basic index for the renumbering and filing of technical orders. At the present time, the technical order file is being brought up to date with the new index.

The Unsatisfactory Report Unit of Quality Control processed a total of 257 unsatisfactory reports during the month of December. During the year of 1953, a total of 2,157 unsatisfactory reports were processed by the Unsatisfactory Report Unit for the 303rd Bomb Wing.

The Test Flight Unit of the Quality Control Section scheduled 15 B-47 aircraft and six KC-97 aircraft for test flight during the month of December. Test flights were completed on all aircraft scheduled and the aircraft were released to the combat squadrons.

MAINTENANCE STANDARDIZATION TEAM^{5/}

During the month, this section had 26 projects, of which 20 have been completed. Six projects are being carried into the new year because of extensive research required.

The evaluation of 5 and 7 level AFSC's to determine the maintenance manning status for the Wing was accomplished during the month. This required extensive screening on the part of the section. It was found that the combat squadrons were utilizing more than 25 percent of their 5 level personnel as crew chiefs due to lack of 7 level personnel. This exceeds the 25 percent recommended by 15th Air Force.

^{5/} Information reported by CWO W. E. Guerin, Standardization Team Officer.

0161

34

Unsatisfactory Reports, Malfunction Reports and Quality Control Inspection Reports were also screened by this section during the month.

Maintenance Information Bulletin No. 9, dated 21 December 1953, was published. This bulletin contains two parts, Part I - General Maintenance Information and Part II - Armament and Electronics Maintenance.
6/

MAINTENANCE CONTROL 7/

The B-47 fuel leak situation continues to improve. During the month of December 3.28 B-47 aircraft were out of commission due to fuel leaks as compared to 3.68 aircraft per day during the month of November.

The technical order compliance rate for the Wing for the month of December was 27.7 for B-47E aircraft and 14.1 for the KC-97G aircraft.

During the month, SAC Manual 65-2 was implemented and is almost 100 percent complete. The manual made many changes in operating procedures, and the new procedures under this manual are now operating smoothly and efficiently.

6/ Maintenance Information Bulletin, 21 Dec 53. Appendix 7.
7/ Information reported by Maj Henry McManus, Maintenance Control Officer.

30
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0163

36

WING INSPECTOR

0164

37

WING INSPECTOR^{1/}

A Disposition Form from Headquarters 36th Air Division, dated 3 December 1953, established "Project Verify"^{2/} for the purpose of verifying that corrective action required and indicated as complete with reference to the last annual 15th Air Force inspection of this Division had in fact been accomplished. In compliance with paragraph 2 of "Project Verify" Lt Col Rufus A. Ward, Wing Inspector, was designated as Project Officer to assist all organizations in the Wing with this report. The first interim report on "Project Verify" was submitted 16 December 1953 and the second report on 30 December 1953; the final report is to be submitted on 8 January 1954. Follow-up administrative inspections were conducted in the 303rd Air Refueling Squadron and the 358th and 359th Bomb Squadrons during the month of December.

A Personal Conference Period was held by the Wing Inspector on 21 December; there were no complaints or grievances to record.

^{1/} Information reported by Lt Col Charles O. Roberts, Wing Inspector.
^{2/} DF, 36th ADiv, 3 Dec 53, subject, Project Verify. Appendix K.

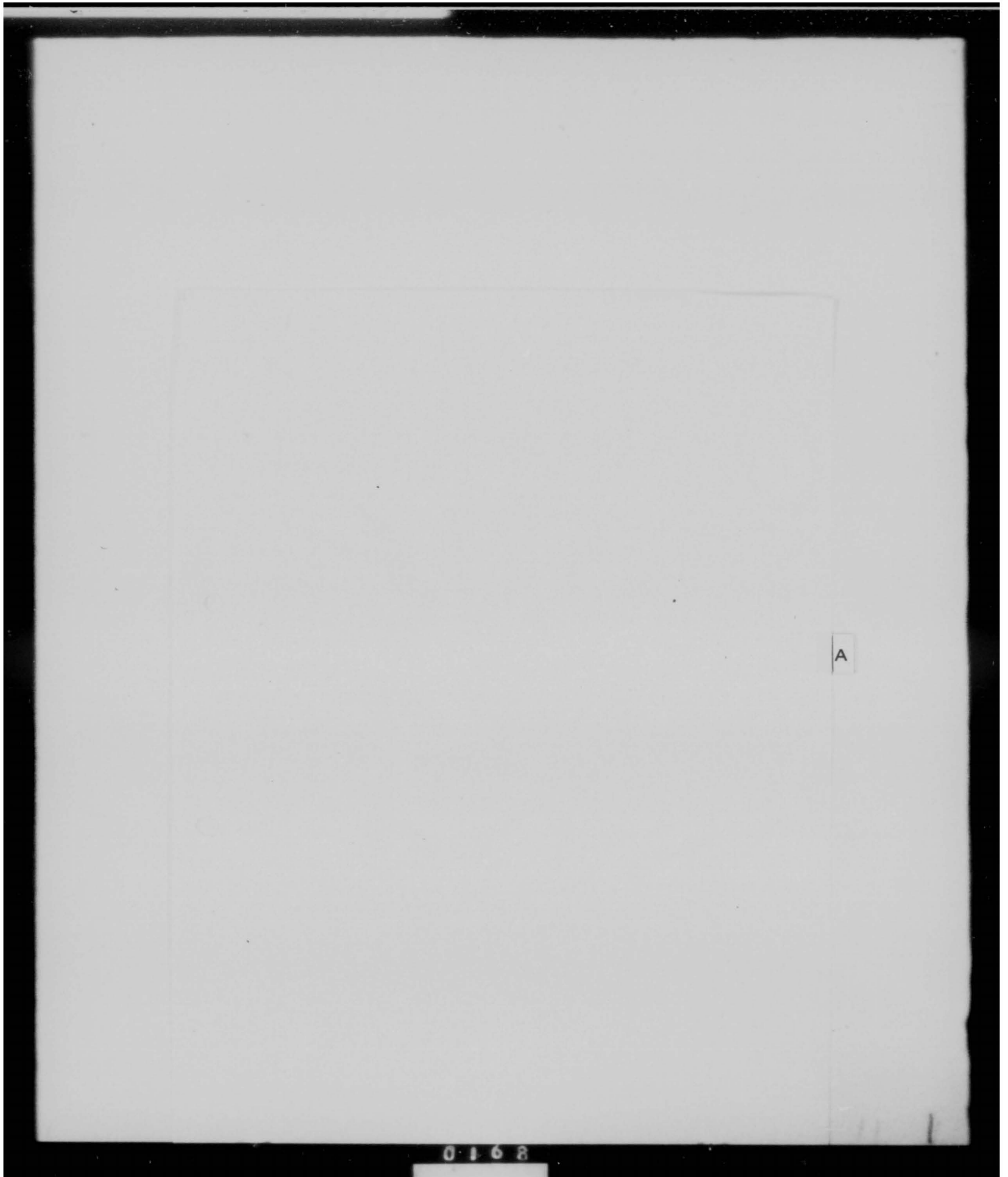
0165

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P
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INDEX OF APPENDICES

<u>Appendix</u>	<u>Title</u>
A	Pictorial History
B	Breakdown of B-47 Flying Time by Squadron
C	Aircraft Incident Report (Maj Alukonis, B-47 53-2050)
D	Major Aircraft Accident (B-47E 51-2440)
E	Wing Policy Letter 39-2A, 18 December 1953
F	Wing Policy Letter 39-4A, 18 December 1953
G	Wing Operations Memo 55A-4C, 28 December 1953
H	Flying Safety Operations Memo 62-21, 31 December 1953
I	Predominating Shortages in the 5 and 7 Skill Levels as of 31 Dec 53
J	Maintenance Information Bulletin, 21 Dec 53
K	DF, 36th ADiv, 3 Dec 53, subject, Project Verify





COL. JOHN K. HESTER

***Colonel Hester, Commander
303rd Bombardment Wing***

PICTORIAL HISTORY OF THE 303RD BOMB WING,
MEDIUM, FOR THE YEAR 1953

0169

**Superforts Fade Away
For Speedier Jets**

**Assigned First
KC-97G Model**

**Instructor Pilots Teach
Crews Flying Techniques**

**303rd Air Refueling Squadron
Uses New Flying Gas Stations**

**Monthly Mechanic, Crew
Chosen from Bomb Sq.**

SAC B-47 CREWS

ARE EXPECTED

*B-47 Phase of Annual Bombing
Competition to Be Held Here*

*Bomb, Nav. Comp Keen;
First Phase Completed*

*B-47 Crews Readied;
First Missions Sunday*

*303rd Bomb Wing Crew Captures
SAC Bomb Competition Honors*

SAC Lauds B-N Crews

*Lt. Col. E. C. Shelton Heads
Asst. Dir. Ops. 303rd Post*

*Colonel Ira V. Matthews
Holds Dir. Ops. Position*

*Lt. Col. Russell Dougherty
Is Commander 303rd A&EM*

*Lt. Col. Albert J. Bowley
Leads 358th Bomb Sq.*

*Col. Reinhardt Leads
359 Bombardment Sq.*

23 January 1953

Holding Squadron For 40th Wing Attached To 303rd

The 40th Tactical and Maintenance Squadron, Provisional, was attached to the 303rd Bombardment Wing this week.

The 40th Wing was reactivated and assigned to the 802nd Air Division at Smoky Hill AFB as of Jan. 1. It will be equipped with B-29s.

Until facilities at Smoky Hill have been expanded to adequately handle an additional wing, the 40th Provisional Sq. will remain at Davis-Monthan.

Since the 303rd Wing will be converting to B-4 Stratojets in April, many of their B-29s plus maintenance men and crew members not trained for B-47 duty will probably be assigned to the 40th Wing.

27 February 1953

Air Refueling Sq. Formed For 303rd Bomb Wing

The 303rd Air Refueling Sq. was activated at Davis-Monthan last week in conjunction with the 303rd Bombardment Wing conversion to Boeing B-47 Stratojets in April.

Maj. Henry C. Bussing, former deputy director of operations for the 303rd Wing, was named commanding officer of the squadron which will soon be equipped with KC-97 Stratocruisers designed for boom-type refueling of the jet bombers in flight.

Flying and maintenance men of Col. John K. Hester's wing are now being trained for their new duties on both the world's fastest medium bomber and the KC-97 tanker.

6 March 1953



Davis-Monthan pilots of the 303rd Bombardment Wing will soon convert to an all jet wing and during the transition period they will learn about jet powered aircraft from these T-33 trainers. Capt. John O. Canfield, a pilot in the

358th Bomb Sq. is being briefed on T-33 controls by his squadron commander Maj. Albert J. Bowley. Three of the training aircraft arrived last week and six more are expected by mid-March.

-USAF photo by Sandoval

0173

27 March 1953

B-47 MTD Prepares Crewmen For Switch

Although the Boeing B-47s had not arrived at Davis-Monthan at press time, a group of men set up "shop" in the old school buildings to train the maintenance crews of the 303rd Bombardment Wing.

This group of men are instructors for the B-47 Mobile Training Detachment.

"We can't bring the whole ship down for the boys to ponder over," said Capt. John M. Hegewald, officer in charge of the unit, "but we can bring it to them in parts known as 'mock ups' which we will use in teaching them the operations of the plane."

The MTD unit began teaching these crews Monday morning in the hurriedly prepared quarters formerly occupied by the base grammar school. It was the first day of full scale teaching although "scanty" teaching had been going on several weeks.

Present enrollment in the school is 75 students but according to Capt. Hegewald, the enrollment should reach 200 when the school begins to operate in capacity. Every officer or airman in the Wing who will have anything to do with the aircraft will undergo the instruction.

The school consists of six different phases. First these men will receive instruction in the airplane general, or APG-1, as it is better known. From there they will learn about pressure and heating, electrical equipment, the power plant, hydraulic system, instruments, autopilot and radio.

M/Sgt. Robert L. Renfro, a veteran of four years with the Strategic Air Command and another year and a half with his present unit, is NCOIC of the B-47 MTD.

"The mock ups we have in the unit give the students detail description of how that certain part operates," said the sergeant, "and, as the old saying goes, one picture, or mock up in our case, is worth a thousand words."

"Our main purpose of having detailed mock ups is to show these students exactly where each part fits so when they are working on the plane itself they will remember the mock up and consequently remember where the part fits in with the others."

The full course will take each man six and a half weeks. A school day, however, is only four hours long therefore allowing the man to work the other four hours in his section.

Flyers Leave To Bring Superjets Here

Nine officers from the 303rd Bombardment Wing left Davis-Monthan Tuesday for Tulsa, Okla. to bring the first B-47s to be assigned to the 303rd Wing into the runways of D-M.

The first of the large Stratojet bombers was scheduled to come in yesterday, but due to deadline limitations a report of the landing could not be made in this week's edition.

The triple-threat crews flying the aircraft are Lt. Col. Herbert W. Reinhardt, Maj. Samuel Blessing, Maj. Albert Bowley, Maj. Henry McManus, Maj. Earl Lilley, Maj. Virgil Brazil, Capt. Thomas Esmond, Capt. Thomas Taylor and Capt. Randall Yeager.

Few airplanes have created more interest and speculation as to their flight characteristics than the Boeing B-47. The fact that it was the first large swept-wing aircraft and that it has the speed of a jet fighter has largely contributed to this interest.

The fastest strategic bomber in the world, the Stratojet is now in full production for the U.S. Air Force's Strategic Air Command.

0174

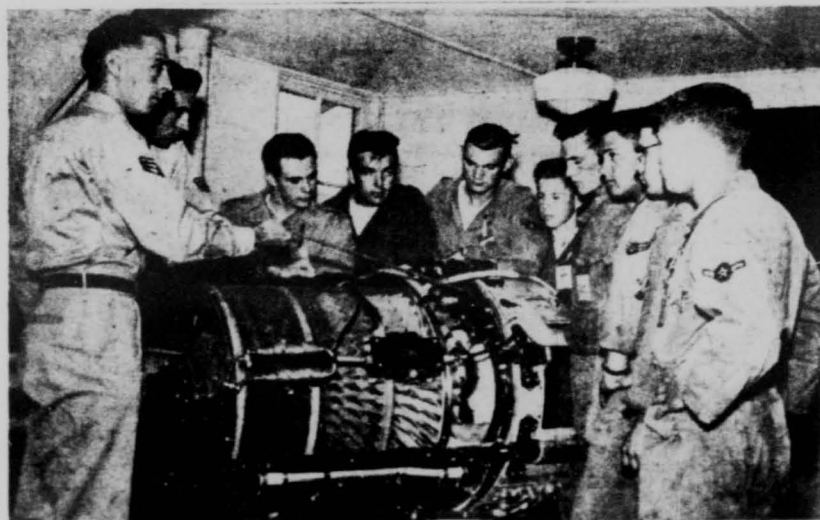
27 March 1953



HYDRAULIC TRAINING—One of the main phases emphasized in the training is the hydraulic system of the aircraft. Here A/2C Robert D. Terry tells students how many of the aircraft's parts are operated by hydraulic pressure.

USAF photo by Sandoval

27 March 1953



JET ENGINE OPERATION—A/1C C. W. Wright, instructor in the power plant phase of the B-47 Mobile Training Detachment, explains to his maintenance students the entire operation

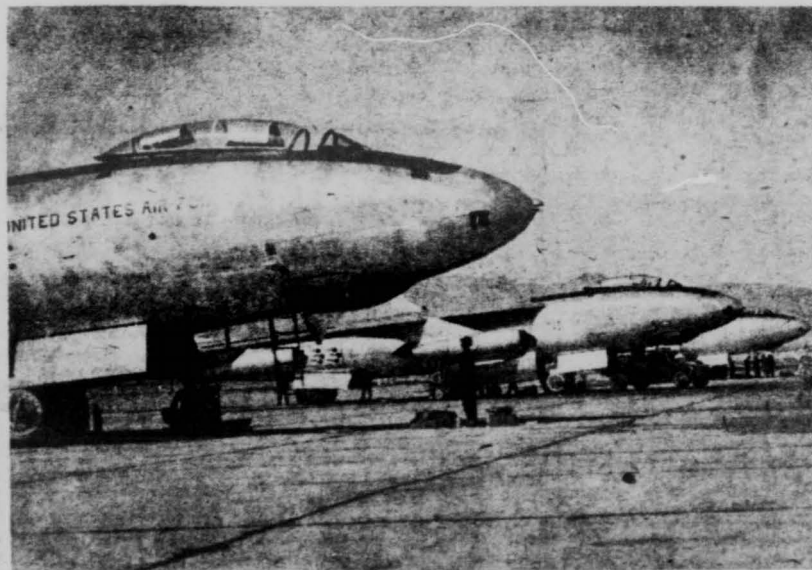
of the J-47-23 turbo jet engine, the type used by the B-47. Specialists from the 303rd Wing will be placed in these jobs.

USAF photo by Sandoval

0175

Stratojets Arrive For 303rd Bomb Wing

3 April 1953



SLEEK BOMBERS—Soon to be a familiar sight at Davis-Monthan are these sleek Boeing B-47 Stratojet bombers. These three are the first of many to be assigned to the 303rd Bombard-

ment Wing as it converts from the B-29 to strictly jets. Maintenance crews of the Wing are presently undergoing training for the conversion.

USAF photo by Sandoval

3 April 1953

0176

3 April 1953

First B-47s Arrive To Begin Jet Age

The first three Boeing B-47 Stratojet medium bombers assigned to the 303rd Bombardment Wing (Jet) landed at Davis-Monthan Air Force Base last Friday making the first of a series of changes which will convert the wing from a B-29 outfit to a jet force.

Flown by Lt. Col. Herbert W. Reinhardt, instructor pilot and commanding officer of the 359th Bomb Sq., the first of the fastest medium bombers in the world touched down on the new D-M runway at 12:15 p.m. Other members of the first crew were Capt. Thomas Esmond, pilot, and Capt. Randell Yeager, co-pilot.

THE SECOND of the three 600 mile-an-hour bombers to arrive here piloted by Maj. Virgil Brazil landed at 2:30 p.m. Crew members aboard were Maj. Albert Bowley, pilot and commander of

the 358th Bomb Sq., and co-pilot Maj. Henry McManus. Instructor pilot, Maj. Earl Lilley flew in the third aircraft at approximately 3 p.m. Aboard the sleek-looking jet were Maj. Sam Blessing, pilot and 360th Bomb Sq. commander, and Capt. Thomas Taylor.

The first Stratojet delivered was assigned to the 359th Bomb Sq., the second to the 358th, and the third to the 360th. All three bombardment squadrons are assigned to the 303rd Wing.

Among the many newsmen, friends, and families of the crews flying the first D-M jets were Col. John S. Hardy, 36th Air Division commander, and Col. Manford Jay Wetzel, deputy commander of the 303rd Wing.

Col. John K. Hester, 303rd commander who is at the present time himself taking transition flying on the new aircraft which will be the nucleus of his Wing, was absent.

The ARRIVAL of these planes marks a new era in aviation for Davis-Monthan. Powered by six General Electric turbojet engines, these jets may call upon 18 integral rocket units for additional power.

B-47's carry crews of three and more than 20,000-pounds of bombs. Range without refueling is 3,000 miles, but aerial refueling makes the range of these planes far in excess of this. The plane's wing-span is 116 feet; its height is 28 feet and its length is 108 feet; with a gross weight of 185,000 pounds.

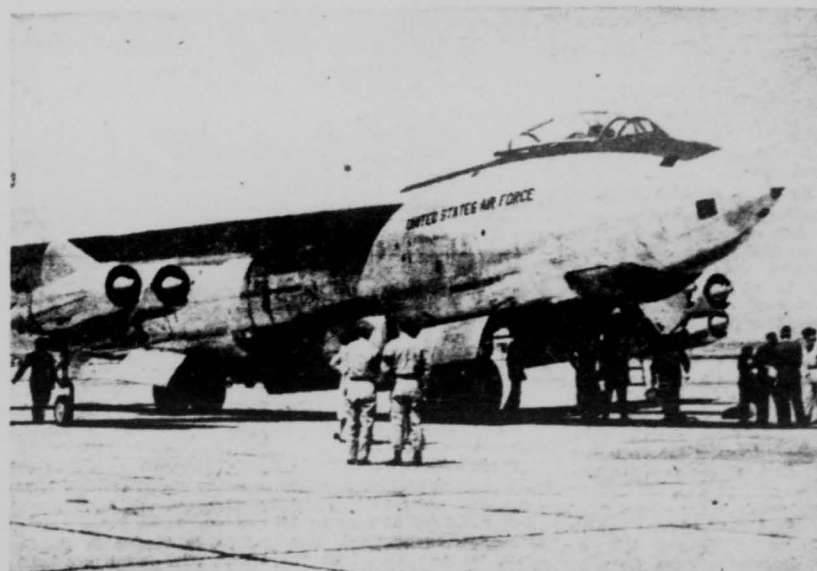
Up to now, D-M aircraft have been refueled in the mid air by KB-29s. However, the 303rd's B-47s will be refueled by the new Boeing KC-97 boom-type refueler which will arrive at D-M at a later date. All of the 303rd Bomb Wing's B-29s will eventually be replaced with the newer, faster, and more powerful jet aircraft.

0177

3 April 1953



TWO OF SIX—Left to right, Maj. Virgil Brazil, instructor pilot; Maj. Albert Bowley, pilot and squadron commander of the 358th Bomb Sq., and Maj. Henry McManus, co-pilot, after landing the 358th's first B-47 Friday check two of six engines which flew them and their jet better than 600 miles per hour.



FIRST ARRIVAL—The first Boeing B-47 Stratojet medium bomber delivered to Davis-Monthan's 303rd Bombardment Wing (Jet), and assigned to the 359th Bomb Sq. is admired by onlookers when it arrived here last Friday.

signed to the 359th Bomb Sq. is admired by onlookers when it arrived here last Friday.

USAF photo by Sandoval

3 April 1953

0178

8 May 1953

First B-47 Docks Erected For 303rd Mechanics

Transition from conventional type aircraft to the jet program in the 303rd Bomb Wing, completed another phase with the erection of the first B-47 dock in the 303rd Periodic Maintenance Sq. area.

A composite of maintenance docks used at March AFB, Calif. and McDill AFB, Fla., the new docks are constructed in a "tailor-made" fashion for the B-47. Constructed by the carpenter shops of the 3040th Aircraft Storage Unit, the dock is the first of three to be constructed at D-M.

Slope Follows Wings

The slope of the maintenance platform and roof of the docks closely follow the wing contours of the B-47, giving the dock a unique appearance of being ready for flight.

Maintenance men of the 303rd Periodic Maintenance Sq. have all been processed through jet aircraft and engine schools, and are awaiting the opportunity to exercise their newly acquired skill.

The 303rd Periodic Maintenance Sq. was organized in Sept. 1951, under the command of Maj. Douglas Rappley and has established a record for quantity and quality of maintenance its organizational period and subsequent operations. The squadron accompanied the 303rd Bomb Wg. on its temporary duty assignment in North Africa earlier this year.

Give Mechanics Schooling

When informed of the jet transition, the squadron, as did all other units of the 303rd Wing, sent its mechanics and supervisors to jet schools.

"With the completing of the first dock, and with the support of the tactical and technical units of the 303rd Bomb Wg. and Air Base Group, we stand ready to join in the job of 'Keep 'Em Smoking over Tucson.'" Maj. Rappley said.

15 May 1953

B-47 Training Detachment Prepares 303rd for Switch

By ROBERT G. SMITH

With the recent addition of the Boeing B-47 Stratojets to the 303rd Bombardment Wing here, there came the problem of training mechanics to maintain the bombers.

Men could be sent to other bases for training, but by the time every 303rd mechanic attended one of these schools it would be a matter of years before they would return capable of maintaining these aircraft.

Problem Solved

However, this problem was solved quickly when a small group of officers and airmen brought the school from Chanute AFB, Ill. to the men.

This group of men are instructors, their organization, the B-47 Mobile Training detachment.

"We couldn't bring the whole ship down for the boys to ponder over," said Capt. John M. Hege-wald, officer in charge, "but we did bring it to them in parts known as 'mock-ups,' used in teaching them the plane's operations."

Began In March

The MTD began teaching 303rd

maintenance crews in mid-March in hurriedly prepared quarters formerly occupied by the base grammar school.

Now in full operation, school enrollment has reached approximately 150 students, just 50 short of capacity. Every officer and airman in the Wing dealing with the aircraft will take this instruction.

The school consists of six phases.

Airplane general, pressure and heating, electrical equipment, the power plant (engine), hydraulic system, instruments, autopilot, and radio.

M/Sgt. Robert L. Renfro is NCOIC of the B-47 MTD.

Gives Description

"The mock-ups we have here give the students a detailed description of how parts operate," said the sergeant, "and, one picture, or mock-up in our case, is worth a thousand words."

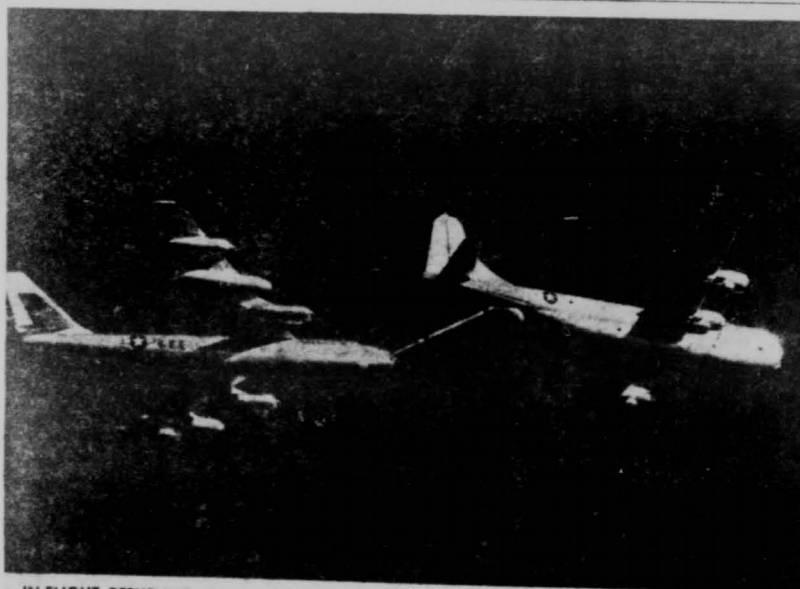
0179

29 May 1953

KC-97 GAS TANKERS TO ARRIVE

Flying Gas Stations Due This Week

By G. H. GARABEDIAN



IN-FLIGHT REFUELING—Boeing KC-97 tankers of the 303rd Air Refueling squadron which will refuel B-47 Stratojets in-flight will replace

outmoded KB-29s in the technique of transferring fuel in mid-air, and increase the versatility of the modern jet aircraft.

(Boeing Airplane Company photo)

29 May 1953

In-flight air refueling to the average airmen of today's Air Force is relatively a new technique, but to the airmen of yesteryear it is comparatively an old idea which the 303rd Air Refueling squadron is revolutionizing with their new Boeing KC-97 tankers.

The first of the many gas stations of the sky was due here this week by 303rd crews from Boeing's Seattle, Wash., factory.

Lt. Col. Sam J. Bussing, squadron commander of the 303rd AR, said, "The KC-97 will exclusively refuel the B-47 Stratojet."

This will be the first time a boom-type refueler has been used at D-M. The 303rd will man KC-97Gs, the newest of the Boeing series, replacing the old hose-type refueler, the KB-29P Flying Boom.

Crews to fly the '97s will arrive from schools. Airmen are taking transition flying at Randolph AFB, Tex., West Palm Beach, Fla., March AFB, Cal., and Smoky Hill AFB, Kan., prior to assignments here.

Training continues at D-M. Crews will receive about six months training before they will be able to operate with bombers in flight.

The new prototype tanker, similar to the 29P Flying Boom, can make mid-air contacts with all aircraft equipped for air refueling. The 303rd AR's mission will be the B-47.

A version of the double-decked Stratofreighter, the airplane was designed for the Air Force primarily to carry freight, litter, fuel, and troops. The tankers' predominant feature over the freighter is the boom, which jets out from the rear assembly.

The boom eliminates the hazard of the hose. Swung into place by the operator, rather than guiding the hose by a cable of its predecessor, it fits snugly into the refueling nozzle.

0180

12 June 1953

AF's First 3 KC-97Gs Operating in 303rd AR

Three KC-97G refuelers landed here last Friday to "put the 303rd Air Refueling squadron into business," to use the words of Lt. Col. Sam J. Bussing, squadron commander as he stepped down from the first tanker to arrive.

This will be the first time a boom-type refueler has been used at Davis-Monthan and is the first tanker in the G series to be delivered to the Air Force. This will replace the old hose type refueler, the KB-29P Flying Boom.

Crews From Schools

Crews to fly the '97s will arrive from schools. Airmen are undergoing transition training at Randolph AFB, Tex., West Palm Beach, Fla., March AFB, Cal., and Smoky Hill AFB, Kan., prior to their assignment here to work with the giant tankers.

Crews will receive about six months training before they will be able to operate the bombers.

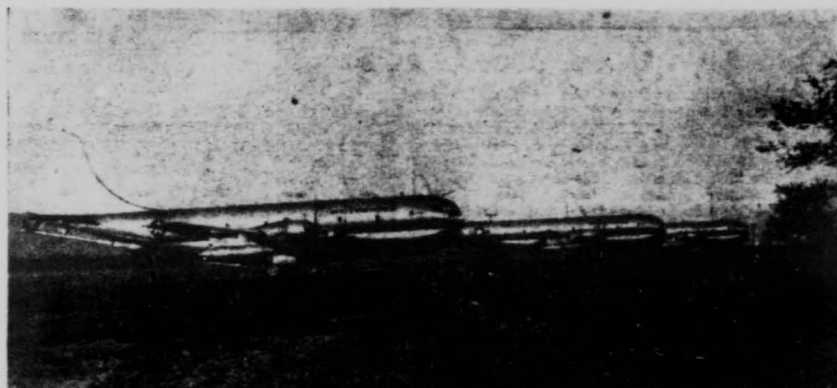
A version of the double-decked Stratofreighter, the airplane was primarily designed for the Air Force to carry freight, litters, fuel, and troops. The tanker's predominant feature over the freighter is the boom, jutting out from the rear assembly.

Hazards Cut

The boom eliminates the hazard of the hose. Swung into place by the operator, rather than guiding the hose by a cable, it fits snugly into the refueling nozzle of the B-47.

Top speed for the flying gas station is 375 miles an hour. Its ceiling ranges to 40,000 feet. Favorable refueling operations, however, are conducted at 20,000 to 25,000 feet and at a speed of approximately 200 miles an hour.

A seven-man crew—pilot, copilot, flight engineer, navigator, radio operator, and boom operator—handle the airplane.



READY FOR WORK—Soon to be in the skies over D-M are these three KC-97G flying gas stations. "The tanker will exclusively refuel the B-47 Stratojet," said Col. Sam J. Bussing, 303rd Air Refueling squadron commander,

who flew the first tanker in last Friday night. "Crews will receive about six months training before they'll be able to fly the giant tanker," the colonel added.

(USAF photo by Smith)

-0181

3 July 1953

Assigned First KC-97G Model

Lt. Col. Henry G. Bussing's 303rd Air Refueling Sq. was the first Air Force unit to be assigned the Boeing KC-97G, latest model of the versatile aircraft which can be used for transport or refueling.

The flying boom equipped air mammoth is being utilized here as the standard refueling tanker for the 303rd Bombardment Wing's mighty Boeing B-47 Stratojets.

11th Model

Boeing Aircraft company officials announced that the KC-97G is the eleventh model of the Stratofreighter series and can easily carry most major cargo items without removal of the refueling equipment.

24 July 1953



LT. COL. CHARLES O. ROBERTS

Col. Roberts Named 303rd Wg. Inspector

Lt. Col. Charles O. Roberts has been named wing inspector for the 303rd Bombardment wing, a position recently re-established by the new table of organizations.

Col. Roberts was assigned to Davis-Monthan May 30 from Stead AFB, Nev., after being recalled to active duty as an officer May 27. "I was originally slated for wing intelligence when I received my assignment here," the colonel said, "but when the new TO called for a wing inspector, I was assigned to fill the vacancy."

"Under the present wing inspector set-up only two men are authorized, a lieutenant colonel and a master sergeant, whereas under the old TO quite a number were authorized," the colonel added, "but we'll still get the same job done."

3 July 1953

Blueprint Accepted For Command Use

After what seemed to be a battle for time, the 303rd Periodic Maintenance squadron of the 303rd Bombardment Wing had its plans for a B-47 maintenance dock accepted for SAC-wide use over the plans of the Second Air Force.

"It's a funny story how all this came about," said Capt. Clarence F. Booth, 303rd Periodic Maintenance squadron commander. "We didn't mean to compete with the Second Air Force at all in making the plans but it seems that their plans just didn't suit our needs."

Realizing the need for a new and good type B-47 dock, Capt. Booth left D-M early in March for McDill AFB, Fla., to inspect their docks while two other members of his squadron went to March AFB, Cal., to view theirs.

Wheels Grind

This group returned to D-M and called in their dock chiefs and maintenance personnel and started the wheels grinding on what they would need in the way of a B-47 dock to fit the particular needs of this base.

For two weeks these men spent day and night designing and redesigning plans trying to come up with one embodying all the features they needed.

Then about the middle of March plans were completed and work began.

The finished plans were designed so that the dock would be built around the B-47 aircraft. The main advantage of building the dock "tailor made" was to give the mechanics, as nearly as possible, the best working conditions.

For Good Measure

The plans also called for fitting the measurements of the aircraft so personnel could have access to every major mechanical part of the B-47.

"About the time our first dock was almost completed, we received plans from Second Air Force showing us the type docks they were submitting for SAC-wide use," continued Capt. Booth.

"It didn't suit our particular needs at all, so at once we started working day and night to finish the dock. Second Air Force was to submit their plans June 1 so we knew we would have to beat them to the punch if we were going to maintain our dock."



The squadron completed its first dock by feverish, continuous work ending May 28. Then on May 29 pictures from all angles of the dock were taken and developed so Capt. Booth would have pictured evidence of the dock's superiority to that designed by 2 AF.

The captain left D-M on the morning of the 30th and was in SAC headquarters early on the morning of June 1. He and his squadron's plans for B-47 docks arrived before the men of the Second Air Force and, therefore, received first consideration.

Capt. Booth recently received a call from SAC notifying him that his squadron's plans had been accepted for SAC-wide use.

This one dock has been finished now with the exception of lighting facilities and air and power facilities. Three more are under construction and all are expected to be completely finished by September 1.

All four are being constructed side by side.

SAC Will Use

"Of course the original design is what will be used SAC-wide," Capt. Booth added. "There will probably be a few changes in the plans to meet climatic conditions at the various bases throughout SAC."

Another feature that goes along with the new docks is pre-planned inspections by the inspecting crews.

Previously, inspections were made of aircraft in the docks by teams which had coordinated their inspections but had not planned them well enough in advance.

Under the pre-planned inspection system, a time limit has been set on each phase of the inspection so each member of the team has his own area to inspect and no other member of the team is in his way.

3 July 1953

0183

7 August 1953

303rd Air Refueling Squadron Uses New Flying Gas Stations

by Robert G. Smith
(Staff Writer)

Many of us drive our automobiles into gas stations every day and ask the attendants to fill 'er up and not think about it.

Now, the business of refueling planes while in flight is almost that routine with the ever-growing proficiency of flying gas station attendants.

"No matter how routine this operation may be in the future, it'll still be a thrill to watch them fill 'er up," was the expression of a group of B-47 pilots.

The newest "chain.... of flying gas stations here is the 303rd Air Refueling squadron commanded by Lt. Col. Henry G. Bussing.

Equipped With Latest Thing

They are equipped with the latest thing in service stations, the KC-97G. This squadron is the first in the Air Force to receive the G type '97. It is the most versatile of the seven models developed since 1944.

For example, the E and F type tankers are designed with the refueling tanks on both decks and each side of the plane. The G type has tanks on both sides in the bottom deck but on the top deck, they are stacked to the ceiling of the plane on one side; the other side is bare.

The empty side can carry passengers or about 50,000 pounds of cargo. In the event that the 303rd wing would be called on a temporary duty mission overseas, a few of these tankers would be used as freighters.

The conversion is not a simple task. The service department of the tanker, the refueling pod and bom, and tanks, are removed. A ramp is placed in the hole left by the pod and is swung into the plane for loading and unloading vehicles and cargo.

A pair of swinging doors replaces the pod.

Maintenance crews here have to keep on their toes and in the know about the conversion because there are times when the refueling squadron is called on to use them as cargo or troop carriers.



CLANCY CHECKS OUT—A/IC William L. Vanetta plays the role of "Clancy," the man who lowers the boom, on this KC-97. Here he is stretched out in the same position he assumes when refueling a B-47. First Lt. Benjamin J. Dzubia, aircraft commander, checks with Airman Vanetta on the outside of the plane to see if everything's okay. The window in front of the boom operator has been designed by Boeing to give the operator as clear a vision as possible.

(ISO photo)



CONTROLS REFUELING—T. Sgt. William T. Griggs, flight engineer on the tanker, controls the flow of fuel into the B-47 in addition to his engineer duties. A movable fuel control panel swings within easy reach of Sergeant Griggs when the hook-up is made.

(ISO photo)

0184

7 August 1953

B-47 Pilot Deluxe**Maj. Grimwood Heads 303rd
Pilots with 419 Flying Hours**

"Is that so?" was the surprised answer Maj. Don M. Grimwood gave when he found out this week he had racked-up more B-47 flying hours than any other pilot in the 303rd Bombardment wing.

As of Monday, the major had 419 B-47 flying hours to his credit. He took off again Tuesday to boost his total.

"My jet training started at Wichita Falls, Texas," the major said. "I began T-33 transition training in October, 1951, and after completing it in November, I moved to McDill AFB, Fla., to start B-47 training."

In February, 1952, Major Grimwood completed this transition training and was assigned to a combat crew with the 306th Bombardment wing at McDill.

Flew as Crew Member

He flew about a year as a crew member and in December, 1952, he was given an instructor pilot rating.

He was assigned to Davis-Monthan and the 360th Bombardment squadron in April, this year. He is now an instructor-pilot with the 360th.

"The B-47 is about the safest and fastest medium bomber I've flown," Major Grimwood said, commenting on the jet. "It also leaves less margin for error," the major added.

"Due to the enormous increase in speed, you have to think faster and keep more alert than you normally would flying a propeller-driven plane. This added alertness and fast thinking cuts down the possibilities of accidents.

"Your thinking always has to be ahead of the aircraft. If you are flying 600 miles an hour, you have to think 600 miles an hour

to keep up with the plane."

"Incidentally," the major added, "My old wing (the 306th at McDill) set a trans-Atlantic speed record for the B-47 from Limestone, Maine, to Fairford, England, in 4 hours, 22 minutes. I understand thought, they didn't hold it very long. Its sister wing, the 305th made the same trip about two weeks ago and broke the record by flying it in 4 hours and 45 minutes."

21 August 1953

**Instructor Pilots Teach
Crews Flying Techniques**

Before too long the phrase "fill 'er up" will be the by-word of the 303rd Bombardment wing.

The technique of aerial refueling is currently being mastered by the wing, under the direction of a six-man crew from SAC headquarters. Slated to instruct flying personnel in this comparatively new type of refueling, the crew will be at this base for three months.

Members of the traveling Offutt AFB aerial team are Capt. Ernest E. Campbell, B-47 refueling instructor pilot; Capt. E. C. Wilkes, B-47 instructor pilot; Capt. Frank Jenkinson, KC-97 instructor pilot; M/Sgt. M. Doyle, KC-97 flight engineer instructor; M/Sgts Clanton and Pennington, boom operator instructors. In ad-

dition to the above, SAC uses representatives from Boeing Airplane company to teach ground training before the flights.

Training grounds for the refueling lessons are located high in the skies near D-M. Before the actual refueling takes place, "dry" runs are conducted to train and familiarize the men who someday will be doing it on their own.

Many hours are spent on this training, and before personnel actually take part in this operation, they are veterans in the greatest sense. Actually refueling takes place in a matter of minutes after connection is made between the two planes . . . those minutes of refueling requires many hours of training.

4 September 1953

Know Your Commanders

**Colonel Hester, Commander
303rd Bombardment Wing**

(Third in a Series)

Col. John K. Hester is commander of the 303rd Bombardment wing and has been assigned to Davis-Monthan since Jan. 9, 1951.

Colonel Hester entered the military service June 29, 1938 and was commissioned May 26, 1939 as a second lieutenant after graduating from flying school at Randolph and Kelly Fields, San Antonio, Texas.



COL. JOHN K. HESTER

The colonel is a graduate of Peoria high school, Peoria, Ill., and of the University of Illinois, from which he graduated in 1933 with a bachelor of science degree in Ceramics.

During World War II, Colonel Hester spent 21 months in the China-Burma-India theater of operations (October, 1943 to June, 1945) and flew 50 combat missions. Prior to that his only other overseas service had been at Albrook Field, Canal Zone, from 1939 to 1941.

From August, 1945 to July, 1948 he was military aide to the Secretary of the Air Force. From 1948 to 1949 he attended the Air War College and from 1949 to 1950 he was assigned as operations officer at Sandia AFB, Albuquerque, N.M.

Prior to being assigned to Davis-Monthan, the colonel was stationed at March AFB, Cal.

Among his medals and decorations are the Asiatic-Pacific theater ribbon with two battle stars; the Distinguished Flying Cross; the Bronze Star, the Air Medal and the American Commendation ribbon with an ak Leaf Cluster.

He is the son of Mrs. Anna M. Hester of Peoria, Ill., and is married to the former Miss Helen V. Singer, daughter of Col. and Mrs. P. L. Singer. The Hesters have two children, Virginia R., 10, and John K., III., 6.

0186

3 October 1953

B-47 Phase of Annual Bombing Competition to Be Held Here

The B-47 phase of the annual Strategic Air Command bombing competition will be held at Davis-Monthan Oct. 25.

This will be the first time B-47s have entered the competition. The base will play host to seven jet wings from McDill AFB, Fla., Lake Charles AFB, La., March AFB, Cal., Barksdale AFB, La. and D-M.

The 305th and 306th wings will represent McDill, the 44th wing will represent Lake Charles, the 320th and 22nd wings will compete for March, the 301st wing for Barksdale and the 303rd for D-M.

Two of the giant jet medium bombers will be chosen to represent each wing in the competition. Crews and planes to repre-

sent the 303rd wing have not been chosen as yet.

Project officer for the competition here is Maj. Conrad A. Anderson, assistant flying training officer for the wing.

Competition for conventional type aircraft will be held at Walker AFB, N.M. this year. Jet bombers and the propeller-driven aircraft will undergo practically the same phases. The same targets will be used and the same requirements must be met by both types of aircraft.

Support Teams To Arrive Next Thurs.

Fourteen B-47 Stratojet crews from throughout the Strategic Air command will start rolling into Davis-Monthan next Friday to compete in the B-47 phase of the annual SAC Bombing and Navigation competition to be held jointly here and at Walker AFB, N. M.

Maintenance crews and other support organizations are scheduled to arrive here next Thursday. Approximately 250 officers and airmen will make up the visiting flying crews, maintenance crews, and other support men.

Carrying the colors for the 303rd Bombardment wing will be the 358th Bombardment squadron crew of Maj. Richard B. Smith, and Capt. William T. Preston's 360th Bombardment squadron trio.

Unlike many other annual functions, this seven-day show of bombing and navigation competition is not a matter of last minute preparation. These crews, as are other 303rd units, keep their minds and eyes keyed to top level condition the year around. Though no bombs are dropped, practice runs are constantly made in Arizona and California to maintain their pinpoint accuracy.

Completing the three-man crew of Major Smith are Capt. John A. Campbell, observer, and Capt. John O. Canfield, pilot. All veterans of World War II, the trio are certainly not laymen in their respective fields. Major Smith piloted the B-24 on 25 missions in the European Theater of operations from 1943 to 1944.

Arizona, with its balmy climes and dry regions should make Captain Campbell feel like a "duck out of water." A veteran

of 105 ocean crossings in C-54s, the captain has served "between hops" in Italy, the Pacific, Germany, and the North Pacific.

A former fighter-pilot, Captain Canfield flew 89 P-47 missions in the European Theater during World War II. The Tremonton, Utah, officer holds the Distinguished Flying Cross and the Air Medal with 15 Oak Leaf Clusters.

The West Point graduates are members of Captain Preston's crew. Both the aircraft commander and Capt. George C. Berger, pilot, attended the academy from 1942 to 1945. The third member, Capt. Smitty W. Kelley, attended Louisiana State University.

During World War II, Captain Preston piloted C-45s, C-46s, C-47s and C-54s in the Philippines and Hawaii. This versatile officer is a senior pilot.

From 1945 to now Captain Berger "jumped" from a tank commander with the First Armored Division in Germany during World War II to his present duty as a B-47 pilot.

Captain Kelley, only member of the crew with a "break" in service, attended bombardier and radar school from 1943 to 1945, and after returning to the service in 1951 received air observer schooling at Ellington AFB, Tex., and Mather AFB, Cal.

The conventional aircraft phase of the competition will have its headquarters at Walker AFB.

Awards will be given for the best crew, best navigation, and best bombing. The Fairchild trophy will be awarded the best wing which include all the above phases.

16 October 1953

0187

16 October 1953

Know Your Commanders**Col. Manford J. Wetzel Is
Dep. Commander 303rd Wing**

Deputy Commander 303rd Bombardment wing is an impressive title to say the least; but no more so than the man who holds that distinctive position Col. Manford J. Wetzel.

California, West Point, Stanford University and the United States Air Force form the background of Col. Wetzel. He was born July 27, 1915 and after completing high school entered the United States Military Academy in July 1936.



COL. MANFORD J. WETZEL

Four years later he graduated and was commissioned a lieutenant in the infantry with detail to Air Corp training. He began his routine pilot training and graduated in March 1941. From 1941 until February of 1943 he served with the West Coast Training Command.

In 1943 Colonel Wetzel was assigned to the 310th Bombardment

Group and served as a squadron commander in Africa and Italy until 1945. At that time he returned to the United States and assumed duties with the Operations Division, War Department General Staff.

The years 1946 and 1947 found him with AC/AS Headquarters USAF and then he went to Stanford University for graduate work leading to a master's degree in business administration which he received upon graduation in May 1949.

After his work at Stanford he returned to the Pentagon as Executive Officer with the Director of Operations. This position was retained until June 1951 when he came to Davis-Monthan.

September 1951, he was Director of Materiel 43rd Bombardment Wing. In March 1953 Colonel Wetzel became Director of Materiel 36th Air Division and finally he became Deputy Wing Commander 303rd Bombardment Wing. He holds that position today.

The colonel married the former Miss Gertrude Grant of Riverside, California. They have two children Robert, 18 and Patricia Ann, 10. The Wetzel family lives here at Davis-Monthan.

Colonel Wetzel holds the Distinguished Flying Cross, Air Medal with 8 clusters, ETO ribbon, Pre-Pearl Harbor ribbon, and American Theater ribbon. He also holds the French award, Croix de Guerre with Palm.

16 October 1953



D-M COMPETITORS—These two B-47 crews will be carrying the colors for Davis-Monthan and the 303rd Bombardment wing in the second annual Strategic Air command bombing and navigation competition which will start next Sunday night. Top photo shows the 358th Bombardment squadron crew commanded by Maj. Richard B. Smith (left). His pilot (center) is Capt. John O. Canfield and his observer (right) is Capt. John R. Campbell. Bottom photo shows the second crew to represent the base from the 360th Bombardment squadron. Shown from left to right are Capt. William T. Preston, aircraft commander, Capt. George C. Berger, pilot, and Capt. Emmitte W. Kelley, observer.

(ISO Photo)

0189

16 October 1953
**Monthly Mechanic, Crew
 Chosen from Bomb Sq.**

Flying safely honors were awarded a mechanic and a B-47 crew from the 359th Bombardment squadron this week as they were chosen maintenance man of the month and crew of the month for Davis-Monahan.

The first B-47 crew to be chosen for base honors is commanded by Maj. Merle Johnson. Making up the remainder of the crew are Capt. Lewis H. Dunagan, pilot, and First Lt. Clarence O. Little Jr., observer.

The crew was formed in February, 1953. Major Johnson and Captain Dunagan flew together through the transition phase of training at Wichita, Kan., and were joined by Lieutenant Little upon entering the combat crew training phase. The crew returned to D-M from Wichita in the latter part of May, 1953, and has since been flying regularly scheduled training missions for the 359th Bombardment squadron.

According to a letter submitting his crew for the monthly award, Major Johnson has thoroughly indoctrinated his crew on safety procedure both in flight and on the ground and constantly insists on intimate knowledge of the aircraft.

The soundness of his knowledge was tested recently when the following incident occurred:

On August 27 Major Johnson and his crew took off during daylight hours on a routine training mission. Four 500-pound simulated bombs were aboard. On take-off, number one generator failed. Upon leveling off, number four generator failed, and number two generator loadmeter climbed to .85.

Realizing that three generators is the minimum number necessary to operate the aircraft, Major Johnson called for all electrical equipment to be turned off, including the radar set. He then called Davis-Monahan tower, appraising them of the difficulty and requesting clearance to drop his bomb load on the emergency area at Willcox. Clearance was granted and at this time the main inverter and the emergency brake system failed.

Dropping the bombs on the Willcox range. Major Johnson brought his aircraft and crew home for a safe and routine landing. The letter stated that knowledge of his equipment and the know-how to operate it made this a routine landing.

Maintenance man of the month was also chosen from the 359th Bombardment squadron. He is A/IC Charles D. Coe, crew chief in the squadron.

Airman Coe enlisted in the Air Force in March, 1951, and after

indoctrination training at Lackland AFB, Texas, was assigned to the aircraft and engine mechanics school at Sheppard AFB, Texas.

He was first assigned to the 359th Bombardment squadron in December, 1951. When B-29s were replaced by B-47s, he was selected for schooling and was sent to the B-47 specialist course at Amarillo, Texas. According to the letter submitting the young airman for the award, he never ranked below secondman in the four schools he attended.

On his return from the school to his squadron, Airman Coe was assigned as assistant crew chief. His record in this position warranted his promotion to crew chief about two months later.

In addition to his duties as crew chief, he attended the B-47 MTD course here during the afternoon and again referring to his letter of submittal, he has been instrumental in helping to familiarize men of lesser knowledge in this squadron with the proper maintenance technique required by the B-47 aircraft.

Among his several contributions toward bettering the maintenance activities is his "Pre Take-Off Plan".

16 October 1953

B-47 Crews Readied; First Missions Sunday

The 14 B-47 crews which will compete in the B-47 phase of the annual SAC bombing and navigation have arrived at Davis-Monthan complete with maintenance crews and other support organizations.

While the crews receive briefings and instructions today and tomorrow, their planes are being readied for the competition with first missions expected to take to the skies sometime Sunday.

These crews, especially picked for the competition, will not only be vying for the prized Fairchild trophy but also proving the ability and effectiveness of the combat arm of the Strategic Air Command. The crews keep a constant year-round vigil to maintain peak performance, condition and efficiency, while striving to perfect better methods of accomplishing the SAC goal.

Approximately 250 officers and airmen have already arrived for the D-M phase of the competition which is being run jointly with similar competition at Walker AFB, N. M. They have been preparing for the competition the year-round with practice bombing and navigation runs constantly being conducted in California and Arizona.

Awards will be given for the best crew, best navigation and best bombing. The Fairchild trophy will be awarded the best wing which will include all the above phases.

Last year's competition was so close that two wings shared the possession of the Fairchild trophy; with the other wings being bunched not too far behind.

Results and winners of the competitions will be closely watched by SAC headquarters which will receive daily information concerning the progress.

23 October 1953

Know Your Commanders . . .

Col. Chapman Fills 303rd Dir. of Ops. Position

Col. Lloyd D. Chapman, a man who has held almost every position from squadron to group commander, is director of operations, 303rd Bombardment Wing.

The colonel was born in Oklahoma April 21, 1919, and presently calls Oklahoma City, Okla., his home town. He attended Northeastern State College in Oklahoma from 1937 until 1940; entering the service of his country in September, 1940.

During World War II he served as squadron commander and as group commander in Europe. The first four months of the war

found Colonel Chapman in Okinawa with the 22nd Air Force.

His duty stations have all been in the southwest: Texas, Arizona, California and New Mexico. The colonel was assigned to his present post at D-M October, 1951.

Among the colonel's many decorations, he holds the Distinguished Flying Cross and cluster, Air Medal and three clusters, and the Bronze Star. He holds a senior pilot's rating.

In 1941 he married the former Miss Vivian Jernigan of Tulsa, Oklahoma. They have two children, Connie age 10, and Lloyd Jr., age 8.

30 October 1953

Know Your Commanders**Maj. Bouknecht Leads
303 Personnel, Hq. Sq.**

Maj. Robert W. Bouknecht is the director of personnel, 303rd Bombardment Wing. The major was born in Troy, Ohio, and was graduated from Troy high school in 1934.



MAJOR BOUKNECHT

After high school he entered the business world in the fields of freight and the theater. He continued along these lines until he entered the service as a private in April 1942, reporting to Randolph Field. From there he entered flying school and was commissioned upon graduation, in November 1942.

Major Bouknecht was then assigned to the 63rd troop carrier group in Mississippi. The group was later moved to Sedalia, Mo.,

where it was deactivated. He was then serving with the RTU troop carrier at Sedalia.

After his Missouri tour he was sent to the island of Adak in the Aleutians. This was during the year 1946 and while there he held the position of base adjutant.

On Christmas day 1947, he arrived at what is now Fairchild AFB, Spokane, Washington. Major Bouknecht was CO of the Hq. Sq. ABGp and ABGp adjutant and also personnel officer at Fairchild.

His next tour of duty took him to FEAF as executive officer of the 95th Bombardment Wing. This combat tour lasted until 1951, at which time he returned to the United States and arrived at Davis-Monthan on New Year's day 1952.

Here at D-M he has held the position of adjutant of the 303rd Bombardment Wing, and presently holds down the positions of director of personnel of that wing and commander of the wing's headquarters squadron section.

The major married the former Miss Elinor Hale of Sedalia, Mo., and they have one son, Robert Jr., whom they call "Corky."

Maj. and Mrs. Bouknecht live at 5723 Alexander in the Wherry area.

Bomb, Nav. Comp Keen; First Phase Completed

The first phase of the Davis-Monthan staged Strategic Air Command B-47 bombing and navigation competition was completed Monday afternoon with the return of B-47 crews and their planes to Tucson.

First crew to return to Davis-Monthan at 8:40 a.m. Monday was that of Major Richard B. Smith of Davis-Monthan's 358th Bomb Squadron. He and his crew were greeted on the flight strip by Brigadier General John S. Hardy, 36th Air Division commander, and Colonel John K. Hester, commander of D-M's 303rd Bomb Wing. Other B-47 crews competing in the competition returned from their missions in ten minute intervals following the arrival of Major Smith.

Seven out of the fourteen crews participating fly each night until all fourteen crews have completed three missions.

The crews flying Boeing B-47 bombers are competing in the annual Strategic Air Command bombing and navigation competition, the B-47 phase being staged at Davis-Monthan Air Force Base. Headquarters for this year's competition is Walker Air Force Base at Roswell, New Mexico, where B-36, B-29, and B-50 bombers are staging.

Seventeen Air Force bomb wings from SACs Second, Eighth, and Fifteenth Air Forces are

competing in the competition which has been held annually since 1943 with the exception of 1950 when Korean war commitments forced cancellation. This is the first year that B-47 competition is being held. Prior contests were between piston powered B-36, B-50 and B-29 type bombers.

Project officer for B-47 activities during the competition at Davis-Monthan is Colonel Manfred J. Wetzel of the 303rd Bomb Wing.

Each B-47 crew will be scheduled to fly three missions and will be scored, judged, and winners determined upon completion of the competition. The winning AAC wing in the bombing and navigation competition will be declared winner of the Fairchild trophy and will be permitted to retain the trophy for one year. A permanent trophy will be awarded to the SAC wing winning the bombing phase. Another trophy will go to the winning navigation wing.

30 October 1953



WILD BLUE—Brig. Gen. John S. Hardy (left) and Col. John K. Hester (right) posed with the crew of the 358th Bombardment squadron of D-M which is competing in the SAC Bombing and Navigation Competition being held at the base this week. The crew (left to right) are Maj. Richard Smith, Capt. John Canfield, Capt. John Campbell and Maj. Robert Focht.

0193

6 November 1953

303rd Bomb Wing Crew Captures SAC Bomb Competition Honors

Final missions were completed and tabulations made in this year's Strategic Air Command Bombing and Navigation competition held last week at Davis-Monthan Air Force Base.

The B-47 phase of the SAC competition when completed listed the 44th Bombardment Wing from Lake Charles Air Force Base, La., as the top competing wing. The 44th is commanded by Col. Frank Ellis and its director of operations is Col. Richard D. Reinhold.

Second place in the wing competition went to 303rd Bombardment Wing of McDill Air Force Base, Fla., commanded by Col. E. Vandewater. In the third spot was the 301st Bombardment Wing from Barksdale Air Force Base,

La., which is commanded by Col. Horace Wade.

The fourth best wing was the 22nd Bombardment Wing of March Air Force Base, Calif. Davis-Monthan's 303rd Bombardment Wing was disqualified from the wing competition when one of its crewmen was unable to fulfill their mission schedule due to mechanical difficulties.

Crew competition honors went to the 303rd Bombardment Wing of the 258th Bombardment Squadron at Davis-Monthan. Members of the crew are Major Richard B. Smith, aircraft commander; Captain John O. Campbell, pilot; and Captain John R. Campbell, observer.

In second place for crew honors was the crew from the 44th BW. Alternate commander of this

second place crew is Major W. R. Poindecker, Captain W. H. Potter is pilot and 1st Lt. J. D. Walter is the crew's observer.

Major H. B. Howard, Captain C. D. Allen and Captain D. A. Bozman were the third best crew, competing as a team with the 309th BW from McDill AFB and in fourth spot was the other crew from the 4th Bombardment Wing composed of Major H. D. Boone, Captain D. N. Griffin and Captain K. J. Apprel.

The two crews from the 44th BW with their wing commander and director of operations, and the winning 303rd crew of Major Smith departed Davis-Monthan yesterday for Boswell, N. M., where they received trophies and honors for their accuracy and effectiveness.



WINNERS CIRCLE—Bombing competition winners boarded a plane early Sunday morning for a trip to Walker AFB for ceremonies and to pick up their well-earned trophies. The men returned to D-M with their prizes the same

day. Lake Charles AFB and Davis-Monthan took top honors in the B-47 phase of the annual SAC tests conducted for checking effectiveness, and efficiency.

6 November 1953

Colonel M. J. Wetzel Enters War College

Col. Manford J. Wetzel, deputy commander 303rd Bombardment Wing, is one of the forty-four Strategic Air Command officers who are among 280 colonels named by Headquarters USAF as principals and alternates for 1954-55 senior service school classes. Twelve of the officers are alternates.

The Air War College will get the largest percentage, with 18 colonels scheduled to attend. The National War College will take 10, the Industrial College of the Armed Forces, two, the Army War College, one, and the Naval War College, one.

The entire lot is frozen at their present stations, awaiting assignment instructions, which should be received about Feb. 1. Alternates now overseas, who are not selected as principals by Jan. 1, will be released from school attendance. Overseas colonels, assigned as principals, will report directly to classes with no interim state-side assignment.

SAC is represented at all air force-attended senior service schools, except the Imperial Defense College and the Canadian National Defense College. Only one air force colonel each is scheduled to attend these two schools.

SAC principals and alternates, as listed on a senior service school roster published this week by the directorate of personnel, headquarters SAC, are as follows:

NATIONAL WAR COLLEGE

Creer, William E., Dep. Comdr., 305th BW.
Dougherty, John E., Dir. Ops., Hd. 15th AF.
Jumper, George Y., Dep. Comdr., 301st BW.



COLONEL WETZEL

Manno, Salvatore E., Comdr. 99th SRW.
McCoy, John L., Dir. Mat., Hq. 2nd AF.
Moore, Alvan N., Ch. Tng. Div., D/Ops. Hd. SAC.
Preston, Joseph J., Comdr. 91st SRW.
Vandervanter, Elliott, Jr., Comdr. 305th BW.
Wade, Horace M., Comdr. 301st CW.
Wetzel, Manford J., Dep. Comdr., 303rd BW.

INDUSTRIAL COLLEGE OF THE ARMED FORCES

Shower, Albert J., Comdr. 90th SRW.
Smith, Samuel M., Comdr. 805th ABGp.
Kimmel, Robert E., Dir. Mat., 6th ADiv. (e/r 5th ADiv.)

AIR WAR COLLEGE

Beightol, Willis E., Dep. Comdr. 5th SRW.
Connors, Wayne S., Ch. Mgt. Anal. Div., Comp., Hq. SAC.
Courtney, Harold D., Dir. Mat. 810th ADiv.
Cox, Chester C., Comdr. 340th BW.

6 November 1953

Know Your Commanders**Col. Reinhardt Leads
359 Bombardment Sq.**

Lt. Col. H. W. Reinhardt is commander of the 359th Bombardment squadron, 303rd Bombardment Wing at Davis-Monthan Air Force Base. The senior pilot who began flying while still in high school has accrued over 4,000 hours flying time with the USAF and was at one time serving with the RCAF.

The colonel was born in Enid, Oklahoma and was graduated from Enid high school in 1934. He started flying in 1932 as a teenager. After high school Colonel Reinhardt attended the University of Oklahoma where he majored in geological engineering from 1934-1939.



COL. REINHARDT

Before serving with the RCAF in 1941, he flew commercially. With the RCAF for one year the colonel became a flying officer with the United Kingdom Training Command.

In 1942 he began his career with the USAF and was first assigned to the Gulf Coast Training Command at Randolph Field as an instructor in basic flight training.

Six months later the colonel himself went through instructor school at Smyrna, Tenn. (Newport AFB now) and remained there as an instructor in the B-24 school for four months. Then he went to Fort Worth, Texas to help open the B-24 program there.

Colonel Reinhardt then attended the second class of its kind at USAF instrument flying school at Brien Field. Upon completion of this school he journeyed to Liberal, Kansas in 1943 and assumed duties as Director of Instrument Training.

He later became a squadron commander there. He left Liberal in February 1945 to return to Randolph as Director of Instrument Training for the B-29 program. When the war ended he was B-29 Training Group commander.

His next assignment found him being transferred to the European-Mediterranean Theater where he served as base operations officer and director of operations for European Air Transport Service at Naples and Pizz, Italy.

He returned from over-seas in November 1947 and was assigned to SAC, stationed at D-M as operations officer and squadron commander for the 2nd Bombardment Wing, 96th Bombardment squadron. When the second moved from D-M, the colonel took his squadron to Savannah, Ga. in the spring of 1949.

In July of 1949 he attended Staff and Command school and upon completion of the school returned to Savannah and then went to England TDY.

His next assignment was with the 1025 program, where he was graduated from Mather AFB in August 1951. After that he went to March Field with the 106th Bombardment Wing as chief of crew combat training.

In January 1952 the colonel assumed duties at McDill AFB with the first SAC B-47 outfit as Operations Officer. Then he was assigned for the second time to Davis-Monthan AFB in February 1953 with the 303rd Bombardment Wing.

With the 303rd he has been acting director of operations and now is commander of the 359th Bombardment squadron.

Colonel Reinhardt married the former Miss Marjory Pierce of San Antonio, Texas. They have two children; Helen and Mary Catherine, and live in Wherry.

27 November 1953

36th Air Division**Capt. Cook Leads October Best Crew**

Captain Archie L. Cook, 359th Bombardment squadron, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew for the month, for October, 1953.

Captain Cook's crew consists of himself at the aircraft commander position, Capt. Warren H. Peterson, pilot, and Capt. Harold W. Wilson, observer.

The crew was formed in March of 1953 at Davis-Monthan AFB. At this time the crew was sent to Wichita, Kansas, for B-47 transition training. Since their return in June 1953, the crew has been flying routine combat crew training missions.

Captain Cook graduated from pilot training in September 1944 and was assigned to Liberal, Kansas, for B-24 training. Since that

time and prior to 1925 training, he has flown different types of aircraft which include B-29, C-54 and C-47s. Captain Cook completed 1025 training in April 1952 and was assigned to the 43rd Bombardment Wing in December 1952. The captain has 2,850 total pilot hours and gathered 30 of those hours last month.

Personal interest in Flying Safety and the judgment used in a recent emergency deserves recognition for Captain Cook and crew. Shortly after breaking ground on a routine training mission the cockpit started filling with smoke. The captain immediately ordered the crew to 100% and emergency oxygen.

The observer was instructed to pull all circuit breakers in the nose section. The cabin was de-

pressurized and preparation was made for an emergency landing. Since the smoke cleared from the cockpit a decision was made to continue the mission without the use of radar until the aircraft gross weight was within normal limits, provided the cockpit remained clear of smoke.

While on the same mission after practicing CCA's a climb at 32,000 feet, number one engine RPM dropped off to 68% with all other engine instrument readings in the green. Throttle movement had no effect on the engine RPM and fuel was observed coming out of the drop valve so an engine shutdown was accomplished.

An uneventful landing was made at the home base. Captain Cook's quick analysis of the situation and his astute decisions deserves recognition for him and his crew.

Lt. Col. E. C. Shelton Heads Asst. Dir. Ops. 303rd Post

Lt. Col. Eldridge C. Shelton, Jr., is the Deputy Director of Operations 303rd Bombardment Wing. He was born in Plainview, Texas and attended Petersburg high school in Petersburg, Texas.

After high school the colonel went to Wayland Junior College in his home town, graduating in 1940.

Colonel Shelton joined the National Guard in 1938 and went into active service with the guard in 1940 with the Field Artillery of the Texas National Guard which was mobilized in that year.



LT. COL. SHELTON *

He entered Air Cadet Training in November 1941; taking primary and basic flight training at Ontario, California. Colonel Shelton completed his advanced training at Victorville, California.

From May 1942 to July 1942 he took four engine transition training at Sebring, Florida. After this he joined the 29th Bombardment Group at Boise, Idaho. He left there after four months and was assigned to the 93th Bombardment Group which was activated at Boise and left there with the 96th for Walla Walla, Washington.

After phasing through various stations in the states, he went over seas to England in March 1943 with a combat unit. He flew 25 combat missions until January 1944; at which time he joined the 45th Combat Wing as Assistant Operations Officer.

Colonel Shelton returned from over seas in February 1945 and was reassigned to Big Spring AFB, Texas as Provisional Training Group Commander. In November of that year he became Assistant Director of Flying Training at Midland Air Force Base.

He next became Base Commander at Midland AFB; leaving that position and the base in January 1947. His next assignment was at Randolph Field where he worked with the Aviation Flying Program in various capacities.

Nellis AFB was the next stop for Colonel Shelton in February 1949. He was Commandant of Students. At that time Nellis was the place of schooling for Advanced Single Engine Training. He held this position for six months and was made Executive Officer of the 3525th Fighter Training Group; a position held until December 1950.

At that time the colonel went to Pilot AOB training at Ellington AFB, and graduated from Mather AFB in that training program in February 1952. He was then reassigned to the 9th Bombardment Wing at Travis AFB and was there until February 1953.

After Travis he came to Davis-Monthan and remained here for about a month; and was sent to Wichita, Kansas for B-47 transition training. On his return he became Assistant Director of Operation 303rd Bombardment Wing.

The colonel has among his many medals and ribbons: the DFC, one cluster; Air Medal, four clusters; Unit citation, one cluster; ETO ribbon with three battle stars; the French Croix de Guerre and the American Theater Medal.

27 November 1953

4 December 1953

Know Your Commanders**Lt. Col. Albert J. Bowley
Leads 358th Bomb Sq.**

South Carolina, Kansas, West Point, were the stopping off places in the career of Lt. Col. Albert J. Bowley, Commander 358th Bombardment squadron.

The colonel was born in Spartansburg, S.C., and was graduated from Immaculata high school, Leavenworth, Kansas in 1939. He attended the United States Military Academy, West Point, graduating in June, 1943 with a B.S. degree in military engineering.

After being commissioned from the Point he went through B-17 transition training at Sebring, Florida — Hendricks Field. On completion of transition training Colonel Bowley entered B-17 phase training at Ephrata and Walla Walla, Washington and at Avon Park, Florida.

His next tour of duty was as instructor in B-17 crew training at Drew Field, Florida and Gulf Port Field, Miss. This lasted until the fall of 1944.

In December of that year Colonel Bowley joined the 306th Bombardment Group and was assigned to the 8th Air Force in England. During this overseas tour, which lasted until May, 1947, he held positions as pilot, flight commander and operations officer. After the war the colonel worked on the Casey Jones project (photographic mapping) with a B-17 detachment which traveled to the Azores, French Morocco, France, Germany and other parts of the world.

He returned from overseas in May, 1947, and was assigned to the 63rd Bombardment squadron of the 43rd Wing, here at Davis-Monthan. From that time until June, 1952, when he became commander of the 358th of the 303rd

**LT. COL. BOWLEY**

Bombardment Wing, Colonel Bowley traveled to Alaska in 1948, England 1949, Labrador '50 and Goose Bay '51 and Guam '51. These were all TDY movements with the 43rd Bombardment Wing.

In 1952 he went TDY with the 303rd to French Morocco.

Among the colonel's accomplishments are listed a flight over the North Pole and the refueling of the "Lucky Lady" during her round-the-world flight. During his five years with the 43rd he has been pilot, A/C, Operations officer, Adjutant, Ground Training Officer, Flight Commander, Special Weapons officer and Communications officer.

Colonel Bowley has the DFC, Air Medal with 2 clusters, European Occupation ribbon, European Campaign ribbon with 3 battle stars and the WW II victory ribbon.

0199

11 December 1953

B-47 Wg. Commander Heads Huge Financial Operation

A B-47 wing commander, in addition to being responsible for maintaining the combat capability required for successful mission accomplishment, is the business manager of a tremendous financial operation.

He is assigned enough B-47s and KC-97s for the successful completion of his wing tasks, which represents a capital investment equivalent to 13,600 homes in the medium price range.

Personnel Complement

The wing commander is provided with a complement of personnel whose annual salary is equivalent to the income received from football gate receipts by 20 major colleges during a regular season.

The B-47s and KC-97s fly a number of hours each month at an operating expense which approximates the income of 500 men in the upper 10 per cent income bracket. These expenses are for fuel and lubes, supplies, travel, ammunition, etc., and do not include expenditures for support activities which would equal the monthly income of an additional 450 men in the upper 10 per cent income bracket.

The wing commander is assigned B-47 crews whose capital investment would equal the total construction of a city with a population of between 30,000 and 35,000 people.

Three Cost Factors

This figure is based on three cost factors—pay and allowances paid each crew member, training costs and flying costs.

The average aircraft commander has served approximately three enlistments, the average co-pilot better than one four year enlistment, the average observer almost two enlistments.

This amounts to approximately 25 years service and a capital investment equivalent to building 750 medium priced homes, for the three man crew.

From a proper cost standpoint, there are other substantial dollar factors which add to the cost of each flying hour, such as capital invested in landing strips, buildings, support equipment, maintenance costs, depreciation of aircraft, utility

span of crews, loss of personnel and cost replacement.

These factors will vary at each station and the data necessary to cost them is not available. Needless to say, they amount to millions of dollars at each base and should be given consideration in any analysis of flying hour costs.

Effective Management

The minimum cost per hour in the B-47 wing flying the normal number of hours per month necessary to accomplish the goals of the Strategic Air Command, amounts to thousands of dollars. This immediately points up the necessity for effective management to insure maximum utilization of each available flying hour.

Wings not meeting their training requirements during the normal month in flying hours, add to the cost of the function of the wing. These added costs amount to millions

of dollars over the year if the monthly requirements are not met regularly.

The end product of such a substantial financial operation is maximum proficiency in all facets relating to the wing's assigned mission. The part management should take in this operation is to insure maximum achievement of the objective through a minimum depletion of all available resources.

0200

11 December 1953

Lt. Col. Russell Dougherty Is Commander 303rd A&EM

At Davis-Monthan the commander of the 303rd A&EM squadron is Lt. Col. Russell E. Dougherty; a native of Kentucky where he was born and educated.

The colonel was graduated from Glasgow high school in January -938 and attended Western Kentucky State college from 1938 to 1941; majoring in English. For six months after college he worked for the Federal Bureau of Investigation in Washington, D.C.

FBI Man

After serving with the FBI he attended Law School at the University of Louisville. Colonel Dougherty received his law degree in 1947.

He served with the Kentucky National Guard from 1935 until 1940. In January 1942 the colonel went to aviation cadet training, serving with the Air Force until 1945.

During World War II he served as a twin-engine instructor in the Air Training Command, B-17 instructor at Lockbourne AFB, Ohio, and B-29 training at Maxwell AFB. He also served with the 19th Bombardment Wing at Guam and the 20th Air Force Hq. as Assistant Staff Judge Advocate.

In 1945 he returned to civilian life and began his law studies. After graduation from Law School he came back into USAF.

Supreme Court

One of his major assignments was as Assistant Staff Judge Advocate for FEAF Hq. Tokyo from 1950 to 1951. In 1952 he was assigned Chief of Appeals and Litigation Command, Hq. AMC, and in that same year was admitted to the Bar of the United States Supreme Court.

In December 1952 the colonel left the Judge Advocate's Department to remain in operational flying. He was assigned to Davis-Monthan on completion of B-29 combat crew training at Maxwell. He arrived at D-M in June 1953 and was assigned Operations Officer 303rd Air Refueling squadron. This duty assignment lasted until October of this year when he took over as Chief of Operations and Training 303rd Bombardment Wing Hq. for a brief period.

On October 24 he became Commander of the 303rd A&EM squadron.



LT. COL. DOUGHERTY

0201

18 December 1953



D-M'S BEST . . . chosen as the 303rd Bombardment Wing's crew of the month for November was the crew of Maj. Richard Smith (right). The other men in the crew are Capt. John Canfield (left) and Capt. John Campbell (center).

Maj. Smith's Crew Selected 303rd BW November Best

Major Richard B. Smith's 358th Bombardment squadron crew was selected as the 303rd Bombardment Wing crew of the month for November.

Major Smith's crew has been flying together since March of this year, and to date they have flown more than 250 hours in B-47 aircraft. In the recent annual Strategic Air Command Bombing and Navigation Competition, Major Smith's crew represented the 303rd Bombardment Wing, Medium. Although competing against crews of much higher experience level in B-47 aircraft, Major Smith's crew topped all other B-47 crews entered in the competition.

During one of the competition missions, Major Smith's quick thinking prevented what could have been a serious taxi accident. While taxiing in a congested area, he experienced complete failure of the nose wheel steering. By quickly utilizing emergency procedures, Major Smith was able to restore normal steering in time to avoid hitting another B-47 directly in his path.

After graduating from pilot school in November 1942, Major Smith was sent to the European Theater of Operations, where he flew 25 missions in B-24 aircraft earning the DFC with one Oak Leaf Cluster and also the Air Medal with three Oak Leaf Clusters.

To date, Major Smith has

flown more than 4,138 accident-free hours in all types of aircraft, with more than 60 hours in the B-47 during the last thirty days.

Completing Major Smith's three man crew, are Captain John A. Campbell, Observer, and Captain John O. Canfield, Pilot. Both are veterans of World War II. Captain Campbell is a veteran navigator of 195 ocean crossings in C-54s. He has served "between crossings" in Italy, the Pacific Theater, Germany, and the North Pacific. A former fighter pilot, Captain Canfield flew 89 missions in P-47s in the European Theater. For this he earned the DFC and the Air Medal with 15 Oak Leaf Clusters.

In addition to his duties as Aircraft Commander, Major Smith, is also the Flying Safety Officer for the 358th Bombardment Squadron, Medium. In this position he has contributed toward an accident-free squadron.

0202

18 December 1953

Know Your Commanders**Colonel Ira V. Matthews
Holds Dir. Ops. Position**

Colonel Ira V. Matthews the Director of Operations 303rd Bombardment Wing was born in Fayette, Alabama and went to the County high school there, graduating in 1938.

In September 1939 he was an enlisted man at Maxwell AFB. From there he was assigned to Mechanics School at Chanute Field.

After completing the school at Chanute he once again went back to Maxwell, where he stayed until his graduation from flight training in September 1941 at which time he was commissioned a lieutenant.

October 1941 he joined the 40th Bombardment Group and served in such places as Puerto Rico, Panama, Galapagos Island, Chakulia, India, and China. The colonel remained with the 40th until March 1945 when he returned to Maxwell AFB. In March 1946 he left there for Smoky Hill AFB to join the 97th Bombardment Wing. He remained with this outfit until May 1948.

At that time he was assigned to 15th Air Force Headquarters and served at Colorado Springs and March AFB. He left March AFB in January 1953. While at March he served tours with the FEAF Bomber Command; once in 1950 for four months and again

**COLONEL MATTHEWS**

in 1953 for a period of nine months.

In October of this year he was assigned to Davis-Monthan and assumed the position of Director of Operations 303rd Bombardment Wing.

Colonel Matthews holds the DFC with one cluster; Air Medal with three clusters; Distinguished Unit Citation with one cluster; the Asia-Pacific Ribbon with four battle stars and the Korea Service Medal with one battle star.

He married the former Miss Wynelle Mitchell of Fayette, Alabama. They have two children, Marge 6 and Elizabeth 3.

24 December 1953

Dec. Maintenance Man; 303rd FM's James Guy

T/Sgt. James C. Guy, 303rd Field Maintenance squadron, was selected as maintenance man of the month from the 303rd Bombardment Wing and nominated as the 38th Air Division maintenance man for SAC honors.

Sergeant Guy first enlisted in the Air Force on July 22, 1946, having had a previous tour of duty with the United States Navy. He has, since his entry into the Air Force, received training in diverse career fields. However, he was assigned to the welding career field in November 1949, wherein his sizable past experience could be properly utilized. He was assigned to this organization in August 1951, and for a time was acting squadron First Sergeant.

Sergeant Guy is presently assigned duty as Noncommissioned Officer in charge of the 303rd Field Maintenance Squadron Welding Shop. His performance in this capacity is of a superior calibre. He is constantly striving to find new and better methods of operation to aid his section, and the squadron as a unit, in accomplishment of the wing mission.

Sergeant Guy was responsible for the design and manufacture

of the recently completed B-47 aircraft engine test stand. This test stand is now in everyday use and has contributed greatly towards considerable savings in manhours and consequently in dollars and cents.

It is apparent that Sergeant Guy possesses an inordinate amount of initiative. This worthy attribute, combined with his ingenuity, perseverance, excellent leadership qualities, and thorough job knowledge, tends to make him a most valuable airman.

11 December 1953



FLYING, FLYING, FLYING... This crew has distinguished itself as one of D-M's top KC-97 crews. Among its many tasks is holding down the position of 303rd Bombardment Wing Standardization Crew. The men (left to right): Capt. Edwin Schomaker, Navigator; 1st Lt. Charles Taylor, A/C; T/Sgt. Guy Connelly, Flight Engineer; A/1C Thomas Morrisette, Radio Operator; A/2C Gene Cravun, Boom Operator, and A/2C Victor Vinklarek, Boom Operator.

0204

B

0205

BREAKDOWN OF B-47 FLYING TIME BY SQUADRON

358th Bomb Squadron

Total Flying Time - 200:40
Total Sorties - 35
Average per sortie - 5:45
Average per aircraft- 12:23

359th Bomb Squadron

Total Flying Time - 295:55
Total Sorties - 47
Average per Sortie - 6:16
Average per Aircraft- 19:44

360th Bomb Squadron

Total Flyint Time - 288:05
Total Sorties - 48
Average per Sortie - 6:00
Average per Aircraft- 19:12

C

0207

RESTRICTED (When Filled In)
SECURITY INFORMATION

AIRCRAFT INCIDENT REPORT		DATE OF REPORT	REPORTS CONTROL SYMBOL
TO: (Enter Wing and Station) Commanding Officer 303rd Bombardment Wing, M, Jet ATTN: Wing Flying Safety Officer		FROM: Squadron Flying Safety Officer 358th Bomb Sqdn	
THRU: (Enter Squadron and Station) Commanding Officer 358th Bombardment Squadron, M, Jet Davis-Monthan Air Force Base			
SECTION I - AIRCRAFT INCIDENT (To be filled in by person reporting incident and submitted to Squadron Flying Safety Officer)			
1. PLACE OF INCIDENT 100 NM Miles E. Rapid City, S.D.		2. BASE DEPARTED	
4. CLEARANCE <input type="checkbox"/> VFR <input checked="" type="checkbox"/> IFR <input type="checkbox"/> LOCAL		3. <input checked="" type="checkbox"/> DAWN <input type="checkbox"/> DUSK <input type="checkbox"/> DAY <input type="checkbox"/> DARK	
5. MISSION OR ACTIVITY ENGAGED IN Unit Mission			
6. PHASE OF FLIGHT			
a. <input type="checkbox"/> TAKING <input type="checkbox"/> TAKE-OFF <input checked="" type="checkbox"/> CLIMB <input type="checkbox"/> LEVEL FLIGHT <input type="checkbox"/> DESCENT <input type="checkbox"/> APPROACH <input type="checkbox"/> LANDING <input type="checkbox"/> OTHER (Specify)		b. ALTITUDE (If applicable) 8000 Approx	
7. AIRCRAFT			
a. TYPE B-47E		b. ORGANIZATION AIRCRAFT ASSIGNED TO 358th Bombardment Squadron	
8. DESCRIPTION OF DAMAGE TO AIRCRAFT (not sufficient to be classified as an aircraft accident) ¹ # 6 Engine caught on fire and eventually froze. Damage to compressor section and turbine wheel apparent. Engine mounts and fairing warped.			
9. NARRATIVE REPORT (Record in narrative, with all possible detail, everything that is known of the incident. Attach sketches or photographs if available. See Footnote 1.)			
a. DESCRIBE WHAT LED TO THE INCIDENT ² Normal climb was being executed-IFR conditions. At approximately 8000' vibration (intermittent but severe) and loss of both pilot and co-pilot tacitometers occurred. EGT's remained normal. Just after level off (31.5M) fire warning lite # 6 engine came on accompanied by severe vibration.			
b. WHAT DID YOU DO? ¹ Normal emergency shut down of # 6 executed immediately. (# 6 throttle cutoff, TE # 6, Fuel Selector, # 6 Fire button pulled.) This was done as fast as possible and therefore rt. Alternator bus power was removed causing radar to go out. Mission aborted returned to D-MAFB and normal (5-eng) landing executed.			
c. WHAT WAS THE IMMEDIATE RESULT? ¹ Abort-Damage to compressor and turbine wheels. Engine mounts and fairing warped.			
d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT? ² Engine failure (Internal)			
e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE? ² None			

¹If more space is required, use blank sheet of letter-size paper and indicate identification of item, i.e., 9a (cont'd), etc.

SAC FORM 5 PREVIOUS EDITION OF THIS FORM MAY BE USED.

Air Force - SAC, Offutt D-1604(53) (When Filled In)

RESTRICTED

0208

SECTION II - INVESTIGATION OF INCIDENT (To be filled in by the Flying Safety Officer with the assistance of the squadron Operations Officer or squadron Flight Line Maintenance Officer, depending upon the type of incident. Give enough details so the story will be clear and complete. See Footnote 1 on obverse side.)			
10. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT?			
Drive shaft of engine driven oil pump broken.			
11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT?			
None			
12. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE OF SIMILAR INCIDENTS?			
Pilots should keep very close watch of all pressure especially during prolonged climbs.			
13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED? (Check answer in appropriate block)			
a. <input checked="" type="checkbox"/> YES (Fill in items b and c and attach one copy of UR with this form.)		b. UR NUMBER	c. DATE
<input type="checkbox"/> NO (Fill in item d)		30384-53-2050	14 Dec 53
d. REASON WHY NOT SUBMITTED?			
14. DATE OF INVESTIGATION	15. SQUADRON	16. NAME AND GRADE OF FLYING SAFETY OFFICER (Print or type)	17. SIGNATURE
21 Dec 53	358th Bomb Squadron	Capt Orville R. Gravelle	(s/ Orville R. Gravelle

O-1804(53)

0209

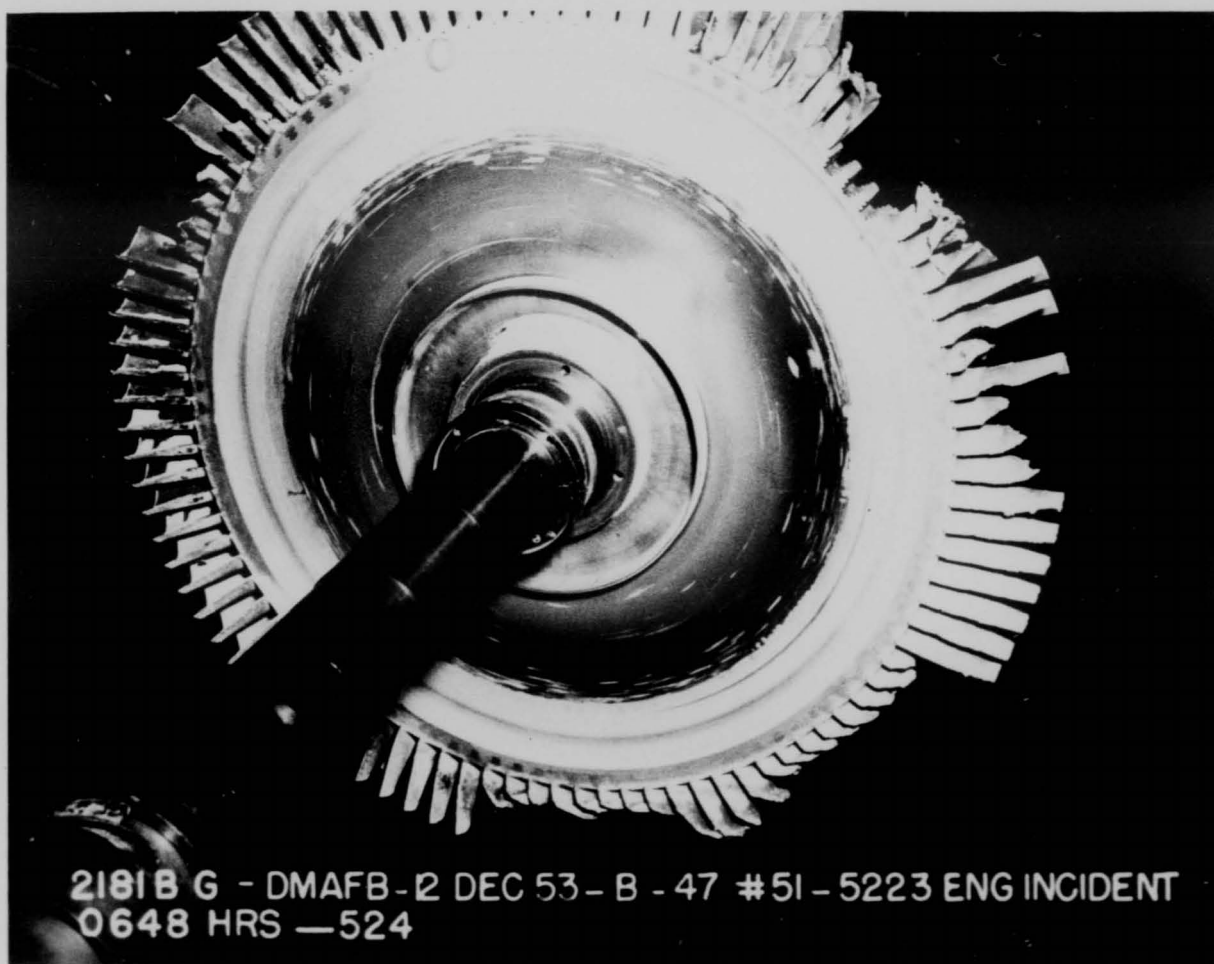
ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
FROM: (Originator)		DATE-TIME GROUP		SECURITY CLASSIFICATION	
COMDR ADIV 36 DAVIS MONTHAN AFB ARIZ				UNCLASSIFIED	
TO:		PRECEDENCE FOR:		ACTION PRIORITY	
COMDR OCAMA TINKER AFB OKLA		<input type="checkbox"/> BOOK MESSAGE		<input type="checkbox"/> ORIGINAL MESSAGE	
INFO:		<input checked="" type="checkbox"/> MULTIPLE ADDRESS		CRYPTOPRECAUTION	
				<input type="checkbox"/> YES <input type="checkbox"/> NO	
		REFERS TO MESSAGE:			
		IDENTIFICATION		CLASSIFICATION	
<p>/U N C L A S S I F I E D/ 3MDCM _____. SUBJ: EMERG UR B-47E ACFT. FOR UR CON O. FOR MGMTS. FOR WCOSS. FOR WCOB. FOR DIG FOR TECH INSP AND FLT SAFETY RESCH. FOLG EMERG UR SEM IAW PAR 7, SEC IV, TO OO-35D-54. MSG IN 5 PARTS. PART 1. UR DMAFB SN 303BW 53-2050, 14 DEC 53. SEM CRON: 303RD FLD MAINT SQ, 303RD BOMB WG, DMAFB ARIZ. NAME PPTY CL: PUMP ASSY, LUBE AND SCAVANGE, O3-1. P/N 4822-NISI-GG-523. SINCE NEW OVRL: 118:15. NAME OF EQUIP: ACFT. TYPE: B-47E. SN: 51-5223. QTY ON HAND: 280. QTY DEFECTIVE: 1. NO PREV FAILURES: NONE. PART 2. DESCRIPTION: DURING OR SHORTLY AFTER TAKEOFF THE SHAFT ON THE LUBE SCAVANGE PUMP SHEARED. ENG SN 602-971 INSTLD ON NO. 6 PSN. ENG WAS NOT SHUT DOWN WHEN FAILURE OCCURRED. RESULTANT OIL STARVATION OF MAIN BEARING CAUSED COMPRESSOR TO SHIFT FWD AND COMPL ENG FAILURE RESULTED. PART 3. CAUSE UNK. PART 4. ACTION: ENG CHANGED. PART 5. RECOM: A WNG DECAL BE ISSUED TO BE PLACED IN A CONSPICIOUS LOC READING, "WARNING: IN EVENT TACHOMETER AND OIL PRESSURE GAGE FAILURE, CUT ENG IMMED."</p>					
DRAFTER'S NAME (and signature, when required)		SECURITY CLASSIFICATION		PAGE OF PAGES	
JAMES P. PENDLETON, MAJOR, USAF UR CONTROL OFFICER		UNCLASSIFIED			
SYMBOL		TELEPHONE		OFFICIAL TITLE	
3MDCM LHH/jpb		354			

DD FORM 173 1 OCT 49

REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

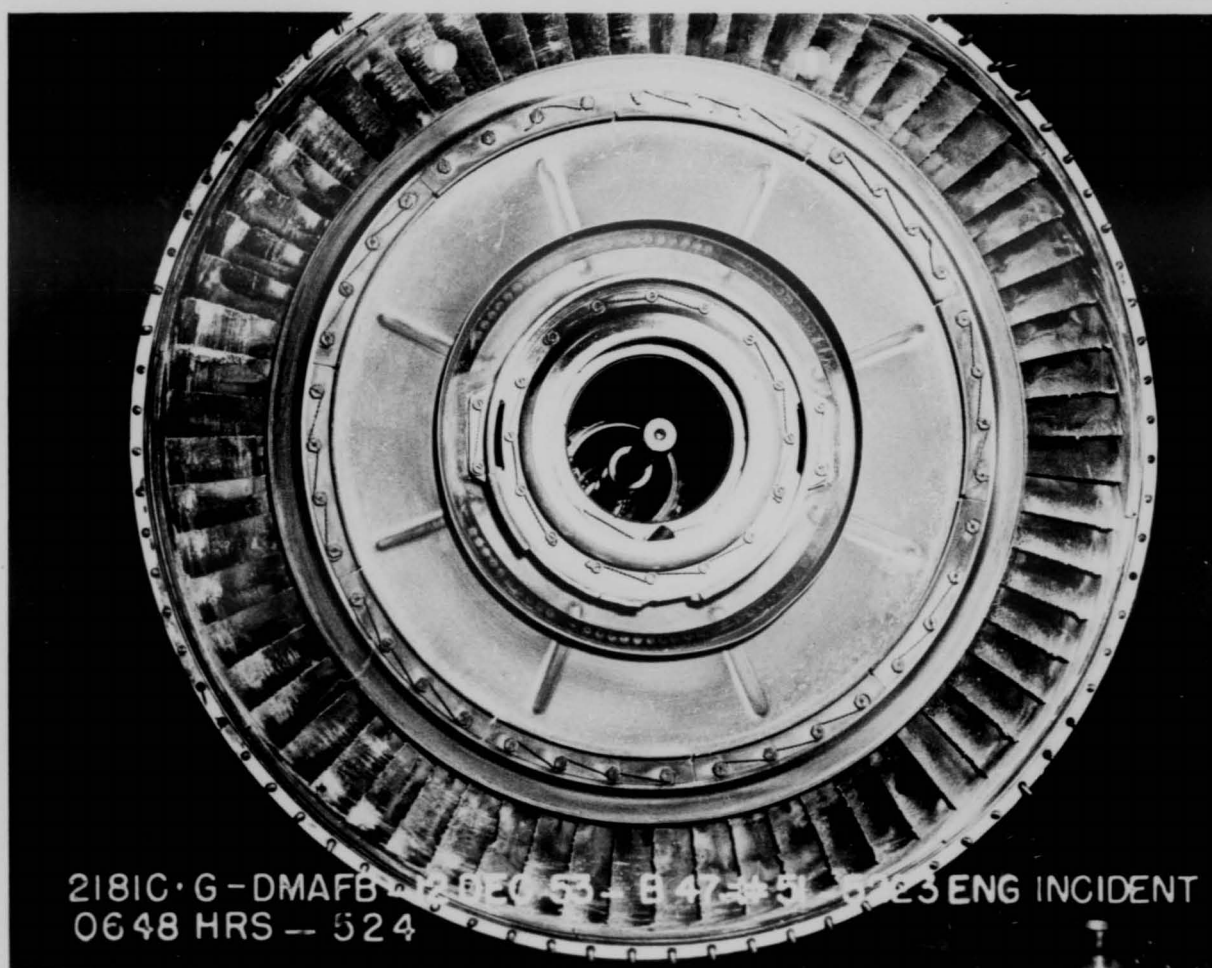
16-50023-8 12 U. S. GOVERNMENT PRINTING OFFICE

0210



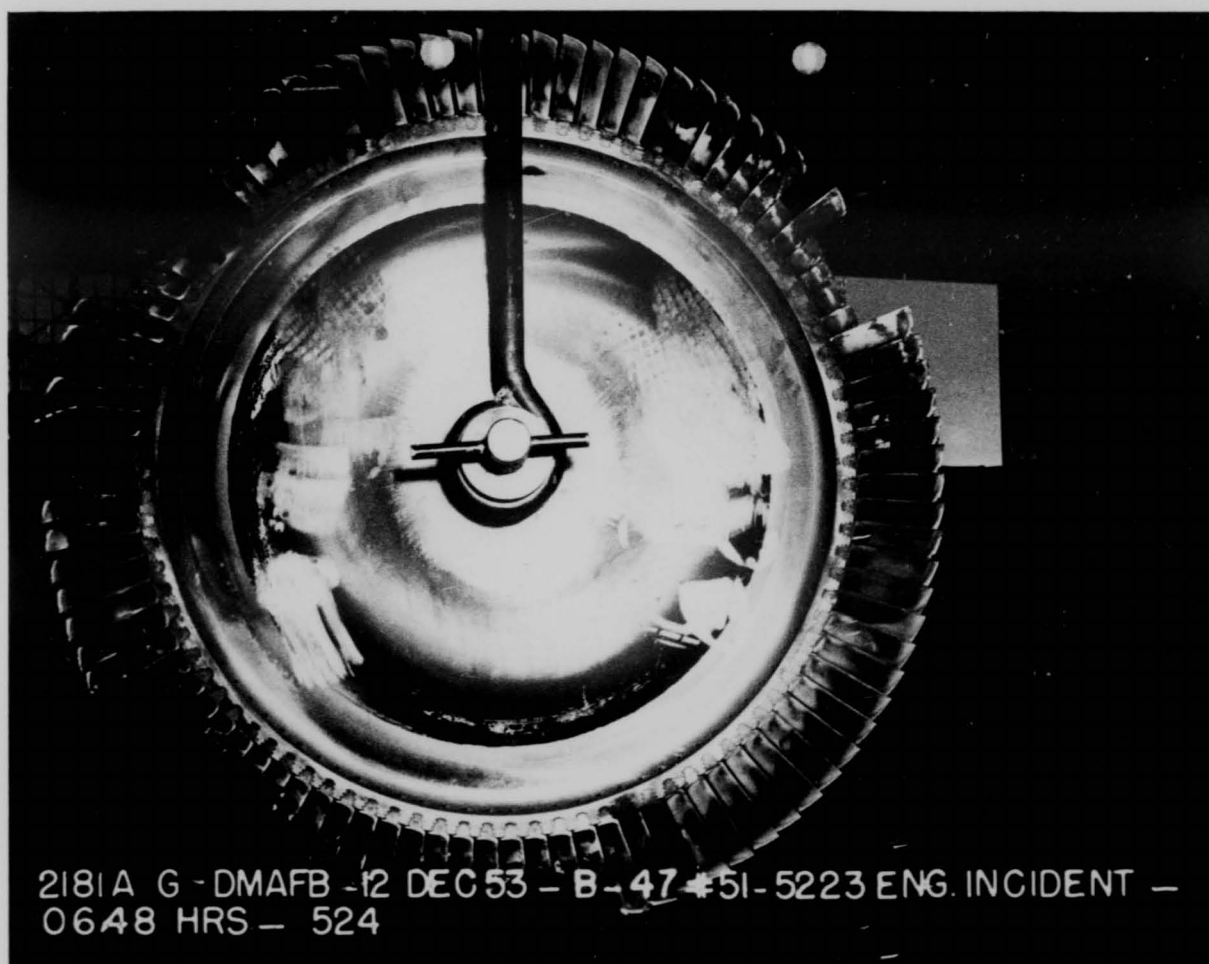
2181 B G - DMAFB-2 DEC 53 - B - 47 #51 - 5223 ENG INCIDENT
0648 HRS - 524

0211



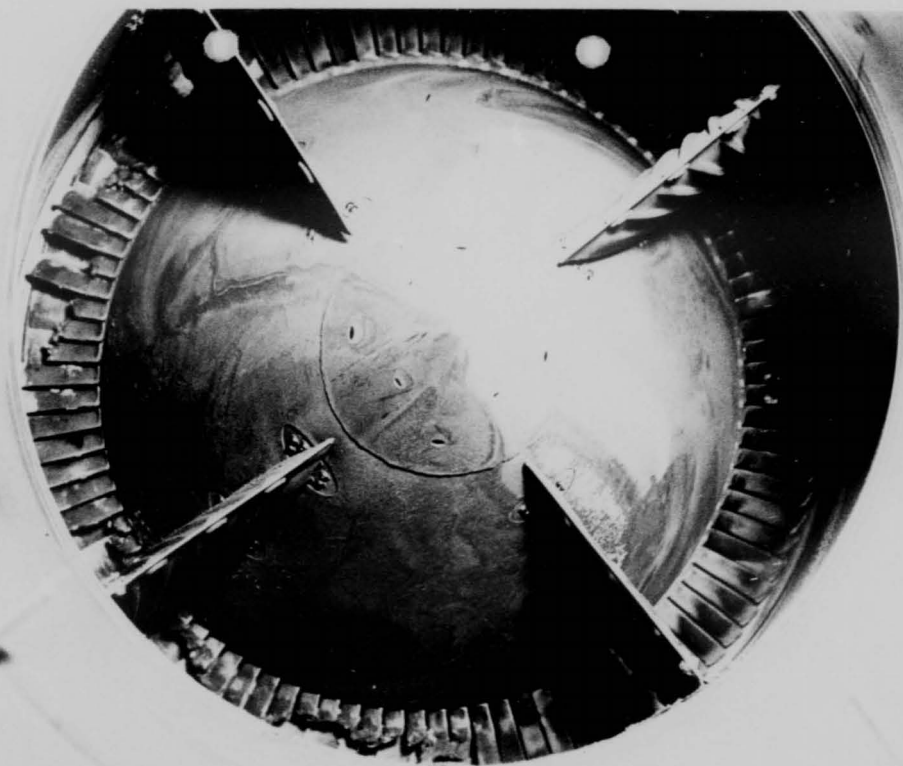
2181C·G-DMAFB·2·DEC 53-B 47-451-23 ENG INCIDENT
06 48 HRS -- 524

0212



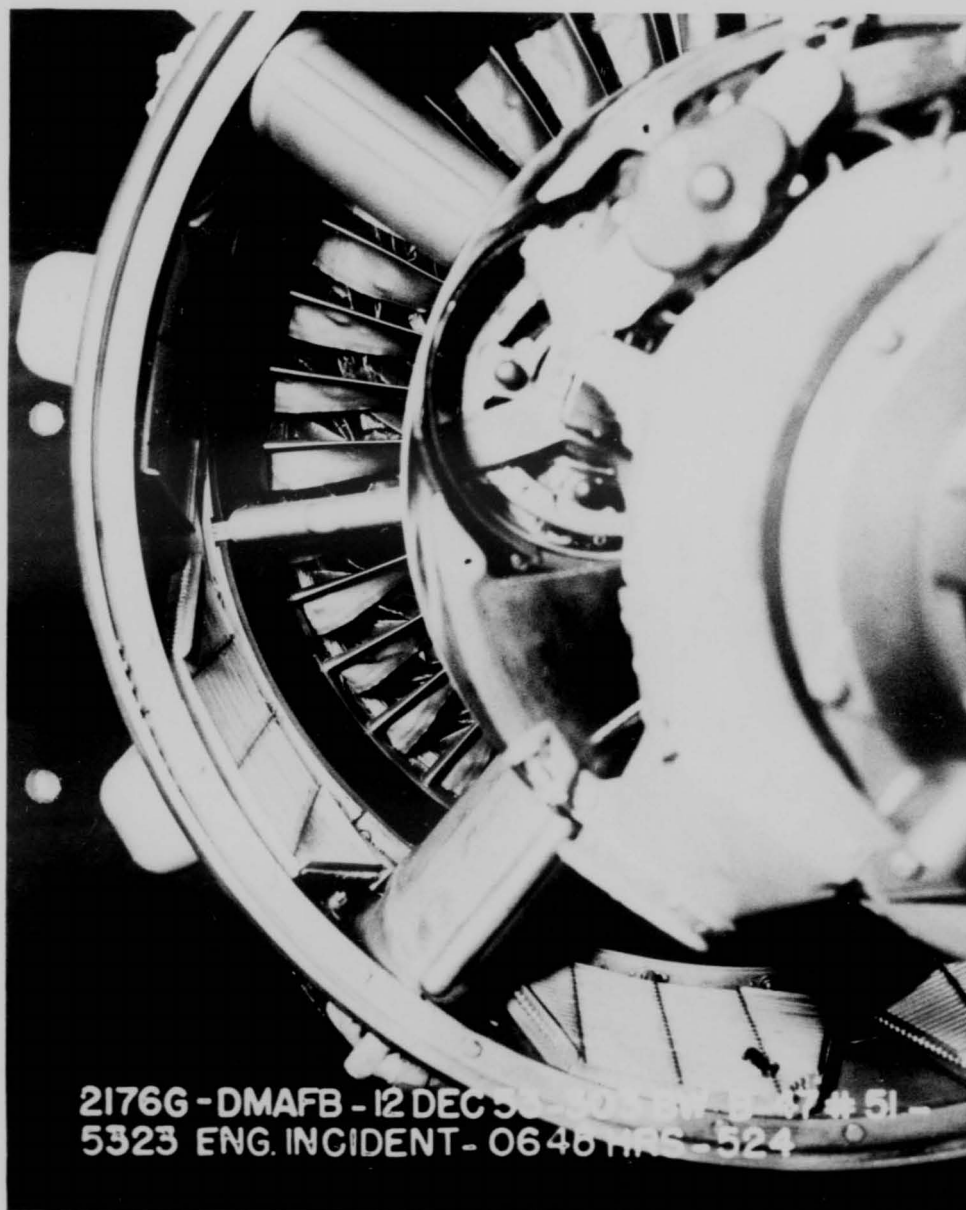
2181A G - DMAFB -12 DEC 53 - B-47 #51-5223 ENG. INCIDENT -
0648 HRS - 524

0213



21750 DRAFT 1/10/10
INCIDENT - 0516

0214



2176G -DMAFB -12 DEC 50 - 5323 - 51 -
5323 ENG. INCIDENT - 0648 HRS - 524

0215

D

0216

ACCIDENT REPORT - B-47E 51-2440

Following is the report of the accident involving B-47E, serial number 51-2440, which occurred at approximately 1647 MST on 3 December 1953. The accident occurred approximately 17 nautical miles northeast of Davis-Monthan AFB. The airplane was completely destroyed and the four crew members were killed.

The B-47 was in contact with a KC-97F tanker from the 40th Air Refueling Squadron, Smoky Hill AFB, and normal fuel transfer was in progress when the boom operator noted his disconnect light on. Upon looking out, he saw fire under and behind the right wing of the B-47 apparently coming from number 4 engine pod. The fire quickly spread to the fuselage.

The boom operator called out the code word "breakaway," although disconnect had already been made, and the tanker immediately climbed 1000 feet. It has been assumed that the receiver pilot initiated the disconnect as he had previously been holding steady within the "envelope." No radio contact was made with the B-47 by any aircraft or ground station after the outbreak of fire. Witnesses on the KC-97 saw the B-47 turn to the right, descend rapidly, explode, and fall in two main sections to the ground. Approximately one minute elapsed between the first observation of fire and impact with the ground. 11,800 pounds of fuel had been transferred by this tanker prior to the fire.

Ground observation by many witnesses follow the same pattern. Attention was first drawn by a large cloud of black smoke in the sky, and

fire was seen emitting from the aircraft. The fire died down a few seconds and then reappeared with increased intensity. The aircraft dived steeply, exploded at an estimated 10,000 feet altitude and fell in two burning sections to the ground. Witnesses close to the scene reported the sound of two explosions, one at the outbreak of the fire, and the other when the aircraft exploded or disintegrated in mid-air.

The aircraft accident investigation board concluded that the direct cause of the accident was the failure of No. 4 turbine rotor. A segment of this rotor was probably thrown into the fuselage, where it severed fuel lines and/or oxygen system components, starting an intense fire in the bomb bay area, which spread rapidly to the aft fuselage.

All engines except No. 4 struck the ground in approximately the same area and showed no sign of in-flight failure. Sections of No. 4 engine were strewn along the flight path and showed conclusive evidence of overheat condition and in-flight failure. Two turbine buckets were found in the wing and bomb bay impact area approximately one-half mile from the forward fuselage and engine impact area. A hole found in the strut supporting the number 4 and 5 engine pods was believed caused by a section of the number 4 turbine outer rim. A large segment of the number 4 turbine was found with a circumferential groove gouged near the weld junction of the disk and rim, which probably contributed to the rotor failure.

Efforts made by the crew to abandon the aircraft could not be determined. The ejection seats were not operable, and there was no

evidence of an attempt to use the bail-out door. Evidence indicated that the crew was not incapacitated until the aircraft disintegrated in flight.

One of the factors that may have permitted this emergency to progress without positive corrective action must have been the concentration of the B-47 airplane commander on maintaining position in the "envelope." In addition, the fire in No. 4 engine may have been undetected for several seconds, since the boom operator looked up from his instrument panel and observed the flames.

The following action is being taken on the recommendations of the accident investigation board to prevent similar accidents:

- a. M-4 catapults are being installed in as many B-47's of this command as possible, with the present stock of supplies on hand. All B-47's will be equipped with fully operational ejection seats as soon as the additional supplies are available.
- b. The shortage of M-3 catapults, initiators and modified seats has been brought to the attention of higher headquarters. Reference SAC airmail message from DM6A 45533, dated 5 December 1953, all remaining shortages are estimated to be shipped to this station prior to 1 January 1954. An aggressive follow-up campaign has been initiated to secure the necessary additional supplies.
- c. All pilots' ejection seats will be equipped and armed as soon as the necessary supplies are available (whether or not the seats are modified in accordance with TO 01-30ENB-337).

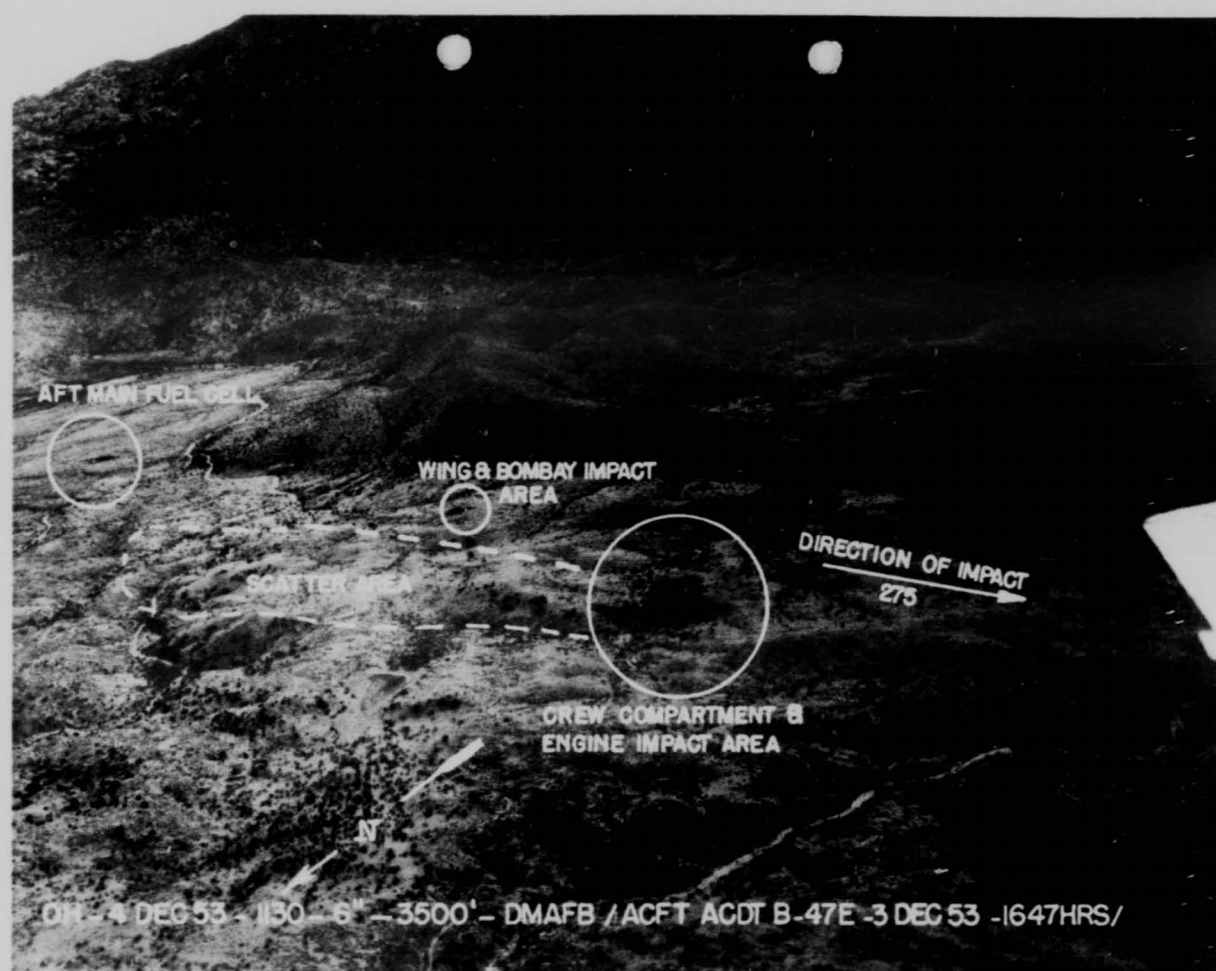
d. The details of this accident have been brought to the attention of all B-47 pilots and KC-97 boom operators with special emphasis placed on the importance of keeping everyone advised of the existence of unusual conditions on either aircraft. Operational SOP's have been amended to require mutual observation and reporting of unusual conditions between tanker and receiver, and to require that refueling operations be discontinued if any unusual condition is noted until such time as it can be determined that no hazard exists.

e. The local air refueling "breakaway" procedure has been amended with a notation that, if the emergency requiring breakaway can be determined to be in the receiver only, the boom operator will fly the boom up and concentrate on observing the receiver, keeping him advised of any unusual conditions, instead of stowing the boom and leaving his position. This amendment is not in conflict with procedures as listed in SAC Manual 50-31, dated November 1952.

f. The recovered portions of Number 4 engine turbine disk have been sent to General Electric Company, Evandale, Ohio, for further analysis of the cause of failure.

g. All air and ground crew members have been given a thorough refresher course in the use of the ejection seats.

h. Pilots have been briefed to monitor engine instruments closely with special emphasis on oil pressure readings. Engine shut-down is to be accomplished immediately if abnormally high or low pressure readings or fluctuations are noted.



0221



0222



2153G -DMAFB-3DEC53-AGFT ACDT B-47#24305607HRS
4 ENG TURBINE BUCKETS IN WING & FUS. DEBRIS

0223



0224

E

0225

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

39-2A
1 Page
Page 1

POLICY 39-2A
ENLISTED PERSONNEL

18 December 19

SUBJECT: Flying Pay for Non-Crew Member Airmen (B-47 Support)

TO: All Directors and Squadron Commanders

303d Bombardment Wing, Medium, Policy 39-2, Enlisted Personnel, dated 4 June 53, is amended as follows:

* * * *

6.

* * * *

a. The roster submitted to the Chief of Maintenance will be prepared to include the following certification: "I certify that each airman listed hereon is physically qualified for flying duty and that physical examination requirements outlined in AFR 160-10 have been fully satisfied in the case of each airman listed hereon." The above certification will be personally executed by the Squadron Commander concerned.

* * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

David D Wood
DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "E"

0226

F

0227

HEAD QUARTERS 303D BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

39-4A
1 Page
Page 1

POLICY 39-4A
ENLISTED PERSONNEL

18 December 1953

SUBJECT: Placement of Maintenance Personnel Non-Crew Members on
Flying Status (KC-97 Support)

TO: All Directors and Squadron Commanders

303d Bombardment Wing, Medium, Policy 39-4, Enlisted Personnel, dtd 13
53 is amended as follows:

* * * *

6.

* * * *

a. The roster submitted to the Chief of Maintenance will be prepared to include the following certification: "I certify that each airman listed hereon is physically qualified for flying duty and that physical examination requirements outlined in AFR 160-10 have been fully satisfied in the case of each airman listed hereon." The above certification will be personally executed by the Squadron Commander concerned.

* * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

David D Wood
DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "E"

0228

G

0229

HEADQUARTERS 303RD BOMBARDMENT WING, MEDICAL
Davis-Monthan Air Force Base
Tucson, Arizona

55A-4C
2 Pages
Page 1

OPERATIONS (C)
T-100 55A-4C)

28 December 1953

OPERATIONS

Aerial Refueling

, 303rd Bombardment Wing Operations Memo 55A-4, dated 21 September 1953,
is amended as follows:

4. PROCEDURE. *****

b. Scanning and Observation Duties

- (4) The Boom Operator will be alert for any indication of fuel overflow, siphoning, leakage, smoke, fire, or any other indication of malfunction on the receiver, and immediately report any such indication of malfunction to the receiver pilot. The receiver pilots will likewise report any indication of malfunction on the tanker to the tanker crew. Refueling operations will be discontinued immediately in such cases until it can be determined that no hazard exists.

c. Communications:

- (5) Prior to initial refueling contact, and prior to contact after change of either receiver pilot or boom operator, both the receiver pilot and the boom operator who are at the controls will verify to each other his status, whether checked out for the operation, or on student status. No contact will be made until this verification has been made.

NOTE: (Ref SAC Reg 41-15, Supd III) A qualified tanker refueling operator will be at the controls of the boom when a receiver pilot is being checked out in in-flight refueling contacts. A qualified receiver pilot will fly the receiver aircraft when a tanker refueling operator is being checked out in in-flight refueling contacts.

0230

55A-4C
2 pages
page 2

d. Emergency Breakaway Procedures.

(1) * * * * *

(e) * * * * *

NOTE: If the emergency requiring breakaway can be determined to be in the receiver only, the boom operator will fly the boom up and concentrate on observing the receiver, keeping him advised of any unusual conditions, instead of stowing the boom and leaving his position as specified in par 4d(1)(b), above.

* * * * *

BY ORDER OF THE COMMANDER:

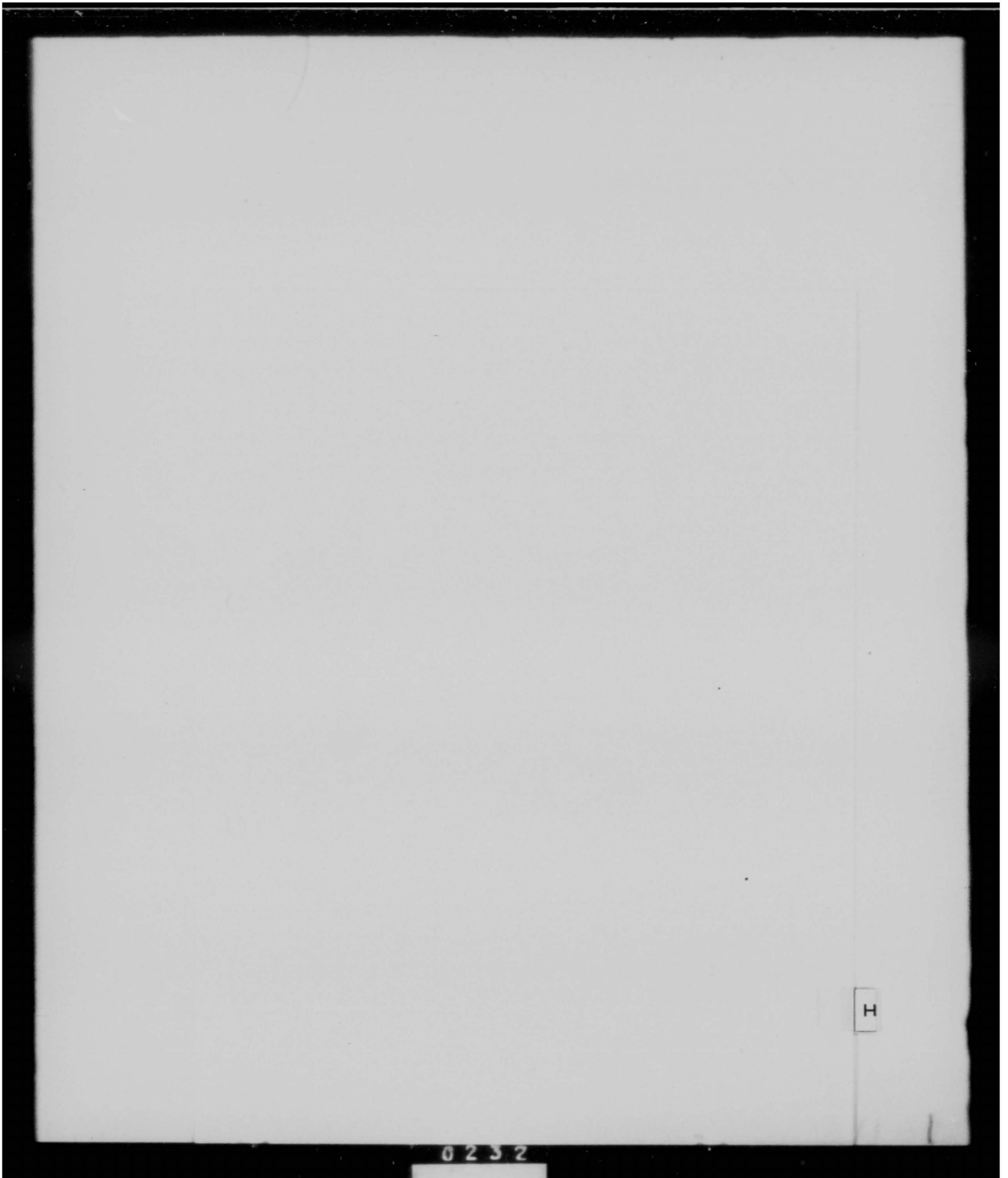
OFFICIAL:

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

IRI W. LINTON
Colonel, USAF
Director of Operations

DISTRIBUTION: 3

0231



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

62-21
1 Page
Page 1

OPERATIONS MEMO)
NUMBER 62-61)

31 December 1953

FLYING SAFETY

Criteria for Discontinuing a Mission

1. PURPOSE: To establish certain criteria for refusing or discontinuing a mission.

2. SCOPE: The provisions of this operations memo apply to all B-47 units assigned or attached to the 303rd Bombardment Wing, Medium.

3. PROCEDURE: a. No B-47 of this command will be flown with fire warning lights inoperative. If the fire warning system is found to malfunction after take-off the mission will be aborted.

b. If a vapor trail is observed from one wing tip only at anytime in flight, or if there is any other unusual indication which might be interpreted as a fuel or hydraulic leak, the mission will be discontinued immediately. All unessential electrical equipment should be turned off. The airplane will be landed as soon as possible and a thorough inspection will be made to determine the malfunction.

c. Pilots will monitor engine oil pressure readings closely. Engine shut down will be accomplished immediately if the oil pressure of any engine is more than 5 psi higher or lower than the average of the other five.

4. RESPONSIBILITY: Squadron commanders will insure that the provisions of this operations memorandum are complied with.

BY ORDER OF THE COMMANDER:

OFFICIAL:

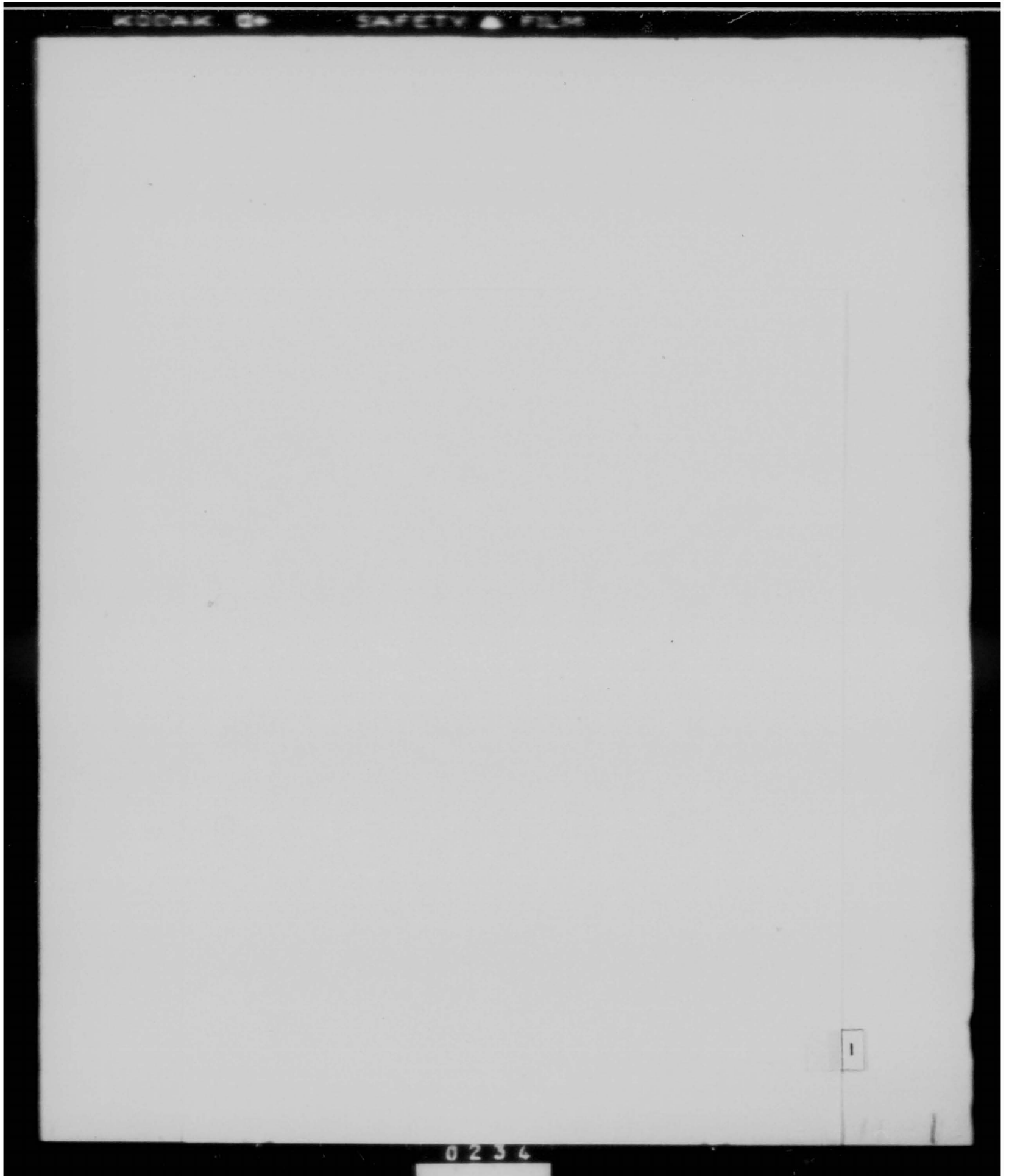
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: E

0233

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

PREDOMINATING SHORTAGES IN 5 and 7 SKILL LEVELS

<u>AFSC</u>	<u>NO SHORT</u>
27170	6
30170	5
30171	6
32150E	30
32171E	21
32350C	22
32370	6
32371C	12
40453	22
43151B	26
43151J	45
43152A	24
43171	24
43171B	20
43171J	17
43179F	25
43271B	12
43352	12
46250	7
60350	11
70230	20

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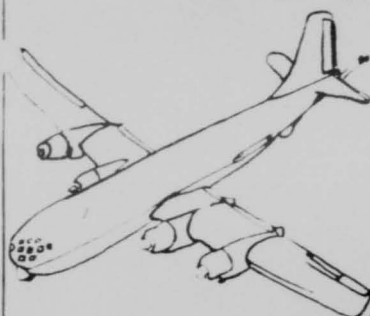
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MAINTENANCE



INFORMATION

BULLETIN



**303D BOMB
WING MED.**



BULLETIN
NO. 9- 53
2105

Hell's Angels

SECURITY INFORMATION - RESTRICTED

0237

MAINTENANCE INFORMATION

The Information Bulletin is compiled and written by the Maintenance Standardization Team and is dependent upon information from all sections. Your attention is called to MIL 15-10 dated 2 October 1953. The above reference is in that MIL may be used in building any index you desire. The Bulletin is published in two parts. PART I, Statements. PART II, Comments & Questions.

- 1 -

T.O. FAMILIARIZATION CHART

In checking on familiarization charts maintained by the various sections leads an individual to believe that very little, if any, attention is paid to Technical Orders, Regulations, Letters and Maintenance instructions. The Maintenance Information Reading File must include Regulations, AF and AAF letters when applicable, Maintenance Instruction Letters and Maintenance Information Letters. If an efficient maintenance system is to be operated with out confusion.

All publications concerning aircraft and maintenance procedures will be listed on the T.O. familiarization chart to be read and initiated by all maintenance personnel concerned. A list of all publications will be published by the Maintenance Standardization Team in the near future. These publications will be listed on the T.O. charts for the individual to read and follow. This list after publication will be made a subject of the Quality Control inspection and responsibility placed upon the supervisors, for bringing to the attention of his assigned personnel all pertinent publications.

CARE LESS MAINTENANCE

Careless maintenance or a care-less attitude in maintenance has resulted aborted mission, damaged aircraft, engine changes and many overtime hours all of which costs the Air Force many \$ \$ \$ \$ \$ and could have cost a few lives. Here are a few items which come under the careless heading.

- a. In a sheet metal work order to replace two rivets in the wing, the crew laid a rivet set inside the wing just below the Flap track. Upon completion of the work the crew departed forgetting to remove the set. Results, considerable damage to the wing skin and reinforcement members was caused when the Flap was retracted. The roller catching against the set and forcing it into the wing. This also resulted in a cancelled flight as it was not noticed until Pre-Flight by the Air Crew.
- b. On an Engine Change inspection by MCC a pair of long nose pliers was found lying on top of the engine. Had this engine been started up, the results would have been the loss of an engine, many maintenance manhours and a few thousand dollars to the Air Force.
- c. Still on engine losses, during the month of October the 303rd hit the top of the list in SAC for engine losses caused by foreign objects entering through the engine air inlet. In fact over 50% of the engines changed during October, SAC wide were due to foreign objects, mainly wire, nuts and bolts, perhaps a few pliers too. The cause of these losses is nothing more than sloppy or careless maintenance.

Just bear in mind that the "O" Ring Seal for the hydraulic Oil Filter "looks" like it might work on the high pressure fuel filter, but it won't. The dimensions on this leaky are 1/82 X 3 1/4", and the stock number 1572-35227E27. A mighty fine number for the oil filter but not good enough for the fuel filter.

PART II



ARMAMENT ELECTRONICS INFORMATION BULLETIN

This bulletin is published monthly, by the Maintenance Standardization Team, for dissemination of Armament and Electronics information to 303rd Maintenance and Operations personnel. Criticisms and suggestions are encouraged. Please forward them for publication to the 303rd Armament & Electronics Officer or the Maintenance Standardization Team.

AUTHORIZATION: Fifteenth Air Force Unnumbered letter dated 13 November 1952.
Subject: Armament and Electronics Information Bulletin.

0242

AEE Maintenance Instructions

Part I of this bulletin pertains to general maintenance instructions. Therefore it is required reading for all maintenance personnel. Part II of this bulletin pertains to AEE B Maintenance, therefore it is required reading for all Armament & Electronics Maintenance personnel and it is requested that all other maintenance personnel read Part II in order to familiarize themselves with the operations of the Armament Electronics sections.

PERIODIC INSPECTION OF EQUIPMENT

The radio branch of the 303d AEE Radio Maintenance section has found it necessary to remove all dynamometer units related to the AR-15 and AR-27 equipment on 100 hour inspection. Periodically checks have uncovered much carbon dust in housing caused by the arcing.

This 100 hour service on the dynamometer will cut down possibility of in-flight arcing and give longer life to units.

ARC-27: Radio mechanics are still closing down signals which are blocking the tower on channel one. The control box is located in such a position that the switch may be accidentally turned on by personnel working about the aircraft. If using personnel will set the control box on channel three and turn the set off, this condition may be corrected. When if the set is accidentally turned on, signal output from channel three will not block the tower.

It has also been noted that the auxiliary control box for the ARC-27 will channel the set only if the main control box (Co-Pilot O-325/ARC-27) is set for remote operation. In order for the Co-Pilot to operate the control box (O-526/ARC-27), it must be in the local position. Operators, wanting to change channels. Questions concerning operation will be answered by T/Sgt Rowley, 303d AEE Radio Flight Line at Ext. 644.

AR-14: Trouble has been encountered several times with the coupling in the vertically installed coaxial cable. This coupling consist of one UC-21 B/U male and one UC-230/U female connections. These connectors are attached to coaxial cable RG-8/U by pressure coupling only. Pressure is formed by metal nut and connector shell against braid of coaxial cable. Temperature change and vibration are the trouble sources. Connectors are being reassembled in accordance with instruction in T.O. AR/AR-14-2 and a UP has been submitted, recommending changing these connectors to one PL-230 female and two PL-259 male.

CAMERA: Personnel using O-15 cameras have been careless in installation and removal of the data plate. Watch winding stems and mirrors are often broken. These stems are difficult to replace. Personnel will please exercise care when handling this equipment.

Personnel not familiar with the O-15 camera. Refer to SAC Manual 50-13 page 170 (camera preflight), Page 171 (camera operation), and Page 172 (camera post flight). Questions concerning this equipment will be answered by T/Sgt Sanchez, 303d AEE camera section at Ext. 8172.

REMARKS:

Authorization has been granted to the Bureau of Naval Affairs to use the utilization of this report in a future publication on the P-3 system.

REMARKS:

The lack of a proper storage or anchorage installation of P-3 type aircraft for securing G-9 test chains creates a possible in-flight hazard. The chains are presently secured by 1/4" rope. A R.I. has been submitted on this condition with recommendations that permanent means of securing these chains be incorporated in the design of the aircraft.

DISTRIBUTION: 100

A. H. Berry
 DIRECTOR
 10/10/57
 Chief of Operations

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DISPOSITION FORM		SECURITY CLASSIFICATION (If any)	
FILE NO.	EXEC	SUBJECT	Project Verify
TO	Comdr, 303BWg Comdr, 43BWg Comdr, 803ABGp Div D/O Div D/M Div D/P Div Surgeon Base Adjutant Comptroller	FROM	Div Exec
		DATE	3 Dec 53
		COMMENT NO. 1	
<p>1. Project Verify is hereby established within the units of the 36th Air Division. Its purpose is to verify that corrective action required and indicated as completed with reference to the last Annual Inspection of this division, has in fact been accomplished.</p> <p>2. The Division Commander desires that a project officer be designated within the three major organizations to implement this project. Reports of actual corrective action, which is still applicable with new aircraft (E-47, KC-97) will be in writing, over the signature of the commander concerned.</p> <p>3. In addition to verifying that the delinquencies noted in the Annual Air Inspection are corrected, any delinquencies noted in reports of staff visits from higher headquarters, informal inspections, etc, which were provided in a written form, should be noted and corrective action reported in a similar manner.</p> <p>4. References:</p> <ul style="list-style-type: none"> a. Annual Air Inspection b. Special Weapons Inspection c. Staff visit reports (available in Central Files) d. Ltr DOOT-373, Hq 15AF, Subj: Form 5 Errors, 27 July 53 e. Ltr 452, 15AF, Subj: Recurring Material Deficiencies, 10 Jul 53 <p>5. Division staff officers, assisted by others, if necessary, will be visiting agencies in the near future, to determine that corrective action previously accomplished is still in effect in appropriate areas. One area the Division Commander is most anxious to have functioning properly, is the maintenance procedures established by SAC Regs 66-12 and 66-14, and related directives (Ref 15AF 66-12 survey team report.)</p>			

DD FORM 96 REPLACES NMC FORM 96, 1 OCT 48, WHICH MAY BE USED.

16-54801-2 U S GOVERNMENT PRINTING OFFICE

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DF, EXEC, Subj: Project Verify, 3 Dec 53

6. The first interim report for this project will be rendered to this headquarters by 16 December 1953. Second interim report by 30 December 1953. Final report, 8 January 1954. All reports should be marked for the attention of the Division Executive Officer.

/s/t/ WILLIAM G. BARTON, Major, USAF
Executive Officer

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54-935-S

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<i>K-106-303-H</i>	
<i>1954</i>	<i>1954</i>

HISTORY
of the
303rd Bombardment Wing, M
Davis-Monthan AFB
Tucson, Arizona
January 1954

4350

RSI Cont No
S05256

3705

54-935-S

SECRET

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SECRET

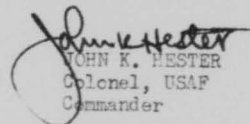
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By authority of 36 ADIV
Date 3/4/54 Name Liu

HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM

1 January - 31 January
1954

Prepared for the 303rd Bombardment Wing, Medium, by Captain
David D. Wood (Historical Officer) and A/IC Robert L. Pritchard
(Historical Technician).

28 February 1954


JOHN K. HESTER
Colonel, USAF
Commander

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

RSI Cont No
S05256

SECRET

3785

8-1590-04

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2

TABLE OF CONTENTS

Title Page - - - - -	1
Table of Contents - - - - -	2
Roster of Key Personnel - - - - -	3
Foreward - - - - -	4

TEXT

<u>Organization and Command</u> - - - - -	5-8
<u>Personnel</u> - - - - -	9-13
<u>Operations</u> - - - - -	14-17
Operations and Training - - - - -	17
Observer Section - - - - -	17-18
Ground Training - - - - -	18-20
Gunnery - - - - -	20-21
Communications - - - - -	21-22
Flying Safety - - - - -	22-24
Intelligence - - - - -	24-27
<u>Comptroller</u> - - - - -	28-32
<u>Materiel</u> - - - - -	33-35
Logistics - - - - -	36
Supply - - - - -	36
Quality Control - - - - -	36-37
Maintenance Standardization Team - - - - -	37-38
Maintenance Control - - - - -	38-39
<u>Wing Inspector</u> - - - - -	40-42

0254

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	JOHN K. HESTER	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID D. WOOD	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	ROBERT W. BOUKNECHT	MAJOR
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIAL	MAX W. HENNEY	LT COL
HQ SQDN SECTION COMMANDER	ROBERT W. BOUKNECHT	MAJOR
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING COMMANDER	HENRY G. RUSSING	LT COL
303RD FIELD MAINTENANCE COMMANDER	DONALD B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT COMMANDER	RUSSELL E. DOUGHERTY	LT COL

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FOREWORD

This history constitutes the thirteenth report concerning the conversion to B-47 aircraft of the 303rd Bombardment Wing, Medium. The current status of conversion and the activities in general for the month of January 1954 are reflected herein.

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ORGANIZATION AND COMMAND

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ORGANIZATION AND COMMAND^{1/}

There were two changes in the key personnel roster of the 303rd Bombardment Wing during the month of January. Lt Col Max W. Henney was assigned as Director of Materiel, vice Lt Col Marne Noelke, and Lt Col Charles O. Roberts was assigned as Wing Inspector, vice Lt Col Rufus A. Ward. During the month of January the entire Wing has been busily engaged in preparing for the deployment of the Wing to England. The highlight of the Wing's activity for the month was participation in a Base Review held in honor of the wives of the enlisted men and officers. A total of 22 units at Davis-Monthan Air Force Base participated in the Review. B-47 and KC-97 aircraft of the Wing were placed

^{1/} Information reported by 1st Lt Clifford Y. P. Liu, Asst Wg Adj.

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on display for inspection by all personnel and dependents at Davis-Monthan Air Force Base. The 303rd Armament and Electronics Maintenance Squadron, led by Lt Col Russell E. Dougherty, Commander, was selected as the most outstanding unit in the Review.

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PERSONNEL

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PERSONNEL ^{1/}

During the month of January 1954, a quota of five mandatory Technical School courses were received in Airborne Electrical Communications Equipment, Aircraft Maintenance, and Aircraft Jet Engine Block Test. Out of a total of 54 personnel performing In-Flight Refueling duties, 48 have been awarded a 431-9P primary or additional AFSC. Four personnel failed to pass the Base Classification Board and two are awaiting board schedule. A total of 96 Requests for Reclassification action were forwarded to Division which consisted of: Upgrading of PAFSC's, awarding of additional AFSC's, change of suffix from D to B in PAFSC and for formal OJT.

^{1/} Information reported by Maj Robert W. Bouknecht, Director of Personnel.

12

For planning purposes SAC Headquarters has requested two training spaces for special training on Cummins 100KW generators in a B-47 Tactical Squadron and a B-47 Aircraft Field Maintenance Squadron. An effort by Fifteenth Air Force to acquire two additional training spaces for the Field Maintenance Squadron is now in process. These spaces are presently allocated for a Motor Vehicle Squadron. Nine spaces have also been requested for personnel to attend B-47 Fuel Cell Repair and Pliocel Fuel Tank (KC-97) training during the calendar year 1954. A request has been forwarded to 36th Air Division to withdraw Auto-Pilot mechanics from the 43rd Bombardment Wing for further reassignment to the 303rd Armament and Electronics Maintenance Squadron.

Nominations of personnel for overseas and Zone of Interior assignments by the Officer Branch, Directorate of Personnel, resulted in the loss of 10 officers during the month of January, as compared to a total of six officers gained.

No quota was received by this headquarters during the month for B-47 transition training, however 12 officers were attending this course of instruction in January.

Overseas assignments and Permanent Changes of Station, including 25 Separations, resulted in the loss of 125 airmen during the month of January 1954, as compared to a total of 26 airmen gained. A mandatory quota of 64 maintenance personnel in the 43133, 43153 and 43151J career fields for assignment to the 43rd Bombardment Wing, with reporting date

0264

13

of 25 January 1954 was received from higher headquarters on 15 January 1954. Higher headquarters also advised that the 303rd Bombardment Wing should be prepared to reassign 37 more maintenance personnel in the 43133 career field to the 43rd Bombardment Wing not later than 1 March 1954. The mandatory quota of 64 maintenance personnel was met resulting in losses from all three Bombardment Squadrons and the Periodic and Field Maintenance Squadrons. Squadron Commanders were advised to make preparation to lose a proportionate share of the additional 37 maintenance personnel prior to 1 March 1954 and that they would be advised at an early date the specific number to be withdrawn from each squadron. These quotas were levied by Headquarters Fifteenth Air Force in accordance with their manning records which reflect sufficient Aircraft Jet Engine Mechanics assigned to the 36th Air Division to adequately man, bodywise, the 43rd Bombardment Wing and the 303rd Bombardment Wing, Medium.

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OPERATIONS

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O P E R A T I O N S

During the period 14 January 1954 through 31 January 1954, a survey team from the 303rd Bombardment Wing visited Goose Bay Air Force Base, Greenham Common RAF Station (UK), Mildenhall RAF Station (UK), Lakenheath RAF Station (UK), Keflavik International Airport, Iceland, and Ernest Harmon Air Force Base, to determine their suitability as enroute, staging and deployment bases for the forthcoming TDY movement of the 303rd Bombardment Wing.

In general, conditions at all bases were found to be satisfactory and facilities adequate to support the 303rd Bombardment Wing under normal training conditions for a period of 90 days.

1/ Information prepared by Lt Col E. G. Shelton, Deputy Director of Operations.

OPERATIONS AND TRAINING^{2/}

Stratojet B-47 type aircraft of the 303rd Bombardment Wing flew a total of 987:35 hours during the month of January which consisted of 142 sorties and an average flying time of 21:57 per B-47 aircraft. KC-97 aircraft of the 303rd Air Refueling Squadron flew a total of 753:15 hours consisting of 104 sorties. The average flying time per KC-97 aircraft was 37:40. The 358th Bombardment Squadron flew a total of 311:20 hours, the 359th Bombardment Squadron a total of 310:25 hours, and the 360th Bombardment Squadron a total of 364:50 hours.

OBSERVER SECTION^{2/}

The total RBS accomplishments for the Wing in January was 267 runs which is an increase over past months. The Practice Radar RBS CEA was 4705 feet with a CEP of 2500 feet. The Record Radar RBS CEA was 3666 feet with a CEP of 2050 feet. The Radar RBS CEA's and CEP's have increased over December, the main factor being target complex and aiming point misidentification. An analysis of each gross error is now being conducted with additional and pointed emphasis being placed on target identification and crew coordination. The actual placement of radar cross-hairs as shown by radar scope photography is being emphasized during the critique. The Practice Visual RBS CEA was lowered to 2539 feet and the CEP was lowered to 1550 feet. The Record Visual RBS was lowered to 1225 feet and the CEP was lowered to 1220 feet. The Night

^{2/} Information reported by Lt Col P. A. Fitter, Chief, Oprs & Tng Div.
^{3/} Information reported by Major C. L. Maze, Wing Staff Observer.

18

Celestial CEA was 13.8 NM and the Day Celestial CEA was lowered to 12.1 NM.

In accordance with 15AF Operations Order 84-53, runs made by the "Reference Point" (Sharkey) method of bombing were completed and upon their completion Mr. Sharkey of Bell Laboratories Inc. visited this Wing and expressed great satisfaction of the results.

The KC-97 aircraft were formerly equipped with a total of only four APS-42 radar sets. We have received APS-42A radars in sufficient quantity to equip all tankers. The installation has begun and should be completed prior to our deployment on TDY.

GROUND TRAINING^{4/}

The 303rd Bombardment Wing Ground Training Section moved to Division Ground Training Office and personnel assigned to the 303rd Wing Ground Training Section has been placed on Special Duty with the 36th Air Division. The 43rd and 303rd Bombardment Wings and the 803rd Air Base Group are now consolidated with the 36th Air Division Ground Training, thus enabling them to control all the Ground Training activities conducted here on the base.

During the month of January a total of 6,971 manhours of training were accomplished at the B-47-E6 and B-47-9 MTD's. A total of 544 airmen in the 303rd Bombardment Wing have now completed the B-47 Maintenance Familiarization Course. Specialist classes in Hydraulics,

^{4/} Information reported by Maj R. Dean Harmon, 303rd Ground Tng Officer

19

Pressurization and Heating and Fuels were also completed during the month. Seven co-pilots attended Bomb Commanders School in January leaving only 11 co-pilots who require this training. All B-47 aircraft commanders in the Wing have completed Bomb Commanders School.

A two day course in Physiological Training is being conducted for B-47 and KC-97 crews at the Base Altitude Chamber. This training will continue until all B-47 crews have completed the Phase III Training and the KC-97 crews have completed the Phase II of the training in accordance with SAC Regulation 50-43.

Aircrew training started in the month of January with instructors from the 303rd Bombardment Wing conducting the training. Instructions were given in Ground Safety, Intelligence, Standboard Proficiency, Psychological Warfare, SAC Mobility Plan, Military Discipline, Physical Conditioning, and Small Arms Indoctrination and Qualification. Twenty-three complete crews of the 303rd Bombardment Wing have attended this training for the month of January. Due to the length of the course a special training course will be conducted for crews scheduled to start in February, thus enabling crews to meet other commitments required by the Wing. The 303rd Air Refueling Squadron is also scheduled to start this training in February. Individual Military Proficiency Training is scheduled to start in February for enlisted personnel of the Wing. This will eliminate the 12 hour course in ABC school because the course of instruction will be included in Military Proficiency Training for airmen.

20

In accordance with SAC Manual 66-12 a Specialized Aircraft Maintenance Course is being conducted for all maintenance personnel of the 303rd Bombardment Wing. A total of 120 maintenance personnel have attended this course, 40 of which attended during the month of January. The course of instruction is one week in length, with the 43rd Bombardment Wing utilizing every other week for their maintenance personnel.

Water Survival Training is scheduled to commence in February for crews of the 303rd Bombardment Wing in accordance with SAC Regulation 50-12.

G U N N E R Y ^{5/}

A total of 11 gunnery sorties were accomplished by aircraft of the 303rd Bombardment Wing during the month of January. On these sorties a total of 5667 rounds of ammunition was expended with an average percentage of fire-out of 73.6.

The Wing Gunnery Officer went TDY to March Air Force Base to attend the semi-annual Fifteenth Air Force Gunnery Officers' Conference at Fifteenth Air Force Headquarters on the 19th and 20th of January.

The first of two T1A Tail Radar Armament Trainers scheduled for Davis-Monthan Air Force Base arrived on 13 January. The T1A Trainer is used for developing proficiency of A-5 Fire Control System Operators

^{5/} Information reported by 2nd Lt Lyle A. Stouffer, Wing Gunnery Officer.

0272

21

skills. The system should be operational on or about 1 February 1954. Scheduling of co-pilots for TIA Trainer exercises will commence immediately upon completion of installation and calibration of the Unit.

^{6/} C O M M U N I C A T I O N S

A paper on HF Theory and Propagation was prepared and forwarded to each squadron to be used as a guide for pilots in the use of Collins 18S-4 radio equipment. Further, course outlined covering radio propagation and ICAO reporting procedures were prepared and forwarded to Base Ground Training. A schedule was then prepared and presentations of subject material commenced 27 January 1954.

A visit was made to the 305th and 306th Bombardment Wings at MacDill Air Force Base for the purpose of obtaining information relative to the installation of the Collins HF Radio Equipment in aircraft of this Wing.

A project was initiated for the alignment of all APN 76 and 12 Radar Equipment in both KC-97 and B-47 aircraft. It was determined that previous bench alignments of this equipment were subject to drifting after being reinstalled in aircraft. Approximately 85 percent of all equipment was realigned and airborne tests revealed an average of 152 miles maximum range.

The communications representative on the survey team to the United Kingdom obtained a complete listing of all communications facilities

^{6/} Information reported by Maj Mark F. Holland, Wing C-E Officer.

22

for enroute and destination bases. As a result, no outstanding communications deficiencies are anticipated for the forthcoming TDY.

Work continued on the preparation of communications annexes for Operations Orders 40-53 and 50-53. A communications annex for Operations Order 67-53 was completed.

^{7/}
F L Y I N G S A F E T Y

An emergency Unsatisfactory Report (303BW 54-271, 22 Jan 54) was submitted on lack of engine instrumentation of the co-pilot's position in the B-47. Basis of the submission was possibility of undetected engine stall and consequent overheat condition, during in-flight refueling or formation flying, when the aircraft commander cannot effectively monitor his engine instruments. This is the probable cause of the major aircraft accident, B-47E, serial number 51-2440, which occurred this Wing on 3 December 1953. A follow-up program is being maintained on this subject, to submit Unsatisfactory Reports and incident reports on engine stalls and overheat incidents.

An emergency Unsatisfactory Report is being prepared for submission on the Aircraft Commander's flight indicator in KC-97's.

B-47 incident, involving loss of canopy in flight, B-47E serial number 51-2442A on 11 January 1954, was investigated and reported. Cause of the incident was inadvertent actuation of the mechanical linkage of the co-pilot's seat ejection mechanism. No personnel error

^{7/} Information reported by Maj C. A. Anderson, Wg Flying Safety Officer.

0274

23

or materiel failure was involved. Mechanical linkages are currently being modified to prevent future accidental actuation of the initiators, and as an interim measure, a special in-flight safety pin is installed on the initiator affected in this incident. All personnel have been instructed in the necessary safety precautions.

A minor aircraft accident, KC-97G Serial Number 52-851A, was investigated and reported. The aircraft was slow to accelerate on take-off roll. Take-off was aborted after passing mid-point of the runway. Refused take-off was accompanied by loss of number three and four engines during propeller reversal, and blow out of both tires on right main gear. Cause of the slow acceleration could not be definitely determined but was concluded to be dragging brakes on right main gear. Investigation is continuing to insure that no malfunction has been overlooked.

One Wing Flying Safety meeting was held on 23 January 1954, and a make-up Flying Safety Meeting was held on 28 January 1954.

Examinations were given to all pilots of the 303rd Bombardment Wing who were present for duty, on the provisions of AFR 60-16 and 60-22. Of 135 persons tested, only four failed to pass the test with a grade of 80%. Those persons who were absent from the station at the time of testing will be tested within 14 days after their return. Those failing to pass the test will be required to attend a course of instruction on the subject regulations.

An intensive instrument training program is underway for all pilots which requires a let down (or penetration) and low approach on every

0275

27

mission, and the accomplishment of six GCA's per pilot and four per co-pilot by 20 February 1954. An associated program in the C-11 instrument trainer requires two let downs per pilot and one per co-pilot on six overseas bases which may in the future be used as primary or alternate landing bases. This program is approximately 50% complete, and to assure completion, has been given priority over 50-8 requirements.

A meeting for B-47 crew members was held on 27 January 1954 by representatives of Wright Air Development Command on B-47 ejections. The primary subject was downward ejection in the navigator's seat, but most information presented was also applicable to upward ejection.

Arrangements were made for the February Program, to have a member from the oxygen chamber to present care and use of oxygen equipment and parachutes at a Wing Flying Safety meeting. Further programming will be accomplished on care and use of overwater equipment as soon as a well qualified speaker is located.

^{S/}
I N T E L L I G E N C E

Major activity of the Intelligence Division in January was directed towards planning, special briefings, EWP planning, target study, combat crew briefings and mobility.

Of primary importance during the month of January were the EWP briefings of Wing Staff and crew members. A presentation of the 303rd Bombardment Wing EWP was given for General Sweeney and his staff on

^{S/} Information reported by Maj W. R. Blackburn, Chief Intel Division.

0276

26

23 January 1954 at March Air Force Base, California. Briefing aids were prepared for this presentation with special attention given the preparation of portable Air Order of Battle (AOB) maps.

The first mission under SAC Operations Order 87-53 was flown during the month with this section giving pre-mission intelligence briefing, post-mission interrogations and subsequent mission reports to SAC and Headquarters Fifteenth Air Force in accordance with SAC Manual 55-8. Mission maps were prepared to facilitate interrogations.

Eighth Air Force Operations Order 65-53 was received during January and work was begun on preparation of briefing and target study aids for briefing Wing Staff and crew members. A briefing was also given the Commander, 36th Air Division on Eighth Air Force Operations Order 50-53.

A considerable amount of work was expended in the preparation of aids to be used in training lectures on Survival Intelligence. These aids were constructed in the form of overlays of the area concerned in the Wing EWP.

Shipping lists were prepared, maps secured, and various other tasks performed that are necessary for the forthcoming Wing deployment.

Classified documents were received, logged, disseminated, and filed for future reference. Numerous revisions were received and posted to classified information on hand.

During the month of January the Operational Intelligence Section conducted training for combat crew members in aircraft recognition,

0277

26

naval recognition, and briefing responsibilities for crew members. Lectures given included four hours of aircraft recognition, four hours of naval recognition, four hours of briefing responsibilities, and eight hours of Survival Intelligence. An additional subject was included beginning in January. This new subject was Psychological Warfare. The combat crews were given eight hours of instruction in this subject. Training films on Aircraft Recognition and Briefing responsibilities were shown to supplement the lectures on these subjects.

The P-2 reports were completed according to appropriate regulations. Six reports were completed and the Wing is now 98 percent complete.

Target study for combat ready crews on Operations Plan 50-53 commenced on 5 January and as of 15 January, all the combat ready crews had been given one hour target study on the EWP. Effective Monday, 25 January 1954, the EWP Target Study Program, Phases I and II were commenced in the Target Section. This is the second go-round for the crews on this Operations Plan.

The T-2 Trainer was still inoperative as of 29 January, making the month a total loss in Phase III of Target Study. It will create a terrific rush during February on the regular assigned EWP Program Targets (50-53), and definitely handicap the Target Section in its efforts to acquaint the crews with the rotation EWP Program (65-53).

On 27 January 1954, a new Operations Plan 65-53 was received, which imposed a new heavy workload with a comparatively short completion

0278

date deadline. This will be our responsibility until after completion of our unit TDY assignment and return to the ZI. Target materials are to be assembled, target study presented, and an inspection team (8th AF) briefed on the progress sometime during the first week of February.

On 28 January 1954, a thorough discussion was conducted by the Wing Observer Section, Tactical Squadron Observers, Armament and Electronics Squadron, Base Photo Lab and Wing Target Intelligence representatives regarding procedures for handling bombing gross errors. The results of that meeting should appear in a Wing Memo on or about 1 February 1954. As the observers were placed on a record basis, there were several gross errors on radar runs which required evaluation, resulting in extensive overtime work for the target section.

The Target Intelligence Branch inventoried and transferred all domestic visual and radar target folders to the three Tactical Squadrons and the domestic target program received quite a boost when a committee, consisting of one observer from each squadron, screened all domestic target materials in the Wing and determined future needs. This committee is charged with the preparation of all material for target study and in-flight aids on all domestic targets.

During the month of January a total of 81 rolls of radar film was screened, 73 camera runs and 61 Forms X were scored.

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COMPTROLLER

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COMPTROLLER^{1/}

As of 31 January, a total of 385 officer personnel were authorized in the 303rd Bombardment Wing of which 362 were assigned by their duty. Airman AIRS improved with 69.3% for January over 68.0% for the month of December.

A total of eight airmen went AWOL during the month of January, which parallels the seven AWOL's reported for December.

There were 24 separations during January with only four of these reenlisting, resulting in a reenlistment rate of 16.6 for the month.

A total of 273 B-47 sorties were required for the month of January with 156 being delivered for a 57.1 percent. A total of 117 KC-97

^{1/} Information reported by Major William G. Thomas, Comptroller.

0282

34

sorties were delivered out of the 101 required for 100 percent. A total of 374 KC-97 and B-47 sorties were required and 273 delivered for a 68.7 percent for the month of January.

One Report of Survey was initiated during January at a cost of \$20.82. Surveys per 1000 personnel was 0.466. The Report of Survey was the result of a B-4 flight jacket being stolen.

One minor aircraft accident occurred in the 303rd Bombardment Wing during January with a total of 1748 hours flown. The accident rate was 57 per 100,000 flying hours.

A total of 71 RBS Radar Record Runs were accomplished during the month of January with the average index 41. A total of seven RBS Visual Record Runs were also accomplished with an average index of 51. There were 27 Night Celestial Legs scored in January, with a CEA of 13.6 NM. Twenty-three of the legs were accomplished in bombardment aircraft with a CEA of 14 NM. The remaining four legs were accomplished in KC-97 aircraft with a CEA of 11 NM. Twenty long range cruise control missions were also flown in KC-97 aircraft during the month. The average capability raw score was 2.7.

During the month of January a total of 87 successful air refueling B-47 rendezvous were accomplished out of the 88 attempted. There were also 23 successful hookups made out of the 28 attempted. KC-97 aircraft attempted 97 air refueling rendezvous and successfully completed them all. Four hookups were also attempted and all four accomplished.

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As of 31 January, a total of 31 bombardment and 14 air refueling crews were combat ready. Nine crew members have completed the Physical Conditioning requirements as of 31 January.

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M A T E R I E L^{1/}

Lt Col Max W. Henney was appointed 303rd Bombardment Wing Director of Materiel, vice Lt Col Marne Noelke, relieved effective 11 January 1954.

During the month of January the sections of Materiel have been preparing for the forthcoming TDY of the Wing. Pilot pick-up of numerous critical items was made at the depots to eliminate shortages which could possibly curtail the successful accomplishment of the impending TDY.

^{1/} Information reported by Lt Col Max W. Henney, Director of Materiel.

0287

LOGISTICS^{2/}

During the month of January the Logistics Section initiated action to assemble Change No. 3 to the 303rd Bombardment Wing Mobility Plan. Annexes E and F to the 303rd Bombardment Wing Operations Plan 40-53 were rewritten to incorporate all the latest changes.

A special briefing at Fifteenth Air Force the 15th and 16th of January was conducted to brief General Sweeney on the 303rd Bombardment Wing Operations Plan 40-53. Several trips were also made to Fifteenth Air Force Logistics to finalize the airlift requirements for the forthcoming TDY.

WING SUPPLY^{3/}

During the month of January vigorous follow-up action was initiated to obtain all the critical items necessary for deployment of the Wing on the forthcoming TDY. In addition, pilot pick-up of numerous critical items was made at the depots to eliminate shortages which could possibly curtail the successful accomplishment of the impending TDY.

QUALITY CONTROL^{4/}

The Quality Control Section carried a special project during the month of January, of instruction on the installation, operation, and inspection of ejection seats for B-47E aircraft. This project utilized

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- ^{2/} Information reported by Capt William J. Holt, Wg Logistics Officer.
 - ^{3/} Information reported by Capt B. J. Sharp, Acting Wg Supply Officer.
 - ^{4/} Information reported by Maj Billie J. Barry, Chief of Maintenance.

the full time of two aircraft inspectors. This office will continue to monitor the installation of ejection seats for an indefinite period.

A total of 287 unsatisfactory reports were typed and processed by the Quality Control Section during the month of January.

Technical Order Indexes O-1-1 and O-1-2 were received and the T.O. files are being re-numbered in accordance with OO-5-9. Technical Publications in the 5 and 16 series for which immediate requirements were established the later part of 1953 are being received and distributed to the organizations.

The Test Flight Section of Quality Control scheduled 30 aircraft for test flight. Of the 30 aircraft flown all test flight crews were briefed before flight and all aircraft monitored until they were released for flying to the squadrons.

MAINTENANCE STANDARDIZATION TEAM^{5/}

During the month of January the Maintenance Standardization Team has been active in making up Maintenance Instruction Letters and Maintenance Technical Instructions and other directives in preparation for our projected TDY movement.

A survey of maintenance manning is being conducted in the Bombing and Air Refueling Squadrons to evaluate flight line personnel in all jobs. This project will be interrupted by the TDY. However, much information has been compiled which will aid the Wing movement and the operation at the destination.

^{5/} Information reported by Major Billie J. Barry, Chief of Maintenance.

38

Twenty-three projects were logged in and 17 projects completed. An average of 15 man-hours were expended on each project in research, investigation, interviews and implementation.

A Maintenance Timely Subjects Folder was made up and Maintenance Technical Instructions published in accordance with SAC Regulation 66-9.

A Technical Publication Familiarization program was initiated to assure better dissemination of directives to all maintenance personnel.

A system of reporting maintenance personnel status was made up as a Maintenance Instruction Letter using a stencil of original list and subsequent reports utilizing a copy of original which each month will be brought up-to-date.

MAINTENANCE CONTROL ^{6/}

During the past month, Major Henry McManus and CWO Willard E. Guerin aided the normal staff of the Aircraft Records Section. As a result, the outstanding technical order compliance status dropped considerably. At present the records are current and discrepancies are few.

The technical order compliance rate for the Wing as of 31 January 1954 is as follows:

B-47E aircraft: 13.4 average technical orders not complied with per aircraft.

^{6/} Information reported by Maj Billie J. Barry, Chief of Maintenance.

0290

37

KC-97G aircraft: 8.6 average technical orders not complied with per aircraft.

The Supply Unit has completed a pocket size edition of items not commonly used on B-47 aircraft. This enables the crew chief to find the stock number of a needed part in shorter time.

An inspection was made on ground power equipment and bench stock in all organizations in compliance with AFR 123-8, dated 8 December 1953. Using organizations are doing very little in the line of minor repairs on ground power equipment; recommendations were made to correct this discrepancy. Improper binning of bench stock and tools is evident in almost every section. The Supply Liaison Unit also made recommendations that this be changed and that SAC Manual 65-2 be complied with in all cases.

The first issue of this years Maintenance Information Bulletin was published this month.^{7/}

^{7/} Maintenance Information Bulletin Issue No. 1-54, dtd 1 Jan 54.
See Appendix A.

40

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WING INSPECTOR

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WING INSPECTOR^{1/}

Lt Col Charles O. Roberts was assigned as Wing Inspector vice Lt Col Rufus A. Ward effective 6 January 1954.

The final report on "Project Verify" was submitted on 8 January 1954.

Charts for POM planning factors were drawn up and distribution made to all squadrons. Daily assistance was also rendered to Squadron Commanders in reference to administrative problems and interpretation of requirements of various directives.

A personal conference period was held by Lt Col Roberts on 28 January 1954. There were no complaints or grievances to record.

^{1/} Information reported by Lt Col Charles O. Roberts, Wing Inspector.

0294

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LIST OF APPENDICES

303rd Bomb Wing, Maintenance Information Bulletin No. 1-54	<u>A</u>
303rd Bomb Wing, Operations Memo 55T-1, 10 January 1954	<u>B</u>
303rd Bomb Wing, Operations Memo 55A-4, 10 January 1954	<u>C</u>
303rd Bomb Wing, Maintenance Instruction Ltr B-11, 13 January 1954	<u>D</u>
303rd Bomb Wing, Maintenance Instruction Ltr B-12, 13 January 1954	<u>E</u>
303rd Bomb Wing, Operations Memo 55B-11, 13 January 1954	<u>F</u>
303rd Bomb Wing, Regulation 66-1, 14 January 1954	<u>G</u>
303rd Bomb Wing, Operations Memo 55B-30, 18 January 1954	<u>H</u>
303rd Bomb Wing, Regulation 55-7, 25 January 1954	<u>I</u>

A

0297

303RD BOMB WING

Maintenance Information Bulletin

Issue No. 1-54

19 January 1954

The Information Bulletin is compiled and written by the Maintenance Standardization Team and is dependent upon information from each section. Your attention is called to Maintenance Instruction Letter 00-30 dated 3 November 1953. The form referenced in that Maintenance Instruction Letter may be used in submitting any items you desire. The Bulletin is published in two parts: Part I: Maintenance, Part II: Armament and Electronics.

PAGE I

ACC ENTRIES, FORM I

Field Maintenance and Armament-Electronics specialists are hereby directed to check the Form I, Part II and Part III carefully for TCC entries to avoid duplicate entry when slipping off compliances.

EC-97C ALTERNATOR CONTROL CIRCUITS

There are two different and distinct types of alternator control circuits on the EC-97C also used at the 303rd Air Refueling Squadron.

EC-97C's with a 41 prefix on the tail number use a B-1 externally excited alternator, F/N 11554, with a George or other electronic exciter-regulator for voltage control. The George or other exciter-regulator is about the size of a mechanics tool box and is located in the lower rear compartment.

The EC-97C's with a 38 and 40 prefix use a G-3 self excited alternator, F/N 1654-38 with an 11554-38 electronic voltage regulator. Neither the alternators nor any other part of the EC-97C's are interchangeable. Use the correct part in your system.

USE THE RIGHT DRIVE



Note the recess center, the opening is wide. This permits a driving tool cross-section that assures strong, shock resistant wings.



CORRECT Driving Angle



WRONG Driving Angle

DIFFERENCE BETWEEN

Phillips

Forsgren
(Reed-Prince)

REED & PRINCE
SCREWDRIVER



Not Interchangeable



Note Blunt End



Note Sharp End

Following the directions outlined by these drawings and notes, will eliminate the costly process of having to remove a damaged screw by having a specialist correct a mistake that should not have happened in the first place.

SAC RESEARCH STUDY PROGRAM REPORT

PROJECT: Aircraft Mechanics Proficiency Test SAC Reg 41-21 (Third Report)

ULTIMATE GOALS: To develop objective standards and examinations for assessing the proficiency of mechanics in their assigned jobs and improve the process of proficiency measurement through continuous on-the-job research.

POSSIBLE UTILIZATION OF RESULTS:

1. Training. Pin-pointing areas of weakness in mechanics' ability which should be "trained out"; and to find the effectiveness of training by measuring amount of improvement in mechanics after training.
2. Picking Likely Supervisors.
3. Transitioning. Identification of mechanics who can be transitioned to another type aircraft with a minimum of training, and also of the particular training needed.
4. Other possibilities include: Balancing competencies among maintenance units, forming cadres, and a source of information for classification, assignment and promotion.

PROGRESS TO DATE: WEMP's (Written Evaluations of Mechanics Proficiency) are in various stages of development. These two and one-half hour written examinations emphasize job ability rather than job knowledge. Instead of a single score, the mechanics get a number of scores showing his proficiency in various areas of maintenance on a particular type of aircraft. Standardization of the exams enables a mechanic to see how he compares with all other SAC mechanics on that type of aircraft. Typically, development of each exam follows this pattern: (1) Questions are written by experienced SAC mechanics, (2) Questions are combined into exams and tried out at several SAC bases, (3) Poor questions are weeded out and exam is given at typical SAC bases to establish a standard, (4) Exam is ready for use.

THE CASE OF THE MISSING PIN

"It is realized that this narrative primarily concerns the T-33 aircraft. However, many aspects of the case may be applied to B-47 aircraft. This article is presented to you to emphasize the necessity that everyone be aware of the caution to be exercised where ejection type seats are involved."

Regardless of how regrettable an accident may be, the basic cause factor is usually a rather simple thing, and as a rule is easily determined by the experienced investigator. Occasionally, however, we are faced with an accident that does not lend itself to quick analysis. Sometimes it takes an unbelievable amount of digging to come up with an answer. All too frequently in such cases, we find that it is not structural failure or mechanical malfunction that caused an accident, but rather, sheer carelessness or negligence on the part of responsible parties. The following story is true. It shouldn't have happened.

Two Air Force Captains, one a pilot and the other an observer, were scheduled for a local proficiency flight in a T-33. The observer, who actually flew in B-47's had ridden but once previously in the jet trainer. Although well trained in his own aircraft, his experience in the T-33 was negligible.

In the light of subsequent developments, it is evident that the observer's lack of experience and proper indoctrination in this particular type aircraft may have been a contributing factor in his untimely death.

Prior to actually boarding the aircraft, the pilot questioned the observer as to his knowledge of the arrangement of the back seat and the ejection mechanism. Their brief discussion led the pilot to believe that his passenger was satisfactorily qualified to fly without further briefing or instructions.

The two officers completed a preflight check of the airplane and climbed aboard. A member of the ground crew assisted the observer in adjusting the shoulder harness and made certain that both straps were properly secured to the safety belt. The crewman then removed both seat ground safety pins and the one from the canopy. He showed the three to the pilot, as is SOP in all organizations.

After the engine was started, the pilot waved off the ground crew and, while waiting for the area to be cleared, called the observer on inter-phone and reminded him that the aircraft was equipped with hot ejection seats that would fire if actuated. The passenger acknowledged the call and indicated that he was ready to roll.

After tower approval, the pilot started to taxi out toward a ramp area. He was making the usual pre-takeoff cockpit check while taxiing but did not drop the canopy to the full closed position. At this moment it was open approximately eight inches.

The aircraft had rolled ahead only a few hundred feet when the pilot heard an explosion. He immediately jammed on the brakes and turned his head just in time to see the passenger spinning through the air, still strapped to his seat. A split second later the man struck the ground well behind the airplane. Ten days later, his death brought tragedy to another Air Force family.

As you know, several Air Force personnel have been seriously injured recently as a result of being accidentally ejected through the canopy while the aircraft was on the ground. As a consequence, far too many pilots and mechanics feel that the "hot seat" of any jet aircraft is a potential deathtrap just waiting to blow up. Actually, this is not true. A properly maintained and properly handled ejection system cannot explode unless deliberately actuated.

The hot seat of a jet aircraft is far safer than a 12-gauge shotgun. Almost every day we read of youngsters and oldsters blowing themselves to kingdom come by careless handling of firearms. We must remember that just as a properly trained and careful man is safe with a gun in his hands, so too is the pilot or mechanic who works around ejection seats. The basic requirement is knowledge. This must be followed with practical application of that knowledge and eternal vigilance.

Now let us consider other aspects of the accident. You have the picture of what happened. If we also know why it happened, it is much easier to take preventive measures.

Unfortunately, even the most exciting scrutiny of an accident can not undo the harm that has been done. It is truly unfortunate that an accident can sometimes happen before we are sufficiently activated into taking essential action. We feel that this accident did not need to happen. Let's examine the evidence and see if you agree.

The aircraft accident investigating board conducted a tremendous amount of experimentation to determine if the seat could have fired inadvertently.

Like any firearm, the M1-A1 catapult is equipped with a positive safety latch. In this case it consists of a chrome diagonal steel pin that is inserted in the head of the catapult tube and can be removed in only two ways.

The first method of removal is by hand. This is not easily accomplished and cannot be done accidentally as the extractor lever has to be unscrewed and pulled clear. Even then in all probability the pin will have to be bent somewhat before it will clear the head of the catapult.

The second method involves actuating the extractor lever by a direct movement of the linkage system which is connected to the canopy. Removal of the pin should be perfectly obvious if the aircraft is properly inspected as the safety pin can be seen from both sides of the catapult head.

In an effort to eliminate the possibility of the catapult safety pin having been sheared or broken by direct pull on the catapult trigger, an ejection head assembly was placed in the ready position with a safety pin in place. A pull was exerted on the seat catapult trigger until (at 140 pounds pull) the trigger seat assembly started to bend, but even then the unit failed to fire.

From this test it was concluded that the catapult could not fire until the safety pin was removed. Did you ever try squeezing a hundred and forty pounds worth of effort on a small trigger? You won't do it accidentally.

Another basis for disproving the theory that the pin might have remained in the catapult assembly centered around a further check. Upon disassembly, no portion of the catapult safety pin could be found in the ejection head. It was thus concluded that the pin was not present at the time of the accident. A search of the aircraft and the adjacent taxiway where the accident occurred permitted recovery of broken portions of all other components of the ejection mechanism with the exception of the catapult safety pin.

The accident investigating board carefully interrogated the pilot, the crew chief, and other ground crew personnel connected directly or indirectly with the accident.

After reading the highlights of this questioning in the following paragraphs, one salient point will remain fixed in your mind: Lack of knowledge of the equipment by all concerned was the basic cause of this accident.

The pilot was called in and asked whether or not he checked the pin. He answered that he had not checked the pin when he made the preflight inspection. He was then asked to explain in detail how he had briefed his passenger before the flight. The answer was rather startling in the light of routine passenger briefings. He said on several occasions he had been talking with the passenger

and the passenger had asked him for a ride in a T-33. The passenger stated that he had ridden in a T-33 once before and knew something about the airplane. This evidently was the extent of the passenger's knowledge. When the two went out to the airplane, the weather was wet, and the pilot crouched under the wing to check over the Form One. After the preflight was completed, the pilot asked the passenger if there was anything he did not understand about the rear seat. The passenger indicated that he understood all about it. They climbed into the airplane and taxied out.

The crew chief was next interviewed by the board. He was asked if he had inspected the safety pin in the rear seat, and answered that the assistant crew chief had performed that part of the inspection. He further stated that he had not personally seen the assistant crew chief make the inspection, but had taken it for granted and had signed it off. He admitted that he did not know whether the rear safety pin was installed or not.

The assistant crew chief evidently was not questioned, but two members of the ground crew and the flight chief were interrogated regarding their knowledge of the ejection mechanism. The first ground crewman was asked if he was familiar with the safety pin, and answered that he was. He also stated that he was familiar with the inspection routine, and that he had made preflight and daily inspections of the airplane. He knew that the inspection covered this particular part of the catapult, and he was familiar with the location of the safety pin, but he did not know what the pin was for. This man was then asked why he had left his tools in the back seat of the airplane. He answered that he had left them there in case "something went wrong," and that he "thought" the crew chief had removed them prior to taxi-out.

The second member of the ground crew was asked if he had ever received any instruction in any USAF school on the ejection mechanism. He answered that he had not. He further stated that he thought that the pin was what exploded the catapult and that he had never been taught the reason for the pin being installed, nor where it was located. He evidently found the location of the pin experimental but never knew its use exactly.

The flight chief was then asked to testify. He stated that he was the flight chief of T-33 airplanes, and that he supervised and maintained those planes. At the time of the accident he was on duty, and the airplane involved in the accident was under his supervision.

He was then asked if he was familiar with the way that the rear seat worked, and answered that he had gone over the Tech Order, but that he "was not too familiar with it." This statement, remember, was made by the man who was in supervisory control of all the T-33s on the line . . . he supervised and directed all maintenance of these aircraft! Yet he admitted that he did not fully understand the technicalities of the T-33 ejection seat!

These are but a few of the statements made by personnel who should have had a complete working knowledge of the catapult system. It is very evident that this was not the case.

There is no way to determine positively if the safety pin was accidentally removed or left out of the system by oversight. However, the fact remains that

anyone of the individuals concerned with this aircraft should have noted its absence and taken immediate remedial action.

In summing up the interrogation, the accident board concluded that: Inadequate supervision of preflight inspection by supervisors followed by failure on the part of the maintenance preflight crew to execute the required preflight inspection contributed directly to this accident.

The board made several recommendations to prevent recurrence of such accidents. These included:

- (a) Supervisory checks to assure that mechanics recognize each item on an inspection checklist and understand the significance of the inspection item.
- (b) Inspection forms completed by checking off an item only as it is functionally or visually inspected.
- (c) A more thorough indoctrination of the ejection and firing mechanism given to all personnel performing maintenance on ejection systems.
- (d) The catapult safety pin added to the pilot's walk-around inspection checklist.

MORE ABOUT EJECTION SYSTEMS

The T-33 accident we have just discussed involved an older model aircraft equipped with an M-1 catapult and an M-2 recoverer. However, in doing some research in connection with the story, we were alerted to another potential ejection system trouble source. This second difficulty centers around the M-3 initiator (T-4 was the earlier development designation), which is installed in later model T-33s and employed in conjunction with the M-1 catapult and the M-3 recoverer.

There is a series of tech orders relating to the M-3 (T-4) initiator. Most of them involve direct action by maintenance personnel, and, as a result, are well known to the bulk of the people working on and flying aircraft equipped with the device.

In contrast, T.O. 39B-60C-1 (dated 13 March 1952) is general in nature and thus far seems to have been overlooked by all too many maintenance and operations personnel. T.O. 39B-60C-1 contains some vital information relative to the M-3 initiator and, if you aren't familiar with it, now is the time to come to the aid of yourself.

The M-3 initiator contains an explosive cartridge and can prove to be a deadly gimmick when improperly handled. Our statistics prove the point. However, accidents due to mis-handling or lack of understanding are completely unnecessary, if each person knows his job.

The REVIEW suggests that the following precaution be made SOP along every flight line in the Air Force: Only persons familiar with the contents of Tech Order 39B-60C-1 should be permitted to enter a cockpit in which an M-3 (T-4) initiator has been installed.

"The above two articles on ejection seats are from the Aircraft Accident and Maintenance Review dated December 1957"

MAKE SURE WHAT TANKS YOU ARE SERVICING WITH AIR

The KC-97 tanker aircraft uses gaseous nitrogen for purging the fuel out of the boom, and under some circumstances for purging the fuel tanks out of the body of air refueling tanks. The gaseous nitrogen is stored in four 646 cubic inch storage bottles at 1950 PSI. Two bottles are located in the pod and two in the aft end of the lower cargo hold. A system of valves and tubing is provided to make it possible to service the airplane nitrogen storage bottles without removing them from the aircraft. The external connection to this recharging system is a standard 1/4 inch tubing connection inside the aft lower cargo hold entrance door.

The 303rd Air Refueling Squadron has modified a standard E-3 oxygen trailer to carry 12 nitrogen storage bottles for servicing the aircraft. The special oxygen system couplings have been removed to prevent confusion and the trailer has been plainly marked.

In one case these precautions were not sufficient. The special oxygen coupling on the aircraft was disassembled and the aircraft oxygen system was serviced with nitrogen. This is dangerous because breathing nitrogen will not sustain life. The nitrogen pressure from the cart is not regulated. The 2000 PSI nitrogen might well rupture the oxygen system.

Inadvertently filling the airplane nitrogen bottles with oxygen would be even more disastrous. If the pure breathing oxygen were introduced into the boom or fuel tanks for purging, serious fire and/or explosion would result.

Exercise care when servicing the KC-97G aircraft. Take advantage of the protection afforded by special connectors. Be familiar with our ground servicing equipment.



PART II

ARMAMENT & ELECTRONICS INFORMATION BULLETIN

This bulletin is published monthly, by the Maintenance Standardization Team, for dissemination of Armament and Electronics information to 303rd Maintenance and Operations personnel. Criticisms and suggestions are encouraged. Please forward items for publication to the 303rd Armament & Electronics Officer or the Maintenance Standardization Team.

AUTHORIZATION: Fifteenth Air Force Unnumbered Letter dated 10 November 1952,
Subject: Armament and Electronics Information Bulletin.

COMMUNICATIONS:

RT-178/ARC-27. Gasket G-1499 Stock No. 1602-321467023 made by Collins Radio Co. are not available at this station. After removing the net from its case several times, the gasket loses its strength and does not make a perfect seal, resulting in poor pressurization. Gaskets from the hydraulics seals of a B-29 are being used as a substitute.

U-92-U Plug. Three of the last eleven (B-47E) aircraft to enter the docks had broken U-92-U plugs in the Co-Pilots position. The cordage should be hung on the clamp provided for it. Other wise, since the cord is long enough to reach the floor, it is dragged under the seat and broken. A little care in this respect would save the radio section many manhours and relieve the problem of supplying these parts.

ARMAMENT:

Catapults and Initiators. Two members of the weapons and release section attended a two day course at Grand Central on the Initiator and Catapults installation. Two more are scheduled for catapult school at Lowery AFB. We have found that a two man team is the most effective method in accomplishing this installation. At present the section has available, five qualified teams. Approximately four hours are required to complete the installation.

AUTOPILOT:

Unauthorized cannibalization. Autopilot equipment has been removed and replaced in other aircraft without the knowledge of our autopilot personnel. In one instance the cannibalized B-18 amplifier was already AFFF for a part. This practice is of course strictly illegal. A history card is kept on each B-18 amplifier. Switching this equipment can really foul up our records.

Form 1, write ups. ATTENTION CREW MEMBERS. The following write up was entered in the Form 1. "Autopilot would not transfer from 2nd station to pilot autometer after bomb release". This is a normal condition. The system is wired in this manner requiring displacement of pilots turn control out of detent. For further information call T/Sgt Williams, Ext. 644 or 761.

TAS ERROR AND ITS EFFECT ON BOMB-NAVIGATION SYSTEM:

The error concerned is the discrepancy between the accuracy of TAS from the TAS meter and TAS computed from IAS on the airspeed meters of B-47 aircraft. The problem has arisen concerning the degree of accuracy of the TAS meter and the IAS meter. There has been as much as fifteen knots difference between the reading on the TAS meter and the TAS computed from the reading on the IAS meter. The following two questions have been stated with regard to this problem:

Which TAS should be used in computing the data to be set into the ballistics unit of the K-System.

Which TAS should be given to the RBS site for computing the score on an RBS run.

It is realized that a small error in the TAS signal fed into the computer from the heat generator by the TAS indicator and that this error can be compensated to some extent by making a slight run in the work run, thereby introducing an erroneous wind which will tend to cancel all or part of the error caused by the erroneous TAS.

The subject of errors present in the Type M-2 True Airspeed Indicator is a complex one since other K-System components as well as aircraft installation do affect the dial accuracy. The following contribute to the presentation of the degree stated:

Aircraft pilot static source - installation errors, if sufficiently small, may be corrected in the Tracking Computer to eliminate the constant error present. Errors present due to change in aircraft angle of attack are not presently being corrected.

Type A-1 Altitude Variation and Airspeed Transmitter - This K-System component is the airspeed input source to both the computing function and the type M-2 True Airspeed Indicator. The inaccuracies of this transmitter, which in some cases may reach 11 knots, exist because of the level of the state of the art at the time of design. These errors may be minimized by setting the correction factor in the Tracking Computer prior to flight. This correction is based upon the altitude at which the airplanes will fly. In-flight correction is not possible at this time.

Types B-1 or B-2 Tracking Computer - the Tracking Computer receives the TAS information from the Transmitter and applies to that signal a correction signal which is a fixed value that is set into the Computer prior to flight. This corrected value of TAS is then fed to the mechanical components of the computer as well as to the remotely located Type M-2 True Airspeed Indicator. Incorrect setting of this correction signal would then apply incorrect TAS signals both to the computer and the TAS indicator.

Type M-2 True Airspeed Indicator - this Indicator consists of a one-speed synchro repeater with pointer attached. Dial graduations are in five knot increments. The allowable error in this Indicator is five knots which is based upon the type of synchro loop involved and the operator's ability to estimate the pointer position between graduations. The airspeed data transmitted to this Indicator comes from the Tracking Computer output and reflects the correction made to the Tracking Computer.

Miscellaneous factors such as:

Location of ships inverters which might eject the heat within the critical area of the temperature elements of the Type A-1 Transmitter.

Removal of the Transmitter temperature probe sun-shade which might permit solar radiation to affect OAT information transmitted from the probe.

In view of the above, the TAS dial presentation could conceivably be in error by the amount mentioned in paragraph 1, above. However, it should be mentioned that the IAS Indicator is susceptible to errors of a comparable magnitude because of aircraft installation and data transmission. Further, the error maybe in the opposite direction of that of the TAS Indicator which would magnify the problem of TAS determination.

TAS determination based upon use of the TAS indicator assumes that the OAT, Altimeter, and IAS indications are extremely accurate; that the operator is able to estimate both OAT and IAS readings between scale graduations extremely accurately; and that the operator is able to accurately manipulate a slide rule type of computer correctly and to an accuracy exceeding that of an electro-mechanical computer designed to perform this task. We do not believe that this operation can be performed with sufficient accuracy under ideal conditions. Therefore, we believe that K-System TAS should be used for ballistics data and RBS.

Although paragraph 3 lists the errors that may be present in the TAS indicator, the difference in TAS between the Tracking Computer and the indicator, will seldom exceed two knots and never exceed five knots. Since K-System alignment procedures are based upon obtaining for the system the most accurate input possible, we believe that airspeed errors will be held to a minimum where correct maintenance is practiced. This has been proven in B-36 and TB-50 aircraft where clean pitot static sources have been provided.

WADC has recognized that more accurate true airspeed is greatly desired and have taken the following steps within their authority to improve the situation:

Investigation of incorporation of airspeed and altitude freeze relays to the system to reduce the adverse effects of opening of bomb bay doors in the B-47 airplane. An ECP is in process of preparation. Production break-in and retrofit will be accomplished at the earliest date possible.

Investigation of incorporation of a true airspeed correction synchro to the system which would be located within the operator's reach for manual setting during flight. This technique would also permit continued operation if the TAS transmitter should fail. The design of this setting device has not yet been finalized. When an acceptable ECP is submitted, it shall be incorporated both on a production break-in and retrofit basis.

Inc Incorporation of more accurate Altitude Variation and Airspeed Transmitter. Such a component is presently undergoing intensive laboratory and flight tests and does at this time appear to be a great improvement over the existing component. However, production of this transmitter, if accepted, is not possible for at least twelve months after authorization to the contractor to proceed.

Investigation of a device to automatically correct TAS as aircraft angle of attack changes. This project has not yet proceeded beyond the stage of investigation as to the feasibility of such a device.

William J. Barr
WILLIAM J. BARR
Major, USAF
Chief of Maintenance

B

0310

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55T-1
2 Pages
Page 1

OPERATIONS MEMO
NUMBER 55T-1)

10 January 1954

OPERATIONS

Utilization of T-33 Aircraft

(This Operations Memo supersedes Operations Memo 55T-1, dated 16 Mar 53)

1. PURPOSE: To establish a standard program that will insure efficient utilization of T-33 aircraft assigned to the 303rd Bombardment Wing, Medium.
2. SCOPE: The provisions of this memorandum will apply to all personnel flying T-33 aircraft under operational control of the 303rd Bombardment Wing, Medium.
3. GENERAL: Primary use of the T-33's will be as B-47 pacer aircraft and in support of the 303rd Bomb Wing instrument training and proficiency program as outlined in 303rd Operations Memorandum 51-0 and 60-3.
4. PROCEDURE:
 - a. To implement this program each squadron will appoint a well qualified instructor pilot as Squadron T-33 Standardization Pilot. His duties will be:
 - (1) Check out and certification of squadron instructor pilots.
 - (2) Semi-annual standardization of T-33 instructor pilots.
 - (3) Administration of annual proficiency flights for B-47 co-pilots in accordance with AFR 60-2.
 - (4) Scheduling and monitoring of T-33 flying within the squadron.
 - b. The maximum number of pilots who qualify as instructor pilots under the provisions of SAC Reg 60-7 will be standardized and certified as instructor pilots in the T-33. The duties of the T-33 Instructor Pilots will be:
 - (1) Administration of field checks in the T-33.
 - (2) Standardized instrument instruction in the T-33.
 - (3) Observation of T-33 flying to insure safe and standard practices.
 - c. The following priority will govern scheduling of T-33 aircraft:
 - (1) B-47 pacer flights.
 - (2) Instrument training.

0311

55T-1
2 Pages
Page 2

(3) Pilot annual proficiency checks as required by AFR 60-2.

(4) Transition training.

(5) Straneo field familiarization flights.

d. Each in-commission T-33 will be scheduled for a minimum of one two hour period per week day.

e. All B-47 co-Pilots who have not qualified as aircraft commander in the B-47 will be required to maintain proficiency in the T-33 by flying a minimum of two hours as primary pilot and making two full stop landings each calendar month.

5. RESPONSIBILITY: It will be the responsibility of each squadron commander to insure compliance with this operations memorandum.

BY ORDER OF THE COMMANDER:

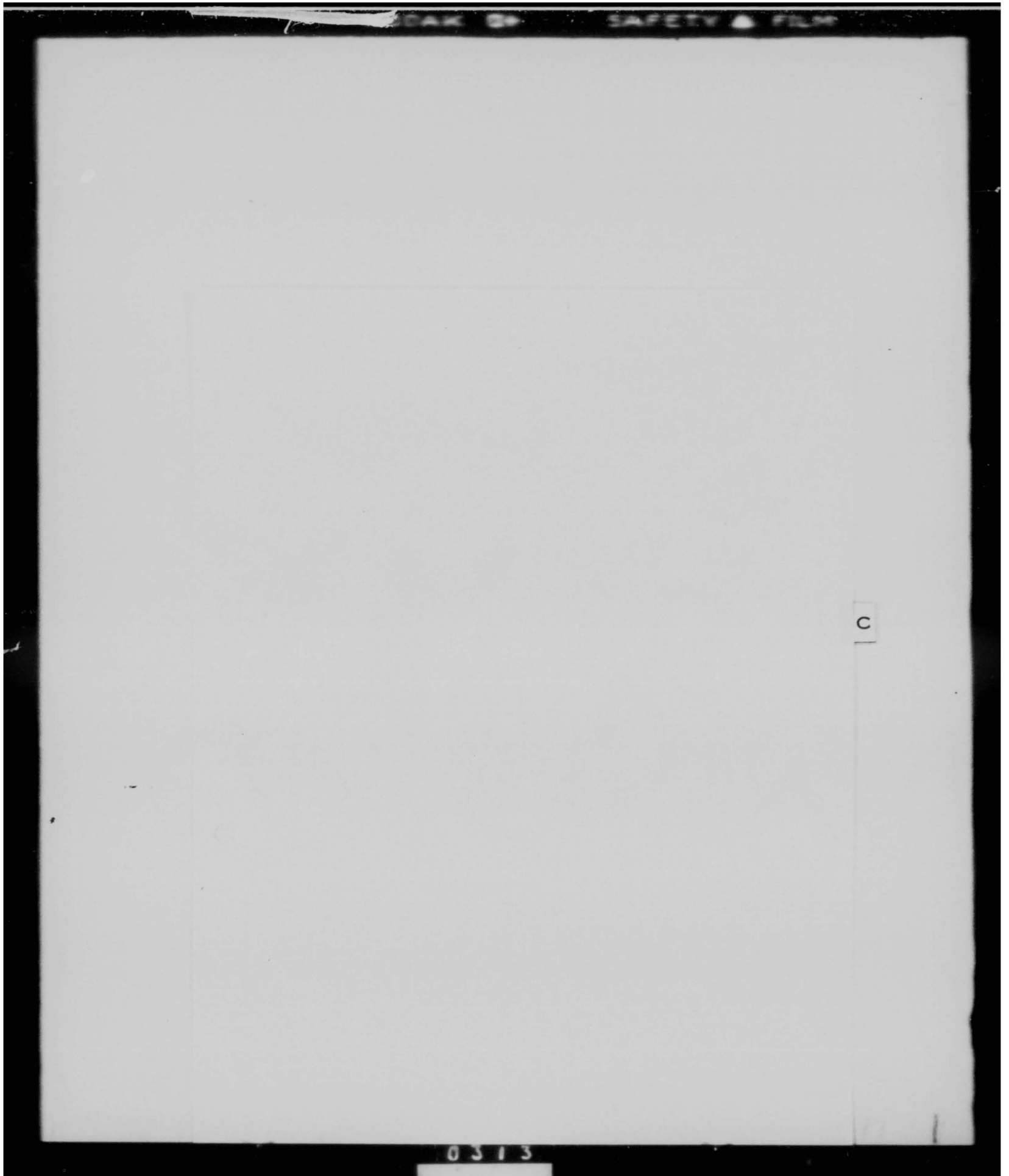
OFFICIAL:

FRANK MATTHEWS
Colonel, USAF
Director of Operations

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: E

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55A-4
7 Pages
Page 1

OPERATIONS MEMO
NUMBER 55A-4)

10 January 1954

OPERATIONS

Aerial Refueling

(This Ops Memo supersedes Ops Memo 55A-4, 21 Sept 53; 55A-4A, 26 Sep 53; 55A-5, 26 Sep 53; 55A-4B, 30 Oct 53; 55A-4C, 28 Dec 53)

1. PURPOSE: To insure maximum safety of flight and standard operating procedure during Aerial Refueling Operations.

2. SCOPE: This memorandum is applicable to all units assigned or attached to the 303rd Bombardment Wing, Medium, conducting Aerial Refueling Operations.

3. GENERAL: This Operations Memorandum in no way conflicts with SAC Manual 50-31 or the SOP on refueling as published by the SAC refueling team. It is published mainly to amplify procedures already covered.

4. PROCEDURE: a. Briefing.

(1) If practicable, a joint briefing of crews will be held. If not practicable, the Instructor Pilots or Aircraft Commanders of the B-47 and KC-97 aircraft will discuss the following:

- (a) Number and type of contacts required by the Boom Operators and B-47 Pilots.
- (b) Proficiency status of Boom Operators, KC-97 Pilots, and B-47 Pilots.
- (c) Emergency procedures to be accomplished.
- (d) Scanning or observation duties of all crew members.

b. Scanning and Observation duties.

(1) After completing the rendezvous and the B-47 receiver has reached the observation position until refueling has been completed, the Aircraft Commander of the KC-97 tanker is responsible for maintaining clearance for both aircraft from any hazards to flight.

(2) In order to guarantee maximum scanning and safety from collision, the following procedures will be adhered to:

- (a) The B-47 Co-Pilot will maintain vigilance in scanning for other aircraft from the time the tanker is first sighted until the B-47 is in observation position.

0314

551-4
7 Pages
Page 2

- (b) The boom operator's compartment will be occupied by the boom operator 15 minutes prior to entering the designated refueling area. Navigator, Radio Operator or extra Scanner will be required to act as Scanner during the period the refueling operator is in the refueling position.
 - (c) Search areas will be utilized based on the clock system as follows:
 - 1. Co-Pilot - 09:00 to 03:00 o'clock above and below.
 - 2. Left Scanner - 06:00 to 10:00 o'clock above and below.
 - 3. Right Scanner - 02:00 to 06:00 o'clock above and below.
 - 4. Boom Operator - 05:00 to 07:00 o'clock level and below.
 - (d) An extra Scanner will be stationed to the left and slightly aft of the tanker aircraft commander to scan from 09:00 to 12:00 o'clock.
- NOTE: This procedure will not relieve the Co-Pilot of his responsibility of clearing for other aircraft.
- (e) Extreme caution and vigilance will be observed during the period of time between break-away and the next hook-up.
 - (f) Scanners: On KC-97G aircraft both scanners positions will be manned at all times during the flight; on KC-97F aircraft scanners will remain on interphone and advise the KC-97 aircraft commander of any impending danger from other aircraft. If interphone conversation directed to the flight deck is not immediately acknowledged the "Call" position will be utilized. On KC-97E and KC-97F aircraft the right scanner will utilize the jackbox located aft of his position. The Left Scanner will be at his position on interphone utilizing an extension cord plugged in at the left overwing hatch. The duties and procedures are the same with one exception. No "Call" position is available for either scanner at his normal position. All calls directed to the flight deck will be repeated until acknowledged. The Co-Pilot and Aircraft Commander will standby on interphone at all times by use of the jackbox interphone mixer switches.

55A-4
7 Pages
Page 3

- (g) The KC-97 scanners and boom operator will keep the tanker pilot informed as to the B-47 receiver aircraft position at all times. The KC-97 Aircraft Commander will monitor the refueling UHF frequency in order to hear the boom operator's instructions in positioning the B-47 receiver into the "Contact" position.
- (h) During operation of AR equipment one crew member will be stationed at the main AR panel to insure proper fluid level is maintained in the main hydraulic tank.
- (i) The KC-97 navigator will monitor his position during the contact and insure that the B-47 W/C receives an accurate position fix at the conclusion of the contact.
- (j) The Boom Operator will be alert for any indication of fuel overflow, siphoning, leakage, smoke, fire, or any other indication of malfunction on the receiver, and immediately report any such indication of malfunction to the receiver pilot. The receiver pilots will likewise report any indication of malfunction on the tanker to the tanker crew. Refueling operations will be discontinued immediately in such cases until it can be determined that no hazard exists.
- (k) Prior to initial refueling contact, and prior to contact after change of either receiver pilot or boom operator, both the receiver pilot and the boom operator who are at the controls will verify to each other his status, whether checked out for the operation, or on student status. No contact will be made until this verification has been made.

NOTE: (Ref SAC Reg 51-19, Suppl XII) A qualified tanker refueling operator will be at the controls of the boom when a receiver pilot is being checked out in in-flight refueling contacts. A qualified receiver pilot will fly the receiver aircraft when a tanker refueling operator is being checked out in in-flight refueling contacts.

- (3) At all times during aerial refueling one pilot on the B-47 receiver will be in control of the aircraft and will observe the tanker's position in relation to the receiver. These positions other than contact or refueling position are set forth in this Operations Memo.

c. Communications:

- (1) There will be no unnecessary conversation on radio or interphone.

55A-4
7 Pages
Page 4

- (2) Necessary radio and interphone conversation will be brief and to the point.
- (3) No contact will be made until both aircraft have acknowledged "Ready for Contact".
 - (a) If contacts are being made under radio silence conditions it will be the responsibility of the Aircraft Commander or Instructor Pilot to insure his aircraft is in the observation position 100 feet back and 25 feet low until he has obtained proper boom signal for "Ready for Contact".
- (4) At any time, the KC-97 crew is changing Boom Operators the KC-97 Boom Operator or Pilot will inform the B-47 Pilot that Boom Operators are being changed. The Boom Operator will not leave his position until the B-47 Pilot has acknowledged the call and has positioned his aircraft in the observation position, 100 feet back and 25 feet down. At this time the Boom Operator will change. The new Boom Operator will check in with B-47 Pilot and advise him when "Ready for Contact".
- (5) At any time the B-47 crew is changing pilots, the B-47 Pilot will contact the KC-97 Pilot advising him that the receiver is changing pilots; the KC-97 Pilot will acknowledge. Before changing pilots, the B-47 Instructor Pilot will position the aircraft in the extended observation position 1000 feet back, 100 feet down, 0 azimuth, and will maintain this position until the Pilot in the front seat is completely hooked-up and ready to take over the aircraft. At this time the Pilot in the front seat of the B-47 will advise the KC-97 "Ready for Contact". The KC-97 will maintain straight and level flight while the B-47 pilots are changing positions.

d. Emergency Breakaway Procedure (B-47 and KC-97):

- (1) BREAKAWAY is a code word used to indicate an emergency or impending emergency condition on either aircraft. Any crew member in either aircraft tanker or receiver will announce call sign and BREAKAWAY 3 times directly from his position over VHF or UHF if an emergency condition exists which warrants separating both aircraft. Upon hearing BREAKAWAY announce the following action will be taken simultaneously:
 - (a) Receiver Pilots: Both receiver pilots (B-47) will actuate a disconnect and drop back and down until boom is released, then descend at least 500 feet on the refueling heading. Aircraft commander retards power and co-pilot lowers gear.
 - (b) Refueling Operator: Trigger a disconnect; clear the

55A-4
7 Pages
Page 5

boom from the receiver aircraft. When receiver is clear of the tanker, the refueling operator will stow the boom, turn off IFR master switch, depressurize the pod and notify the tanker aircraft commander that the boom is stowed.

- (c) Tanker Flight Engineer: Retard isohdraulic control. (Engineer remains free to assist tanker Aircraft Commander in event emergency exists on tanker aircraft).
- (d) Tanker Co-Pilot: Advance power to next higher power setting. (If refueling is being accomplished at approximately climb power, advance to rated power, etc.).
- (e) Tanker Aircraft Commander: Initiate a climb and climb on the refueling heading for at least 500 feet.

NOTE: If the emergency requiring breakaway can be determined to be in the receiver only, the boom operator will fly the boom up and concentrate on observing the receiver, keeping him advised of any unusual conditions, instead of stowing the boom and leaving his position as specified in par 44(1) (b), above.

e. Special Terms:

- (1) Extended observation position - 1000 feet back and 1000 feet down. This is the position to be held by the B-47 Pilot during that period of time when pilots are changing seats.
- (2) Observation Position - 100 feet back and 25 feet down. This is the position to be held by the B-47 Pilot until both the KC-97 and the B-47 are ready for contact and during that period of time when Boom Operators are changing positions.

f. Critique:

- (1) Aerial refueling mission critiques will be conducted jointly and the following will be covered:
 - (a) Communications difficulties, UHF, etc.
 - (b) Rendezvous.
 - (c) Performance of individual Boom Operators.
 - (d) Performance of individual Pilots of both KC-97 and B-47.

55A-4
7 Pages
Page 6

(e) Interplane communications during refueling.

(f) Overall mission evaluation.

(2) If unable to conduct a joint critique, the Instructor Pilots and/or Aircraft Commander will cover thoroughly all items in paragraph 4f.

5. AREAS AND PATTERNS: a. All refueling schedules including areas to be used will be coordinated through 303rd Wing Operations Division. For refueling missions involving aircraft from other stations, the mutual briefing and critiquing information will be disseminated from the wing level. Missions involving only local aircraft may be planned and critiqued laterally between units monitored by the Wing Operations Division.

b. Other refueling areas and patterns may be utilized as dictated by mission requirements. Any areas used other than described on Attachment 1 must be approved by Wing Operations and should be planned with the following considerations:

- (1) Radio fix for tanker holding point and position reporting - CAA.
- (2) Standard B-47 chase rendezvous with descent off airways and not to intercept the refueling pattern.
- (3) Rendezvous point approximately 60 nautical miles past the radio fix with both tanker and receiver aircraft to be at the assigned altitude prior to entering the refueling pattern.
- (4) Refueling pattern over terrain suitable for pilotage and radar navigation.
- (5) Pattern to be a figure eight, with all turns made away from the direction of the sun.
- (6) Pattern legs 60 miles desired; 35 miles minimum.

c. Practice refueling will be accomplished between 15,000 and 20,000 feet mean sea level with a minimum of 2,000 feet vertical separation between tanker-receiver combinations. This separation will be provided in the Wing Operations Division coordination of schedules.

d. Refueling will be accomplished under VFR or 500 on top conditions only.

e. Departure from the practice refueling area will be made so as not to cross any portion of the chase area or refueling pattern.

f. At no time will aerial refueling be conducted below 15,000 feet except in emergencies.

55A-4
7 Pages
Page 7

6. RESPONSIBILITY: Squadron Commanders will be responsible for assuring compliance with the provisions of this Operations Memo.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: E

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER B-11

13 January 1953

FOURTH CREW MEMBER POSITION

1. PURPOSE. To provide for the installation of a fourth crew member position in wing assigned B-47 type aircraft.
2. GENERAL. Fifteenth Air Force Message DM4BB 2499, 9 November 1953, has authorized the installation of a fourth crew member position in B-47 type aircraft. This installation is an interim measure until such time as a technical order is published and kits for the seats are made available. (WADC message WCSH-10-146-E, 28 October 1953, quoted in DM4BB 2599). Aircraft in each bombardment squadron will be modified excepting those aircraft that are not equipped with spoiler doors.
3. ACTION.
 - a. Aircraft will be modified by the installation of two aluminum reinforcing plates in the aft corners of the stepway to the left of the co-pilots position and forward of the ELGE stand. The plates are to be attached to the aircraft structure with 10/32 steel aircraft bolts and drilled as required to accommodate safety belt attachment. The 303rd Field Maintenance Squadron will perform this modification when an appropriate request has been processed through Wing Maintenance Control by the tactical squadrons concerned.
 - b. Safety belts will be attached to the reinforcing plates with 1/4 inch bolts by the bomb squadrons. Attachment may be by means of clevis bolts or by means of angle irons drilled to accommodate 1/4 inch bolts. Drilled angle irons are available in the Maintenance Quality Control Office.
 - c. A walkaround bottle may be used for oxygen facilities. Use of a walkaround bottle will limit the operational altitude to 35,000 feet.
 - d. A "Y" cord may be used for providing fourth crew member with communication facilities. The 303rd Armament-Electronics Maintenance Squadron will install communication facilities for a fourth crew position when an appropriate request has been processed through Wing Maintenance Control by the tactical squadron concerned.

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Maint Instr Ltr
No. B-11

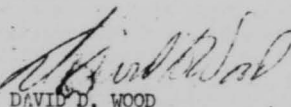
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Page 2

4. RESPONSIBILITY. The Commanders, 358th, 359th, 360th Bombardment Squadrons, 303rd Field Maintenance Squadron, 303rd Armament and Electronics Maintenance Squadron are responsible for compliance with this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance


DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "E" Plus (16 cys ea sq)

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER B-12

13 January 1954

PREMATURE JET ENGINE REMOVAL, MAINTENANCE TIMELY SUBJECT #3

1. PURPOSE. To reduce the possibility of removing jet engines that could be repaired on the aircraft or given minor overhaul.
2. SCOPE. Applicable to tactical squadrons, field maintenance and periodic maintenance squadrons and Maintenance Control.
3. GENERAL. SAC message DM4CS32 30805 establishes "Premature Jet Engine Removal" as Aircraft Maintenance Timely Subject #3. In accordance with the above cited message the following procedures will govern jet engine removal in all cases other than time changes.
4. PROCEDURE.
 - a. When a jet engine is believed to require change, the using activity will initiate a Jet Engine Removal Request, (see attached inclosure). Entries will be made on lines 1 and 2 and signed by the Maintenance Supervisor.
 - b. The using activity will request an engine inspection team to inspect the engine. This team will be composed of one inspector from the power plant branch, a quality control inspector or a maintenance supervisor from the Aircraft Maintenance Standardization Team, extension 415, or the Quality Control Unit, extension 354. This team will inspect the engine and fill out and sign line 4 of the form and Hand Carry the form to the OIC of the Maintenance Control Unit.
 - c. The OIC of the Maintenance Control Unit or his designated representative will make final disposition of the engine.
5. RESPONSIBILITY. Squadron Commanders and the Chief of Maintenance are responsible for insuring compliance with this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

Attachment
1. 303BW Form 704, dtd 26 Jan 54

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JET ENGINE REMOVAL REQUEST

(Date)

1. Engine No. _____ Engine Position _____ Aircraft _____

2. Reason for Removal: _____

Removal Requested By (Maintenance Supervisor Signature)

3. Field Maintenance Jet Specialist Comments: _____

4. MQC, Stand Team Comments: _____

MQC Rep Signature

Stand Team Rep Signature

DISPOSITION:

Repair on Acft

Minor Repair this
Station

Send to Over-
haul Depot

Signature of OIC
Control Unit

FCRM
303BW 704
26 Jan 54

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55B-11
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 55B-11)

13 January 1954

OPERATIONS

Weather Minimums for B-47

(This Oprs Memo supersedes Oprs Memo 55B-11, 13 Apr 53)

1. PURPOSE: To establish take-off and landing minimums for B-47 type aircraft and to establish procedures for weather flying in B-47's.

2. SCOPE: The provisions of this memorandum will apply to all personnel of the 303rd Bombardment Wing, Medium, operating B-47 type aircraft.

3. DEFINITIONS: a. Mountainous terrain is defined as any area with elevations 1500 feet higher, and within 30 nautical miles of the airfield being utilized.

4. PROCEDURE: a. Minimum weather conditions, ceiling and/or visibility for all pilots flying B-47 type aircraft.

(1) Mountainous terrain:

(a) Take-off - AFR 60-16 or airdrome minimums.

(b) Landing - Day and Night 1500 and 5.

(2) Flat terrain:

(a) Take-off - AFR 60-16 or airdrome minimums.

(b) Landing - Day and night 500 and 1.

b. Above minimums will not apply where published minimums are higher.

c. No B-47 will be flown where icing or turbulence is forecast to be moderate or severe. All pilots will be thoroughly briefed on Section 9, Tech Order 01-20ENB-1 in event it may become necessary to pilot this aircraft in turbulence or thunderstorms.

d. When flying in a zone where thunderstorm activity is reported or forecasted, Aircraft Commanders will utilize all facilities available, including airborne radar, to avoid flying through the areas of violent weather.

e. On arrival over landing destination, all B-47 pilots will obtain the latest surface weather information before descending from optimum altitude. Prior to starting a jet penetration letdown, all B-47 crews will be prepared to execute a missed approach procedure and proceed to an alternate airport.

0328

55B-11
2 Pages
Page 2

5. RESPONSIBILITY: It will be the responsibility of the Squadron Commanders to insure compliance with the provisions of this Operations Memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

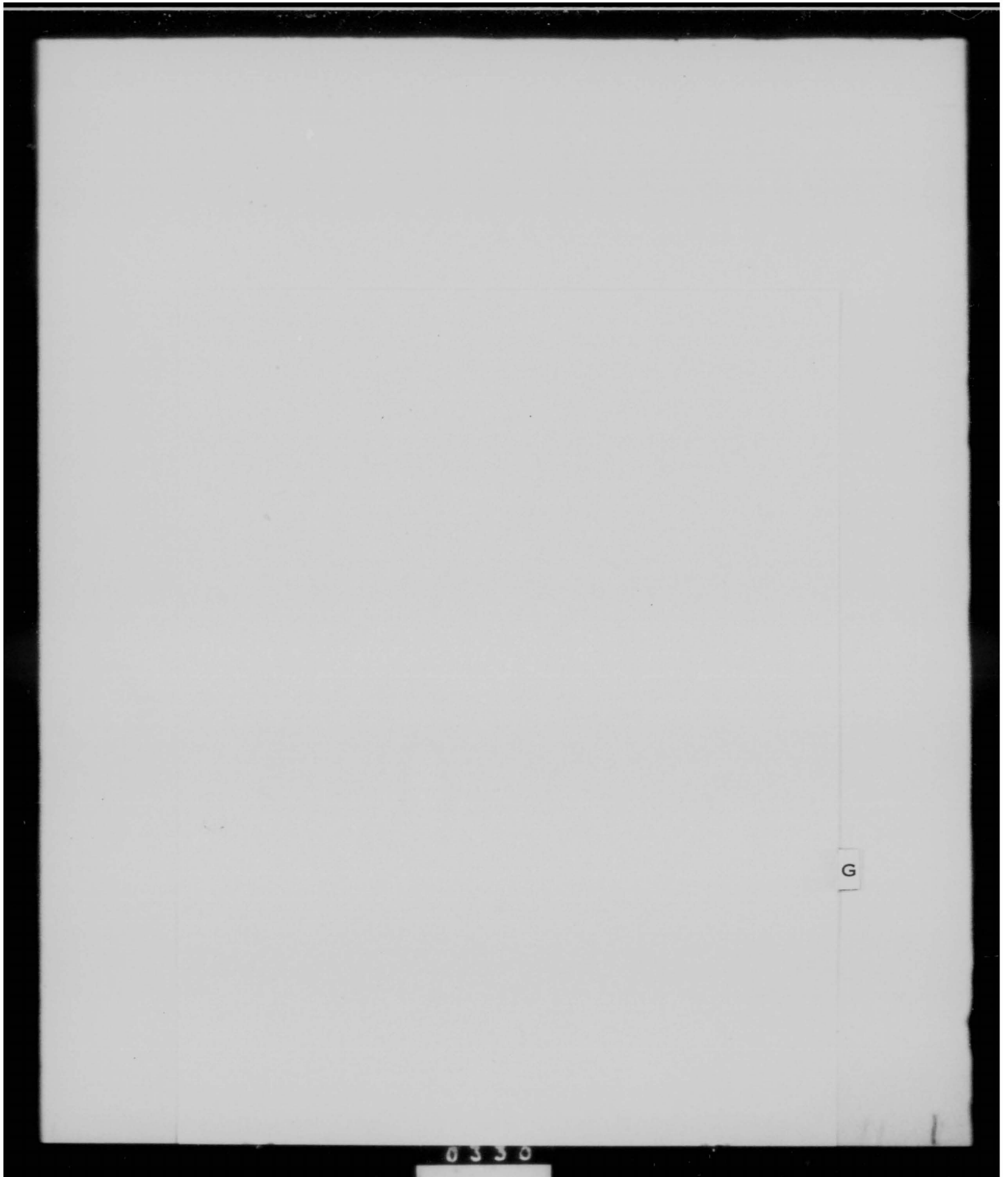
David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

66-1
3 Pages
Page 1

REGULATION)
NUMBER 66-1)

14 January 1954

MAINTENANCE

Aircraft Major Malfunctions

(This regulation supersedes Wing Regulations 14-1 dated 4 August 1953, 66-10 dated 26 May 1952 and 66-11 dated 30 November 1951)

1. PURPOSE: To establish a standard procedure for the expeditious reporting of malfunctions and corrective actions involving:

- a. Reliability of aircraft systems and related equipment.
- b. Effectiveness of maintenance personnel to schedule and deliver a combat ready aircraft within certain time limitations.
- c. Malpractices which contribute to delays, cancellations and sortie ineffectiveness.

2. SCOPE: Applicable to air crew, ground crew, operations and materiel supervisory personnel of the 303rd Bombardment Wing, Medium.

3. GENERAL: The 303rd Bombardment Wing Malfunction Board will function in accordance with SAC Regulation 66-11 dated 20 August 1953. The board will convene on the 2nd and 16th day of each month or the first work day thereafter to review and analyze flight line aircraft malfunction reports.

4. PROCEDURE: a. The pilot's flimsy for each unit simulated mission, evaluation mission, combat crew training mission, and other missions excepting test flights, ferry flights, etc, will contain sufficient copies of SAC Form 190 dated 1 August 1953.

b. The aircraft commander will report a malfunction direct to the Wing Control Room by radio or telephone as soon as contact can be made. Once reported, the air crew will stand by the aircraft until released by malfunction investigative personnel or the Wing Control Room. In making the initial report to the Wing Control Room, the following information is essential.

- (1) Name of aircraft commander.
- (2) Landing time (if airborne).
- (3) Parking area.
- (4) Broad description of malfunction, i.e. radar, engines, or aircraft general.
- (5) Mission complete or incomplete.

0331

66-1
3 Pages
Page 2

NOTE: Report and Form 190 need not be rendered if the malfunctioning system was not required by the mission scheduled.

c. When receiving a report of aircraft malfunction, the Wing Control Room will immediately disseminate the information as follows:

- (1) During duty hours.
 - (a) Maintenance Control Officer.
 - (b) Appropriate squadron operations.
- (2) After duty hours.
 - (a) Appropriate squadron engineering.
 - (b) Armament-Electronics maintenance (Only when armament and electronics systems are affected).

d. If a malfunctioning aircraft lands at other than home station, the aircraft commander will initiate the Form 190 and enter, to the best of his ability, the corrective action taken by maintenance personnel at the landing base. Forms will be delivered to the squadron operations officer immediately on return to home base. If there is to be any appreciable delay in departure, the Form 190 will be airmailed to the home station immediately.

e. Upon notification that an air or ground malfunction exists on a scheduled aircraft, the appropriate squadron flight line maintenance officer and squadron operations officer, or designated representatives will meet the malfunctioning aircraft and make an investigation to determine the cause of the malfunction. If the malfunction concerns armament or electronics, a maintenance representative of the Armament-Electronics Maintenance Squadron will be called to participate in the investigation.

f. The aircraft commander and/or squadron operations officer will immediately initiate a SAC Form 190 in triplicate and hand carry to the flight line maintenance officer or if appropriate, to the armament and electronics maintenance officer. The responsible maintenance officer will complete the prescribed portions of the form and will hand carry to the Wing Chief of Maintenance. One copy will be retained by the maintenance section concerned.

- (1) Personnel from each agency concerned in the investigation (flight crew, operations, maintenance, A&E) will record on Form 190, corrective action taken, recommendations to prevent recurrence of similar malfunctions, and their opinion as to which is the primary reason for the malfunction: materiel failure, maintenance error, aircrew technique, or other, (See paragraph 4a(3), SAC Regulation 66-11).

0332

66-1
3 Pages
Page 3

- (2) The maintenance activity charged with the corrective action will prepare an unsatisfactory report in accordance with paragraph 6a and 6c of 303rd Bombardment Wing Maintenance Instruction Letter 00-1, on each instance of materiel failure and insure that the Form 190 reflects the unsatisfactory report number.

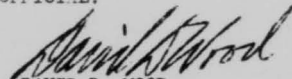
g. The prompt execution and expeditious routing of SAC Form 190 is of the utmost importance. The form must be delivered to the Chief of Maintenance within twelve normal work hours after the malfunction occurs. Normal message center service will not be utilized.

h. The squadron flight line maintenance officer or his representative will make an oral report to Wing Reports and Analysis Section (extension 8064) within two work hours following the aircraft malfunction, giving the aircraft number, aircraft commanders name and malfunctioning system.

5. RESPONSIBILITY. Squadron Commanders are responsible for compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:


DAVID D. WOOD
Captain, USAF
Adjutant

DAVID D. WOOD
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55B-30
3 Pages
Page 1

OPERATIONS MEMO)
NUMBER 55B-30)

18 January 1954

OPERATIONS

B-47 Standardization Check Rides

(This Oprs Memo supersedes 303rd Bomb Wing Oprs Memo 55B-30, dated 24 Sep 53)

1. PURPOSE. To establish a procedure for accomplishing Standardization check rides within the 303rd Bomb Wing.

2. GENERAL. Squadron operations officers will establish a priority list for Combat Crews, Crew Members, and Wing or Squadron Staff personnel, for squadron or wing standardization rides. Priority will be given to Squadron standardization crews and lead crews over ready crews and staff crews.

3. PROCEDURE. a. A "Canned" mission will be prepared by the crew being checked to include the following:

- (1) Two RES, or simulated RES runs - one visual and one radar.
- (2) A radar navigation leg.
- (3) A celestial navigation leg (day or night). This celestial navigation leg is not mandatory for the completion of the mission.
- (4) Aerial refueling with a radar rendezvous and a minimum transfer of 24,000 lbs.
- (5) Jet penetration.
- (6) A GCA or ILAS (both if time permits).

b. Mission briefing will be conducted by the crew being checked.

- (1) Target study will be accomplished in the normal manner.
- (2) The crew being checked will brief, flight plan and critique in their respective squadron briefing rooms, except crews flying with the Wing Standardization Crew will critique in the Wing Standardization Board Office after the mission.

0335

55B-30
3 Pages
Page 2

- (3) After the briefing by the crew, the Standardization Crew members will go over Forms 588 and 531 and explain the grading system.
- (4) Standardization Crew observes briefing and flight planning of crews.
- (5) Complete crew will report at station time and perform preflight to include starting engines.
- (6) The Co-Pilot leaves the aircraft, leaving the aircraft commander and observer of the combat crew and standardization crew to fly the mission.
- (7) The Co-Pilot receives a ground check of co-pilots duties from a pilot member of the standardization crew.

c. Check flight Forms number 531 and 588 will be completed in the following manner:

- (1) Duplicate copies of the standardization check flight forms will be completed and one copy will be maintained in the squadron standardization crew files. The other will be forwarded to the wing standardization crew.
- (2) The Remarks Column will include an adequate description of the individuals' overall performance and detailed remarks concerning any unsatisfactory items.
- (3) An unsatisfactory on any item of the pilots check list preceded by an asterisk will require the Aircraft Commander or Pilot to revert to student status until a satisfactory re-flight has been completed. If unsatisfactory items can be corrected by instruction on the ground, no re-flight need be flown.

d. Emergency procedures and proficiency exams will be administered during Phase I of crew ground training, or at other times as necessary. Failure of either the Emergency Procedures or Proficiency Examinations will constitute removal from crew and/or placement on student status for further training as recommended by the standardization crew member administering the examination. This will also apply to wing and squadron staff personnel.

e. It will be the responsibility of the squadron operations officers to submit to the Wing Standardization Board, not later than the 25th of each month, a priority list of two combat crews and one staff crew to be checked in the succeeding month.

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55B-30
3 Pages
Page 3

4. RESPONSIBILITY. It will be the responsibility of the Squadron Commander to insure compliance with this Operations Memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

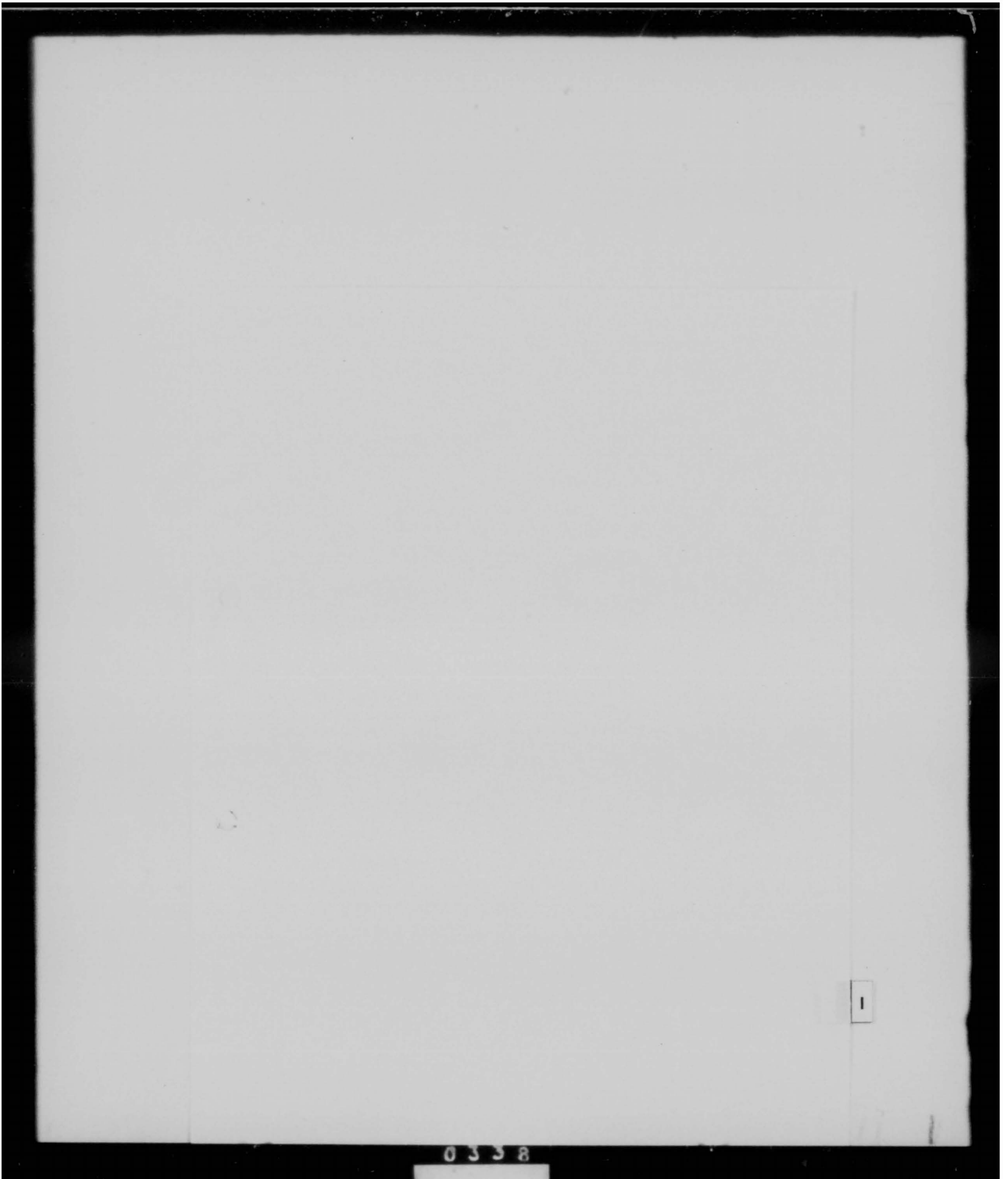
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55-7
5 Pages
Page 1

REGULATION)
NUMBER 55-7)

25 January 1954

OPERATIONS

Wing Mission Reporting Procedures

This Regulation supersedes Wing Regulation 55-7, 15 Aug 53.

1. PURPOSE. a. To provide operational and intelligence information required for all combat and training missions conducted by the 303d Bombardment Wing, Medium.

b. To establish standard reporting procedures for these missions and to acquaint all agencies with their responsibilities for the submission of certain reports.

2. SCOPE. This regulation pertains to all Wing Staff Agencies, Squadron Commanders and staffs, and Aircraft Commanders and crew members in the 303d Bombardment Wing, Medium.

3. GENERAL. Strategic Air Command Manual 55-8 and 55-8A, Combat Reporting, dated November 1953, and SAC letter DOCOR 373, 11 Dec 53, subject, "Combat Reports Required for Training Missions," will apply to this regulation.

4. ACTION. a. Wing Intelligence Division will act as Reports Control and will insure prompt submission of reports after receipt. During the progress of a mission the Reports Control Team will function in the Wing Control Room and will be comprised of at least three officers, including Wing Controller, and four airmen, including three clerk typists and one messenger.

b. All reports will be submitted to the Reports Control Team in quadruplicate in completed form by the preparing agency ready for immediate transmission to higher headquarters.

c. Specific Reporting Procedures are as follows:

<u>REPORT</u>	<u>PREPARING AGENCY</u>	<u>DISPATCH TO HIGHER HQ</u>
B-1 Mission Warning	Tactical Plans	48 hrs prior to ETO 1st acft
B-2 Pre-Mission	Tactical Plans	30 hrs prior to scheduled TO 1st acft
B-3 Pre-Mission	Tactical Plans	20 hrs prior to ETD last acft

0339

55-7
 4 Pages
 Page 2

<u>REPORT</u>	<u>PREPARING AGENCY</u>	<u>DISPATCH TO HIGHER HQ</u>
B-10 Departure	Controller	Immediately 1st airborne and hourly thereafter
B-11 Strike	Airborne	ASAP after bombs away not to exceed 30 min
B-12 "Hot News"	Intelligence	Immediately info available
B-14 Aircraft Distress	Airborne	Immediately upon requirement
B-15 Landing	Controller	Immediately 1st acft lands and hourly thereafter
B-16 Mission Progress	Operations	ASAP when info becomes avail and hourly thereafter
B-17 Aircraft Commanders	Acft Comdrs	Immediately after landing
B-20 Lost Acft Summary	Operations	ASAP after info available
B-21 Weather	Weather Officer	2 hrs after Obs acft lands
B-22 Acft & Crews Status	Operations	2 hrs after last acft Each Task Force lands
B-23 Initial Enemy Reaction	Intelligence	4 hrs after last acft Each Task Force lands
B-24 Initial Intel Report	Intelligence	9 hrs after last acft Each Task Force lands
B-25 Intelligence Summary	Intelligence	13 hrs after last acft Last Task Force lands
B-26 Mission Summary	Wing Observer	12 hrs after last acft Last Task Force lands
B-27 Wing Commander's	Director of Operations	30 hrs after <u>last</u> acft lands

55-7
4 Pages
Page 3

<u>REPORT</u>	<u>PREPARING AGENCY</u>	<u>DISPATCH TO HIGHER HQ</u>
B-30 Initial Electronic Intercept	ECM Officer	12 hrs after last acft Each Task Force lands
B-33 Initial Active ECM	ECM Officer	12 hrs after last acft Each Task Force lands
B-34 Final Active ECM	ECM Officer	72 hrs after completion of mission
B-35 Initial Rept of Enemy Jamming of Abn Elect Equipment	ECM Officer	5 hrs after last acft Each Task Force lands
B-36 Final Rept of Enemy Jamming of Abn Elect Equipment	ECM Officer	24 hrs after completion of mission
B-40 Air Raid	Dir of Oprs	Immediately
B-51 Immediate Photo Intel	Intelligence	6 hrs after last acft Each Task Force lands
B-59 Gun Camera Intel	Intelligence	48 hrs after last acft lands
B-72 Route Overlay	Tactical Plans	72 hrs after last acft lands
B-73 Bomb Commanders	All Bomb Comdrs	72 hrs after last Bomb Comdr lands
B-74 Gunnery	Wg Gunnery Off	72 hrs after ATA last acft
B-80 Courier Officer's	Designated Courier	2 hrs prior to courier acft and 3 hrs after delivery of material
B-81 Simulated Combat Operations Summary	Tactical Plans	12 hrs after last acft lands

55-7
4 Pages
Page 4

d. All preparing agencies will become thoroughly familiar with their respective reports requirements and in all cases insure dispatch times are met. (In the event due time is not known on any report contact the Reports Control Team for clarification.)

e. All aircrews will report for interrogation immediately upon landing at post staging base. (Place of interrogation will be designated in the Operations Order.) Intelligence Officers and necessary staff specialists will be present for interrogation in sufficient time prior to the arrival of aircrews to insure interviews are not delayed.

f. All forms and films pertinent to the results of the mission will be turned in by crew members to the appropriate staff specialists at interrogation. Recipients of these forms will insure their completeness at time of turn-in.

g. Routing and handling of all aerial visual and radar film will be accomplished as expeditiously as possible. The 303d Bomb Wg Reg 200-9 will be adhered to except when, due to its classification, film requires special handling, in which case specific instructions will be issued.

5. RESPONSIBILITY. a. Squadron Commanders will insure that all aircrews comply with in-flight reports and post-flight interrogation procedures.

b. Wing Staff Officers will insure compliance with reporting requirements pertinent to their function.

c. The Wing Intelligence Officer is responsible for the proper functioning of the Reports Control Team and for monitoring the flow of reports outlined in this regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D. WOOD
Captain, USAF
Adjutant

David D. Wood
DAVID D. WOOD
Captain, USAF
Adjutant

DISTRIBUTION: E

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Classification **SECRET**
Auth. *Comdr 303BW*
Date *6 May* *Lin*

HISTORICAL DIVISION ARCHIVES BRANCH	RECEIVED	KMG-303-H FEB 1954
	15 FEB 1954	

HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM

1 February - 28 February
1954

Prepared for the 303rd Bombardment Wing, Medium, by Captain
David D. Wood (Historical Officer) and S/Sgt Robert L. Pritchard
(Historical Technician).

31 March 1954

John K. Hester
JOHN K. HESTER
Colonel, USAF
Commander

3-1804-8A

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

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TABLE OF CONTENTS

Title Page - - - - -	<u>1</u>
Table of Contents - - - - -	<u>2</u>
Roster of Key Personnel - - - - -	<u>3</u>
Foreward - - - - -	<u>4</u>

T E X T

<u>Organization and Command</u> - - - - -	<u>5-7</u>
<u>Personnel</u> - - - - -	<u>8-11</u>
<u>Operations</u> - - - - -	<u>12-14</u>
Observer Section - - - - -	<u>15</u>
Ground Training - - - - -	<u>15-16</u>
Gunnery - - - - -	<u>16</u>
Flying Safety - - - - -	<u>16-18</u>
Intelligence - - - - -	<u>18-20</u>
<u>Comptroller</u> - - - - -	<u>21-24</u>
<u>Materiel</u> - - - - -	<u>25-26</u>
Logistics - - - - -	<u>27-28</u>
Supply - - - - -	<u>28</u>
Quality Control - - - - -	<u>29-30</u>
Maintenance Standardization Team - - - - -	<u>30</u>
Maintenance Control - - - - -	<u>31-32</u>
<u>Wing Inspector</u> - - - - -	<u>33-35</u>

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	JOHN K. HESTER	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID D. WOOD	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	ROBERT W. BOUKNECHT	MAJOR
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIAL	MAX W. HENNEY	LT COL
HQ SQDN SECTION COMMANDER	ROBERT W. BOUKNECHT	MAJOR
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING COMMANDER	HENRY G. BUSSING	LT COL
303RD FIELD MAINTENANCE COMMANDER	DONALD B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT COMMANDER	RUSSELL E. DOUGHERTY	LT COL

FOREWARD

This history constitutes the fourteenth report concerning the conversion to B-47 aircraft of the 303rd Bombardment Wing, Medium. The current status of conversion and the activities in general for the month of February 1954 are reflected herein.

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SAFETY FILM

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ORGANIZATION AND COMMAND

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ORGANIZATION AND COMMAND^{1/}

The advance TDY Party of the 303rd Bomb Wing, Medium departed Davis-Monthan Air Force Base in a KC-97 aircraft on the 14th day of February 1954 for the United Kingdom. The party of 51 officers and airmen consisted of teams from each squadron in the Wing including teams from the support squadrons. Their mission and purpose being too: organize and have ready buildings, equipment, supplies and housing for the main contingent of personnel scheduled to depart Davis-Monthan AFB on the 3rd of March 1954.

Further progress reports of this move will be submitted in future historical reports.

There were no changes in the key personnel roster during the month of February.

^{1/} Information reported by Captain David D. Wood, Adjutant

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PERSONNEL

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PERSONNEL ^{1/}

During the month of February 1954 the 303rd Bombardment Wing, Medium, was making preparation for a forthcoming TDY move to the United Kingdom. The Directorate of Personnel was assigned the task of computing the number of officers and airmen by AFSC to be deployed to the TDY station. This headquarters also received a TWX from Fifteenth Air Force stating that we would insure that certain AFSC's would be deployed on the TDY move. This information was used to secure sufficient transportation from MATS and also to secure quarters for personnel to be deployed.

During the month of February, this headquarters received the February Cycle Promotion Quotas for Airmen. Promotions were computed on

1/ Information reported by Maj Robert W Boucknecht, Director of Personnel.

0357

an assigned percentage basis. Promotions were waived for the lower two grades of Airmen First Class and Airmen Second Class. Previous monthly promotions were computed on a percentage basis of the number of vacancies existing in each organization of the Wing in the top three grades. In the forthcoming promotion cycle, the promotion board will consist of nine officers and four non-commissioned officers. Previous promotion boards have consisted of officers only. The MIRS for this reporting period was 69.2 percent. This percentage will steadily increase as a result of up-grading from the three-level AFSC to the five level AFSC.

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OPERATIONS

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14

OPERATIONS^{1/}

The principle efforts of the Directorate of Operations and Operations and Training during the month of February were devoted to completion of training requirements preparatory to temporary duty tour, and publication of 303rd Bomb Wing Operations Order 8-54 for deployment of the Wing to the United Kingdom. A survey team consisting of Operations Personnel was dispatched to the United Kingdom for the purpose of determining requirements for the Wing Move. Preparation of flight plans, routes and enroute support were completed and teams dispatched to Griffiss Air Force Base, Limestone Air Force Base, Goose Bay Labrador, Greenham Common RAF Station, and Mildenhall RAF Station, United Kingdom.^{1A/}

^{1/} Information reported by Lt Colonel Eldridge G. Shelton, Director of Operations.

^{1A/} 303rd Bombardment Wing, Survey Report of Greenham Common RAF Station and Mildenhall RAF Station, United Kingdom. Appendices A & B

0361

15

RESERVE SECTION^{2/}

The total RBS accomplishments for the month of February was 219 runs. The practice Radar RBS CEA was 4078 feet with a CEP of 2610 feet. The record Radar RBS CEA was 2656 feet with a CEP of 1860 feet. The Radar RBS CEA's and CEP's have decreased considerably over January. The Practice Visual RBS CEA was lowered to 1949 feet and the CEP increased to 2100 feet. The CEA for night Celestial Legs was 19.2 NM and the Day Celestial CEA was 16.6 NM. The over-all Celestial CEA's increase was approximately 5 NM.

The remainder of the APS-42 radar sets were received by the 303rd Air Refueling Squadron and installed prior to departure for the United Kingdom. Considerable time other than normal was given to the preparation for deployment. Numerous target folders were prepared for the future missions to take place at the 303rd Bombardment Wing's advance base.

GROUND TRAINING^{3/}

A total of 6015 manhours of training were accomplished at the B-47-E6 and B-47-9 MTD's during the month of February. A total of 564 303rd Bomb Wing airmen have now completed the B-47 Maintenance Familiarization Course, Specialist classes in Hydraulics, Pressurization, and Heating and Fuels continued throughout the month. Individual Proficiency Phase training for officers and airmen not on flying status

^{2/} Information reported by Major C. L. Maze, Wing Staff Observer.

^{3/} Information reported by Maj R. Dean Harmon, 303rd Ground Tng Officer

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16

was also begun in February. A total of 76 airmen of the Wing have completed this training. Aircrew training (Special) started during the month of February with a total of 215 aircrew personnel attending. The training consisted of instructions in Communications, Water and Arctic Survival, HF Propagation (Uses and Operation) Code and Cold Weather operation for B-47 and KC-97 aircraft. In accordance with SAC manual 66-12 a specialized Aircraft Maintenance Course was conducted for 303rd Bomb Wing Maintenance personnel with a total of 140 personnel completing the course. There was only one class conducted during the month because the squadrons could not spare maintenance personnel to attend due to the forthcoming TDY.

G U N N E R Y^{4/}

The 303rd Bombardment Wing flew 31 gunnery sorties during the month of February with a total of 9220 round of training ammunition expended. Installation of the TIA tail radar trainer was completed 3 February and all co-pilots have received at least one hour of practice on the trainer during the month.

F L Y I N G S A F E T Y^{5/}

A Wing Flying Safety meeting was held on 13 February 1954. Flight safety message and accident reports recently received were reviewed at this meeting. An explanation on the limitations and capabilities of GCA FPI approach was made by the NCOIC of the newly arrived GCA team.

^{4/} Information reported by 2nd Lt Lyle A. Stouffer, Wing Gunnery Officer

^{5/} Information reported by Maj C. A. Anderson, Wing Fly Safety Officer

0363

17

The main subject of the meeting was a presentation by M/Sgt Fancher of the altitude chamber on care and use of oxygen equipment, and of the F-1 automatic parachute release. Ejection procedures using the automatic lap belt, with the F-1 release was reviewed. Additional emphasis was put on the accomplishment of instrument flying training, in preparation for overseas deployment. The program was given priority over SAC Regulation 50-8 requirements. Lectures on cold weather operation were given to all B-47 crews by a Boeing B-47 Technical Representative. Lectures on cold weather operation for KC-97 crews were also given by Boeing KC-97 Technical Representative.

An inspection of oxygen masks and hoses in the 303rd Bombardment Squadrons revealed that a large percentage of masks had deteriorated and were in an unsafe condition. A survey of requirements was made and emergency supply action was initiated to have the necessary supplies airlifted to this station prior to TDY deployment.

An emergency UR was submitted on instrumentation of the co-pilots position in relation to the problem of compressor stalls, on the basis of information received from the OES at MacDill Air Force Base. The UR indicated the concurrence of Major Savage, OIC of the OES, that compressor stalls are likely to occur during air refueling, undetected because of the aircraft commander's concentration on the tanker and lack of engine instrumentation in the co-pilot's position. In this UR, permission was requested as an interim measure, to install locally warning lights in the co-pilot's position in lieu of instruments for critical indications of excess EGT, high or low oil pressure, and

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fire warning. A directive was published requiring that B-47 pilots will shut down any engine on which a compressor stall has occurred or is suspected to have occurred, abort the mission, and that the engine will be removed for a major inspection after landing.

Technical representatives from Boeing and General Electric, visiting Davis-Monthan Air Force Base on a survey of the compressor stall problem presented lectures to B-47 pilots and maintenance personnel on correct procedures to be followed to prevent compressor stalls. Special emphasis was placed on the requirements for passenger-carrying flights. An over-water briefing was held for all KC-97 passengers to familiarize them with the type of survival equipment available in addition to the special emergency procedure briefing by aircraft commanders prescribed by SAC Regulation 62-7. The requirement of having fully qualified crew members in crew positions and the prohibition of transition or instruction on passenger-carrying flights was reviewed with all personnel concerned.

I N T E L L I G E N C E^{6/}

During the month of February, major activity of the Intelligence Division was directed towards planning, special briefing, EWF planning, target study, combat crew briefing and mobility.

Of primary importance during the month of February were mobility briefings for Wing staff and crew members. A presentation of the 303rd Bombardment Wing TDY was given for General Sweeney and his staff on 26 February 1954.

^{6/} Information reported by Maj W. R. Blackburn, Chief Intel Division.

0365

19

Missions under SAC Operations Order 87-53 were flown during the month with the Intelligence Estimates Section giving pre-mission intelligence briefing, post-mission interrogations and subsequent mission reports to SAC and Headquarters 15th Air Force in accordance with SAC Manual 55-8.

Shipping lists were prepared and various other tasks performed in conjunction with the Wing Deployment.

Operational Intelligence conducted no ground training for combat crew personnel during the month, because of final preparations being made for the Wing deployment to the United Kingdom.

During the period from 1 February 1954 to 28 February 1954, the 303rd Target Intelligence Branch continued its work on assigned EWF targets under Operations Plan 50-53 and 65-53. Three members of this section were sent TDY three days to 15th Air Force Headquarters for the purpose of familiarization with the indexing system and distribution of target materials.

Several shipments of target materials were received during the month of February and incorporated into the Target Intelligence Files thus enabling the section to bring the target folders up to date as near as possible.

The ultrasonic T-2 trainer became operational on the 15th of February, and crew observers were scheduled to complete Phase III of their EWF target study. Despite the limited trainer time allotted to the EWF phase of the target study, all but five of the ready crew observers were able to complete a minimum of five trainer runs on their assigned targets.

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20

The pending TDY move of the Wing made it necessary to carry on training and radar scoring and scanning along with the preparation for deployment at the same time. T-2 trainer runs, scoring of camera runs, form X runs and scanning of RBS runs continued until the cut-off time of 1200 hours, 28 February 1954. Complete records of total numbers of runs and missions by crews and squadrons are not available at the time of this report, because they have been packed for Wing deployment. This information will be included in the historical report for the month of March.

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CONFIDENTIAL

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COMPTROLLER ^{1/}

The MIRS of officer personnel remained constant for the month of February with a percentage of 84.8. Airmen MIRS realized a slight gain for the month with a 71.2 percentage.

Improvement was shown in the AWOL category with three reported in February as compared to eight for the previous month. The cumulative rate for the two months period was 2.7.

There were nine separations during February with only one reenlistment, resulting in a cumulative reenlistment rate of 15.1.

A total of seven reports of survey were registered during the month of February. The average cost of survey for January and February was a total of \$30.61.

^{1/} Information reported by Major William G. Thomas, Comptroller

0370

24

There were no aircraft accidents in the 303rd Bomb Wing for the month of February. The two month cumulative accident rate was 29.2.

A total of 77 record radar runs were accomplished during February. The average proficiency index for 148 record runs accomplished during January and February was 43. The activity by target class for February was as follows:

	<u>IA Targets</u>	<u>IIA Targets</u>	<u>IIB Targets</u>	<u>Total All Targets</u>
CEP	1445	1600	2285	1850
CEA	1493	2717	2673	2613
Runs	6	33	38	77

A total of 35 record RBS visual runs were accomplished in February with a cumulative average index for January and February of 50.7.

The 303rd Air Refueling Squadron accomplished 5 long-range cruise control missions in February as compared to 20 in January. The overage capability raw score on the 25 missions was 2.2.

During February, a total of 21 successful air refueling B-47 rendezvous were accomplished out of the 28 attempted. A total of 87 successful B-47 hookups were made out of the 88 attempted. KC-97 aircraft attempted 25 air refueling rendezvous and successfully completed 18 of them. 65 hook-ups were also attempted and all but one completed.

As of 28 February, crew inventories were as follows:

	<u>Number of Crews</u>	
	<u>Bombardment</u>	<u>Air Refueling</u>
Lead	15	0
Other Ready	22	19
Non-Ready	11	3
Total	48	22

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M A T E R I E L

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LOGISTICS^{1/}

Final preparations for the forthcoming TDY in the UK were completed during the month. Airlift requirements were 441,000 pounds of cargo and 2,230 personnel, as approved by Commander SAC. Request for additional airlift of 16,000 pounds for base support equipment items including a jet engine test stand and UEE items consisting of a boom assembly and a canopy were denied by Commander 15th Air Force. Finalization of plans for exchange of items between the 22nd Bombardment Wing (now in the UK) and 303rd Bombardment Wing were made. Sixteen J-47 engines, two R-4360 engines, 76 B-4 stands, and 14 conventional bomb configuration kits were earmarked for exchange.

^{1/} Information reported by Capt W. J. Holt, Wing Logistics Officer

0374

28

Representatives from Continental Division MATS arrived on 18 February to effect coordination with the wing and Air Base Group units prior to arrival of MATS control team. Arriving on 25 February, the MATS Control Team occupied offices in Building 1540 which had been prepared for them.

Personnel for Control and Enroute Maintenance Teams at Goose Bay, Labrador and Griffis AFB, New York, were processed on 27 February; and equipment and supplies for enroute support were assembled in Building 1540 on the same date. Due to early arrival of two C-124's scheduled to deploy base support equipment to Goose Bay and return, these aircraft with 39 personnel and 43,014 pounds of equipment were dispatched at 1800 hours, 28 February, fourteen hours prior to actual scheduled deployment time.

Final lists for personnel deploying were received from units on 28 February. From these lists, detailed loading plans for each aircraft were made.

WING SUPPLY^{2/}

During the month of February, aggressive effort was made to obtain critical items of equipment for the forthcoming TDY. All UPREAL items needed for the move were obtained along with a large amount of expendable and replacement items that were needed for the move and were not available at the forward station.

An over-all UPREAL percentage of 90% was obtained by the Wing for the month of February.

^{2/} Information reported by Capt A. L. Holcomb, Wing Supply Officer

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29

QUALITY CONTROL^{2/}

During the month of February, the Quality Control Section has been carrying as additional duties the instruction, supervision and inspection of ejection seats in B-47 aircraft. The section also assumed the duties of instruction, supervision and inspection of the installation of the wing fuel tanks. This office will continue to monitor these projects for an indefinite period.

The Quality Control Section performed a total of 81 inspections during the month of February. All inspections were typed and routed to the appropriate organizations for corrective action and will be returned to this office for filing when completed.

A total of 252 Unsatisfactory Reports, plus 7 Emergency Unsatisfactory Reports, were typed and processed by the U.R. Unit of this Section. Due to the deployment of this wing, a break-down of UR's submitted by system cannot be determined at this time.

New issue of publication requirement table, Technical Order 00-34-1, dated 11 January 1954, was received by this Wing. Requirements for stock list publications will be re-established and submitted to Base Supply.

The Test Flight Section of Quality Control scheduled a total of 27 aircraft for test flights during the past month. Of the 27 aircraft scheduled, all were flown and the crews were briefed before

^{2/} Information reported by Maj B. J. Berry, Chief of Maintenance.

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30

flight and debriefed after flight. All aircraft were monitored until they were released to the tactical squadron for operation.

This office had one M-Day assignee for a 15 day active duty training period. This M-Day assignee also takes his 2½ days inactive training each quarter with the Test Flight Section.

MAINTENANCE STANDARDIZATION TEAM^{4/}

During the month of February, the Standardization Team was very busy in compiling information for maintenance S.O.P.'s for the TDY movement.

Considerable time was consumed in setting up a mobility plan on personnel for the enroute maintenance team and the personnel to be transported by KC-97 and support aircraft.

The personnel status reporting system installed in January has expedited out evaluation of maintenance personnel and recording their status in accordance with SAC Regulation 66-22.

Fourteen incompleted projects were brought forward from January and 49 projects were logged in during February. Of this total, 53 were completed. This represents an increase of 274% in projects logged and an increase of 312% in projects completed, as compared to January.

Eleven Maintenance Technical Instructions (MTI) and four Maintenance Instruction Letters (MIL) were drafted and publishing is still in process.

^{4/} Information reported by Maj E. J. Barry, Chief of Maintenance.

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31

MAINTENANCE CONTROL ^{5/}

It Dean left for the UK on the advance party. He will set up the operation and offices of the Maintenance Control Section of the 303rd Bomb wing so as not to lose any commitments when the main body arrives in the UK for TDY maneuvers.

The 18S-4 "Collins" radios were installed on the B-47 aircraft. Five B-47's in each squadron were equipped with the wing drop tanks, and all equipped with the new water separators and alternators.

The Work Order Section has been set up and is now operating smoothly. All section heads and M/Sgt. Christensen of Base Supply held a meeting and discussed the operation of SAC Manuals 66-14 and 65-2. The manuals were taken each section at a time and were discussed until all questions were answered and everyone understood the operation of each type work order. The meeting was led by M/Sgt. Bonney of 303rd Materiel Control, M/Sgt Christensen of Base Supply, and T/Sgt. Elote of 303rd Work Order Section. With everyone understanding the operation and the Work Order Section set-up, the operation of SAC Manuals 66-14 and 65-2 are greatly improving. The Work Order Section has started to check all open work orders against the file, shop and registers.

The Technical Order Compliance rate for the Wing on 28 February 1954 was: B-47E aircraft 15.4 average Technical Orders not complied with per aircraft. KC-97G aircraft 6.6 average Technical Orders not complied with per aircraft.

^{5/} Information reported by Maj B. J. Barry, Chief of Maintenance

0378

32

Reports and Analysis Section compiled and printed a 46 page book of time standards on B-47 and KC-97 aircraft which was distributed to the maintenance activities in the Wing to be used as guides in estimating jobs.

The Supply Unit devoted the month to securing parts and kits to support the following installations on B-47 and KC-97 aircraft:

Collins HF radio set.

External Wing Tanks.

Ejection Seats.

APS-42A Radar sets.

More priorities were processed during the month than usual due to heavy flying commitments and preparation being made for the TDY.

The supply unit screened the fly-away kits and prepared the EMT kit for the TDY. Revised fly-away master lists were received on 12 January 1954, which left little time to completely screen and requisition shortage prior to departing Davis-Monthan. However, most items were received and binned, leaving few critical items out of the fly-away kit.

Procedures were established for scheduling the revision of all bench stock lists. Several lists were reviewed and new lists were prepared by the supply unit.

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33

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0380

34

WING INSPECTOR

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35

WING INSPECTOR^{1/}

During the month of February, the Wing Inspector Section monitored and submitted to 36th Air Division the 15th Air Force annual inspection report for the 303rd Bomb Wing. The "Personnel Overseas Movement" requirement chart was also monitored and posted. Reports were requested from all squadrons in the 303rd Bomb Wing, on degree of compliance with 15th Air Force Letter 125-5, Subject: Procedures Affecting Personnel in Confinement. Daily assistance was rendered to Squadron Commanders in reference to administrative problems and interpretation of requirements of various directives.

A personal conference period was held by Lt Col Roberts on 19 February 1954. There were no complaints or grievances to record.

^{1/} Information reported by Lt Col Charles O. Roberts, Wing Inspector.

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A
P
P
E
N
D
I
X

0383

303RD BOMB WING

SURVEY TEAM REPORT ON THE

UNITED KINGDOM

0384

TABLE OF CONTENTS

GREENHAM COMMON RAF STATION (UK)

Operations

Personnel

Materiel

Bombardment Squadrons

MILDENHALL and LAKENHEATH RAF STATIONS (UK)

Operations

Personnel

Materiel

0385

A

6386

G
R
E
E
N
H
A
M

C
O
M
M
O
N

0387

GREENHAM COMMON

0388

OPERATIONS

0389

OPERATIONS

0390

OPERATIONS GENERAL

0391

OPERATIONS GENERAL

GREENHAM COMMON RAF STATION (UK)

Greenham Common RAF Station (UK) is the 303rd Bombardment Wing deployment base for the forthcoming TDY movement. Greenham Common is located approximately 60 miles West-Southwest of London. The base is located on top of a small hill. The field elevation is 381 feet. The runway is 10,000 feet long and 200 feet wide and is said to be the best runway in the United Kingdom, for B-47 operations. Taxiways are 75 feet wide which will necessitate extreme caution during towing and taxi operations as the dirt portion of the field is usually wet and extremely muddy.

Aircraft parking areas are separately located by Squadrons. Fifty-seven hardstands are available, however, only 55 of these may be utilized. Squadron Operations and Engineering buildings are located adjacent to respective parking areas. Only two buildings for the squadrons will be completed in time for our TDY. It will be necessary for the 360th and 358th Bomb Squadrons to double up in the Operations buildings. It is not anticipated that this will impose any serious problems.

The Wing Operations building is considered very adequate with all agencies centrally located.

The Control Room is excellent and is located adjacent to the Operations and Training Section. Communications are adequate both locally and to higher headquarters. It is anticipated that UHF Communications will be available in the 303rd Bomb Wing Control Room.

Again the major operational problem will be weather, low ceilings and visibilities. SAC has established the policy that during the first 30 days of the TDY, the minimums will be 1500 feet and 3 miles; the second 30 days 1000 feet and 2 miles, and the last 30 days 500 feet and 1 mile. This will cause some aircraft to be diverted, especially during the first 30 days of the TDY. When it becomes necessary to divert aircraft, it is anticipated that they will be diverted to North Africa, as the closest suitable alternates are located there. Aircraft Commanders will be required to be over Greenham Common with 30,000 pounds of fuel and will obtain landing weather prior to leaving optimum altitude.

Due to the experience of all personnel concerned with Air Traffic Control procedures during low visibility conditions always prevalent in the UK, Air Traffic Control facilities and procedures are deemed excellent. The following facilities are directly related to Greenham Common Air Traffic and may be used by 303rd Bombardment Wing aircraft:

- a. GCA
- b. Low Frequency Homer (Unreliable beyond 10 miles)
- c. Fairford VOR
- d. London VOR
- e. In event of emergency, Brize-Norton Approach Control is capable of issuing necessary instructions almost immediately.

NOTE: All Aircraft Commanders will be given detailed flimsies with let down procedures, frequencies, et cetera, prior to departure from Davis-Monthan Air Force Base.

Recommendations:

- a. That all aircraft commanders continually strive to improve their instrument capability.

0393

b. That observers immediately begin target study on Heston and North African Bomb Plots.

Conclusions:

a. Information is available in 303rd Bomb Wing for detailed briefing of all personnel. Upon completion of detailed briefing no problem is anticipated enroute.

b. Weather in conjunction with SAC minimums that have been established for the UK looms are the major training problem while TDY. However, with proper control of aircraft, close scheduling and possible utilization of North African Bases and sites, no insurmountable problems are anticipated.

c. A necessity will exist for some type of temporary nose hangars or nacelle covers to be constructed as at the present time no covered space is available for maintenance. 303rd Bomb Wing Director of Materiel should begin immediate planning on this project and should initiate action upon arrival in the UK with the advance party.

0394

OBSERVERS REPORT

0395

OBSERVERS REPORT

GREENHAM COMMON RAF STATION (UK)

A complete briefing on the EWP capabilities of the 3909th Air Base Group at Greenham Common was given to the survey team upon arrival. Inspection thereafter was made of Base Operations, Weather Service, housing area, A & E area, bomb dump and ammo storage area, runways and parking areas, proposed wing and squadron operational areas, map room and the photo lab.

Operations and Briefing Facilities: The proposed Wing Operations building was in a stage of construction but promised by 1 March 1954. When completed it will be adequate. Its proximity to Wing Intelligence and tactical plans is a good feature. The Squadron Operations are very adequate and accessible to the line area, although distant to Wing sections. There will be a definite need for transportation.

The Base Theater is the only building presently equipped to be used as a Wing briefing room.

Map Room: All tactical squadrons will have to maintain their own supply of maps for every day use. Base Operations maintains a limited amount of coverage. Requisitions for maps, charts, RAF and USAF Radio Facility Charts are directed through the 3909th Air Base Group. Orders for the next Air Almanacs and a limited number of RAF radar plotting charts were ordered.

Navigation: Greenham Common has a number of danger areas in the immediate area. These are indicated in current RAF and USAF Radio Facility Charts as well as on a danger area chart procured for each

squadron. There are no restrictions on flight planning as long as ATC regulations and local flying rules are adhered to. Seventh Air Division requires that no flight come any closer than 300 miles to the Iron Curtain. The establishment of the local flying area is set forth in Inclosure 1. The requirement for the Tower Officer is set forth in Inclosure 2.

Generally it is permissible to overfly NATO countries, but landings require express notification and permission, except in the event of an emergency. Spain and Portugal are to be avoided as well as their territorial possessions in Africa.

Radio Navigation Aids: Radio aids are present although not completely adequate as indicated in the communications survey. Console fixing may be utilized. There is no Racon beacon located at Greenham Common, however, Brize Norton, a short distance away, has one. Brize Norton is the Radar Approach Traffic Control Center for the Greenham Common area. Brize Norton will pass the aircraft to Fairford VOR for holding before proceeding to Greenham Common.

Alternate Bases: Lakenheath, Mildenhall, Brize Norton, Upper Heyford are all within the immediate area. However, 7th Air Division (Lancer Control) does all diverting. The 22nd Bomb Wing also utilized North African bases for alternates. A 30,000 pound fuel reserve over the UK base is normal.

Weather Service: Inclosure 3 is a complete report on weather service capabilities at Greenham Common.

Ground Trainers: There are absolutely no ground trainer facilities at Greenham Common, except two obsolete link trainers. The building to

be utilized as the ground trainer building is now being used as a PX warehouse. It was to be vacated within a week. there is no power in the building except for lighting purposes.

There are two T-2 trainers in the UK, one at Upper Heyford and another at Fairford. The trainers are Q-24 type modified for K-System. The Fairford T-2 trainer has been cannibalized and out of commission. The trainer at Upper Heyford has a maximum range of 25 miles. The 22nd Bomb Wing reports it to be extremely inadequate. These trainers are not moved about the UK. It would be necessary to send the observers to Upper Heyford for ultrasonic work. Maintenance is nil and would have to be provided by this organization.

OQ, pistol, carbine, skeet, A5 gunnery and APG-TIA training can be accomplished at RAF Langham. The complete course is given in 3 days or less. All instructor personnel are provided.

Navigation Instrument Repair: Greenham Common has no facilities for repair or collimation of any type sextant. Seventh Air Division was being queried on the possibility of utilizing repair facilities in Germany. The same situation exists for watch repair.

Air Training Facilities Available:

RBS Sites: There are two RBS sites;- Heston Bomb Plot, UK, and Marrakech Bomb Plot, North Africa. Seventh Air Division Reg 50-4, dated 21 December 1953, governs Heston Bomb Plot. Seventh Air Division Reg 340-10 dated 25 August 1952 governs Marrakech Bomb Plot. The time on these sites is split with other RAF and USAF tactical organizations. About eight hours daily will be available. These sites are UHF

equipped. The official results are transmitted directly to the unit concerned by mail.

Bombing Ranges: Only one visual bombing range is available in the UK. It is Luce Bay Range. Seventh Air Division Reg 50-9, 21 Dec 53, governs the use of the range. Ksar-es-Souk Bombing Range is available in North Africa. Seventh Air Division Reg 340-7 governs the use of this range. Scoring is by five sets of cameras or five quadrant sights.

Radar Camera Targets (Non-RBS): Seventh Air Division Reg 50-5, Suppl I, dated 10 Nov 53, sets up 32 strange radar camera targets.

Vertical Camera Targets (Non-RBS): Seventh Air Division Reg 50-5, Suppl II, dated 21 Sep 53, sets up 20 visual targets.

Aerial Gunnery Ranges: There is one official gunnery range. It is the Leman Bank Range. Coordinates and governing rules are set forth in 7th ADiv Reg 335-2, dated 26 Dec 51. Gunnery may be scheduled in any area that is 50 miles off shore, firing away from land.

Recommendations:

- a. Ultrasonic maintenance personnel be assigned to the movement for maintenance of T2 trainer at Upper Heyford. Without this trainer, three months training on EWP targets will be lost.
- b. The advance operations section requisition all maps and charts. Two RAF United Kingdom and Europe Radio Facility Charts per crew be ordered.
- c. Ninety day stock requirement of ammo, fuses and bombs be indicated and sent along with the advance party. A five mission stock level request for ammo, fuses and bombs be ordered by the advance party.

d. The advance operation section give the RBS sites a complete roster of all crews complete with crew members names and serial numbers. Five X-Ray crews should also be indicated. This is required by par 3c, SAC Reg 50-4, Suppl I, dated 17 Sep 53. It would then be possible to get credit for RBS work immediately if so desired. The site will not work the aircraft without this roster.

3 Incls

1. 3909th ABGp Reg 55-3
2. 3909th ABGp Reg 62-17
3. Wx Svc Capabilities

0400

C O P Y

Base Reg 55-3
1-3

BASE REGULATION)
NUMBER 55-3)

HEADQUARTERS 3909TH AIR BASE GROUP
APO 167, UNITED STATES AIR FORCE
21 October 1953

OPERATIONS

Establishment of Local Flying Area

(This Regulation supersedes Base Reg 55-3, 8 Apr 52)

1. PURPOSE: The purpose of this regulation is to designate a local flying area to permit the orderly conduct and control of flights for which no aircraft clearance on NME Form 175 has been approved.

2. REFERENCES: The following publications are applicable to this subject:

Air Force Regulation 55-19
Air Force Regulation 20-47

3. PROCEDURES: The local flying area is herein designated as the following:

Northern Boundry ----- Green -1 Airway
Southern Boundry ----- English Coast
Western Boundry ----- South Leg Bristol Range
Eastern Boundry ----- 1 deg -- 0 West

BY ORDER OF THE COMMANDER:

J. B. KISSINGER
Major, USAF
Adjutant

Incl 1 to Observers Rept - Greenham Common

0401

C O P Y

Base Reg 62-17
1-4

BASE REGULATION)

NUMBER 62-17)

FLYING SAFETY

Use of a Tower Officer During IFR Weather Conditions

(This Regulation supersedes 3909th Air Base Group Reg 62-17, 1 Dec 52)

1. PURPOSE: To establish standard operating procedures whereby the use of a Tower Officer in an advisory capacity will provide an additional safety factor for approaching and/or landing aircraft at this station, during IFR weather conditions.
2. RESPONSIBILITY: Tactical Unit Commanders are responsible for compliance with the provisions of this regulation while aircraft of their unit are flying. Base Operations Officer will be responsible for insuring compliance with provisions of this regulation. When no aircraft from Tactical Unit are flying, the Base Operations Officer or the Airdrome Officer on duty will act as Tower Officer.
3. DEFINITION: For the purpose of this regulation, a Tower Officer is defined as a qualified pilot, or flying status, who possesses a currently valid instrument certificate.
4. PROCEDURE: During IFR conditions, a Tower Officer will be appointed who will:
 - a. Remain on duty in the Control Tower as long as IFR conditions exist.
 - b. Maintain close contact with the local weather station to insure that he is in possession of the latest local weather information.
 - c. Maintain close contact with the GCA unit in order that he may be kept advised of the operational difficulties experienced by that facility.
 - d. Maintain close contact with the Base Operations Officer and/or the Airdrome Officer to insure that he is in possession of the latest airdrome information.
 - e. Relay to the tower chief, for transmission to arriving aircraft, his opinion of the existing weather and/or any unusual conditions which the incoming aircraft might encounter during let-down, GCA, and/or landing. If, in his opinion, hazardous conditions exist, which might prevent a safe landing, the aircraft will be advised to proceed to a suitable alternate.

BY ORDER OF THE COMMANDER:

J. B. KISSINGER
Major, USAF
Adjutant

Incl 2

0402

C O P Y

WEATHER DETACHMENT 28-25
28TH WEATHER SQUADRON
APO 167, c/o Postmaster
New York New York

19 January 1954

SUBJECT: Weather service Capabilities at Greenham Common

TO: Commander
303rd Bomb Wing, Medium
Davis-Monthan AFB, Arizona

1. The primary mission of your local weather detachment here at Greenham Common is to aid you in the successful accomplishment of your training objectives while in the UK. We are eager for the opportunity to serve you.

2. A more effective weather service can be realized through full understanding of the European and UK weather problems and how your weather men solve them. In order that you can realize the greatest use of your weather service, a resume of weather capabilities and limitations is offered.

3. Service and Facilities Available:

a. Twenty-four hour forecasting and observing service, seven days a week. The observations are immediately phoned to Tower and GCA, and also to approach control at Brize Norton. It is planned to include your Operations Control Room on this distribution. Your Controller will also be kept advised of existing and forecast weather for Greenham Common and all alternates you specify.

b. Your aircrews in flight can also obtain latest forecast or existing weather direct from the weather station through Pilot to Forecaster Service available on request on either UHF or VHF.

c. In addition to pre-flight aircrew briefing, daily planning and operational weather briefings will be provided your wing staff and the operations staff of each squadron on a schedule to be arranged.

d. Local, route, terminal and alternate, and target forecasts for the UK and continental Europe are available on request.

e. Complete flight folders and cross-sections for Europe can be provided on six hours advance notice. For flights into the Mediterranean and North Africa areas, twelve hour advance notice is required.

Incl 3 to Observers Rept - Greenham Common

0403

Wea Det 28-25, Subj: Wea Sv Capabilities at Greenham Common

f. Complete surface and upper air analyses and prognostic charts are prepared locally or received via facsimile. They include levels from the surface to 40,000 feet. Any of these charts, or simplified "easy-read" variations of them, can be provided for display in your operations control or elsewhere at your request.

g. Existing values or reasonably accurate forecasts of tropopause heights, runway density and departure from standard temperature aloft are available.

h. A very brief summary of climatic conditions for Greenham Common is attached. More comprehensive studies can be obtained in from two to eight weeks, depending upon the type and location of information, and areas desired.

i. Backing up the local weather station is the 7th Air Division Weather Center at High Wycombe. The Center can meet most forecasts requirements that are beyond the local weather forecast capabilities in time or distance.

4. Limitations of Forecast Capabilities:

a. Local Terminal Forecasting. We have found here in the UK that the common twelve to twenty-four hour terminal forecast is not the same problem we knew in the States. Our source regions for moisture are too many and too broad. Surface reports are too few in the West. Despite all efforts, occasional short time forecasts may be missed under certain conditions. On the other hand, we hope to get other synoptic conditions when we can tell you with confidence what the weather will be two to four days later. One thing you will certainly realize, this is not Davis-Monthan.

b. Upper Air Phenomena.

- (1) Clear air turbulence, contrails, jet stream variations. Here as in the ZI we are limited by the sparsity of high altitude data. The European upper air data is collected through a number of different rawinsonde sets adding to errors in original data. Reports of these phenomena from your pilots should aid us in surpassing a conservative estimate of two out of three accurate forecasts.
- (2) Cirrus. Recent studies by the Air Weather Service and The Royal Meteorological Society have been made largely on data from Project WIBAC and the ROAC Cimet research flights. Weather men in Africa and India, as well as the U.S., have been observing cirrus in error by amounts ranging to 17,000 feet. We didn't know it until you flew there and told us. Now we believe through use of new techniques we can reduce the forecast error on cirrus levels to three to four thousand feet.

Wea Det 28-25, subj: Wea Sv Capabilities at Greenham Common

- (3) Tropopause Penetration, Wind Speed and Direction, Upper Air Temperatures. We believe you'll get reasonably accurate forecasts of these elements. Your post-flight reports should improve our accuracy during your 90 days TDY.

5. Limitations in Observing Procedures:

a. Visibilities and Ceilings. Several articles in Flying Safety and SAC's Combat Crew illustrate the problem which needs repeating. The weather observer is on the ground and standing stationary. What he sees horizontally is what you will see at touch-down. Several accidents in the UK have been resulted because someone didn't know that. Situations when the visibility at 50 feet altitude is much worse than at 1000 feet are very common here. We think its wise and safe to take the observer's word. The effect in regard to ceilings is the opposite relative to safety. What to the stationary observer is scattered clouds, is to the fast moving pilot broken or perhaps overcast. Yet we cannot report a ceiling unless clouds are over 5/10. At present there is nothing we weather people can do about this method of observing except to emphasize the differences between what you see and what we see.

6. It is hoped that the above has given you a brief look at our capabilities and limitations. I am anxious to meet you and members of your staff, to offer my services and that of the 28th Weather Squadron in the solution of the weather problem. May your period of TDY at Greenham Common be a successful and a safe one.

s/t/ D. H. RUSSELL
Major, USAF
Detachment Commander

1 Incl
Wea Data for GC

C O P Y

WEATHER DATA FOR GREENHAM COMMON FOR THE MONTHS OF MARCH, APRIL AND MAY

The following data, except for ceilings and visibilities, was compiled from forty years records.

<u>TEMPERATURE (FAHRENHEIT)</u>	<u>MARCH</u>	<u>APRIL</u>	<u>MAY</u>
Average daily maximum	50	55	63
Average daily minimum	36	38	44
average daily mean	43	47	54

<u>PRECIPITATION (INCHES)</u>			
Average total rainfall	2.2	2.2	2.0
Average number days with rain	17	14	14
Average number days w/falling snow	3	2	0
Average number days w/snow lying	1	0	0

<u>THUNDER</u>			
Average number days with thunder	0.4	0.5	2.2

<u>SUNSHINE</u>			
Average daily duration of bright sunshine (hours)	3.6	5.3	6.4
Average percentage of possible bright sunshine	32	37	40

<u>SUNRISE-SUNSET DATA</u>			
1st day of month	0651-1745	0542-1837	0438-1929
15th day of month	0621-1809	0511-1901	0413-1952
30th or 31st day of month	0544-1836	0440-1925	0353-2014

CEILINGS AND VISIBILITIES

Data on which to compute ceilings and visibilities are extremely limited. Records during two recent Spring seasons for Aldermaston, six miles East of Greenham Common, indicate the following percentages below the minimums shown:

	<u>0600Z</u>	<u>0900Z</u>	<u>1200Z</u>	<u>1500Z</u>
1000 ft and 2 miles	27.6	27.1	23.4	16.7
500 ft and 1 mile	10.4	11.6	5.8	2.4
	<u>1800Z</u>	<u>2100Z</u>	<u>0000Z</u>	<u>0300Z</u>
1500 ft and 3 miles	20.5	18.2	20.5	25.2
1000 ft and 2 miles	16.6	13.8	14.9	22.4
500 ft and 2 miles	3.0	4.7	6.6	11.2

SPECIAL WEAPONS REPORT

0407

SPECIAL WEAPONS REPORT

GREENHAM COMMON RAF STATION (UK)

A survey of the Special Weapons facilities of the 8th Aviation Field Depot Squadron located at Greenham Common produced the following information:

1. Training Facilities. The 8th AFDS has a training section which will be very adequate for the accomplishment of Wing Special Weapons requirements during the TDY period. The facilities consist of:

- a. Classroom space for 15 people.
- b. A Universal Trainer complete with T-18 and T-19.
- c. MK-5 and MK-6 training units set up for IFI and IFE operations which can be accomplished either in the classroom or in an aircraft.
- d. Officer personnel to assist in the training of Wing personnel.
- e. Office and desk space for Wing Special Weapons personnel.

2. Loading and Test Equipment. The AFDS has the following equipment used in the loading of B-47 aircraft:

- a. Four P-3 dollies and 11 N-1 dollies. N-1 dollies will be modified to eliminate the movement of aircraft during loading.
- b. Five Coleman prime movers are available in the event N-1 dollies are not modified.
- c. Eight C-21 power units are in the possession of the AFDS and additional units can be secured from base activities as required.
- d. There are 12 C-9 hoists available.

e. Adequate transportation of all types to transport personnel and equipment is available.

f. None of the following items are available and will need to be provided by this Wing:

- (1) Tow bars
- (2) K-2 or K-6 slings
- (3) T-21, T-23, T-62 and T-127 Testers
- (4) Spare parts for test equipment and spare T-18 and T-19

3. Personnel. The 8th AFDS has assigned the following personnel whose duty it is to assist the Wing in all special weapons activities:

a. Loading teams: Eight loading teams, current in B-47 loadings with War Plan weapons are set up.

b. Four loading supervisors are assigned. Loading supervisors conduct PLT's.

c. Security personnel will be provided by AFDS during all maneuvers and during all crew loading activities. There will be no requirement for the Wing to provide security personnel to augment AFDS security section.

d. The Wing will be required to provide Ring-Out Team personnel and Armament Specialists to stand by during all loadings.

4. Physical Facilities. The AFDS seems well organized and has devised a control system for the utilization of all personnel and equipment to the best advantage during special weapons exercises.

a. Aircraft are loaded at the parking area, eliminating the requirement of moving the aircraft to a special area.

b. A Command Center is set up in the AFDS area and all activity is controlled through this center using two-way radio, telephone switchboard, radio jeeps and telephone facilities at the loading sites.

c. The AFDS Commander sets up portable radio facilities in Wing headquarters and controls all movement from this point.

5. Operational Requirements: The following requirements are generally placed on the in-place Wing by the Seventh Air Division:

a. There will be a constant requirement for the Wing to provide aircraft to the 1st, 2nd, 4th, and 8th AFDS's as directed by Seventh Air Division. Operations will provide crews to fly the aircraft to the proper station when necessary. This requirement will result in at least one aircraft being lost to the AFDS at all times.

b. At least one USCM can be anticipated, with the tentative date dependent upon the in-place date of all aircraft.

c. At the present time no scoring range exists for T-59 drops although there are 40 T-59's on hand.

6. Summary: There are no difficulties anticipated in the accomplishment of Special Weapons training requirements during the proposed TDY. The AFDS has adequate equipment and personnel to support the Wing. The Wing will be required to provide all test equipment and personnel to perform armament functions of a special weapons nature. The AFDS is responsible for all loadings during maneuvers and to provide all security personnel. The Wing will be responsible to furnish aircraft to the AFDS's for training purposes and can anticipate engaging in a USCM and additional Special Weapons Exercises as required by the 7th Air Division.

INTELLIGENCE REPORT

0411

INTELLIGENCE REPORT

GREENHAM COMMON RAF STATION (UK)

A survey was conducted at Greenham Common. The Target Information Center paralleled the one at Mildenhall RAF Station. The physical location of the Intelligence Branch will be in a pair of connected quonset huts adjacent to Wing Operations. From the standpoint of equipment and furniture, at the time of the survey there was none available. However, it was promised that all would be in place by 1 March 1954. A similar situation exists, in respect to equipment, lack of space, numbers of personnel in the Base Photo Lab. Presently the Photo Lab is operating in a small office of the Rest Theatre (which is projected for use as the Wing Briefing Room).

A most profitable visit was made to the Intelligence Directorate, 7th Air Division, as directed in paragraph 3, letter IDT INT 1-9-3-2, 7th Air Division, subject, Intelligence Information Pertinent to TDY in the United Kingdom, dated 6 January 1954. Personnel in the Intelligence Directorate were interviewed. The most important point of only deploying Primary, Secondary, and SAC Zebra target materials in compliance with 8th Air Force Operations Order 65-53, and 65-53A, will be necessary. Any additional Bravo, Romeo, or exercise Target Materials will be supplied by 7th Air Division. All other target materials will be available for emergency use in the Greenham Common Target Information Center, and if EWP were in effect, the 303rd Bomb Wing would absorb the Target Information Center into the Intelligence Branch. It was emphasized that upon return to Davis-Monthan, Colonel Hester should receive a briefing from 8th Air Force Headquarters Operations Order 65-53A.

Still another recommendation was to TWX 8th Air Force requesting Target Materials Reliability Data Sheets available on targets assigned in 65-53. A total of 22 simulation plates will be furnished by 7th Air Division, for use on a K trainer located at Upper Heyford. It was learned at Upper Heyford upon interview with Intelligence personnel, that the K trainer will be inoperative until some time in March. Numerous small items pertinent to reporting, procedures, and the function of the Intelligence Branch while TDY were recorded and have been presented to the 303rd Director of Intelligence.

A visit was made to the 3921st Recon Tech Squadron at West Drayton. While it is mandatory to go through channels (7th ADiv), it was assured that the RTS would give all possible and available service. The most complete and well stocked TIC is contained within the RTS.

A similar visit was made upon the Intelligence Personnel of the 22nd Bomb Wing at Upper Heyford for the purpose of learning operational problems while in the field. A list of suggestions are as follows:

1. Reproduce radar photography picked up at 7th Air Division as soon as possible.
2. Write requisitions for maps from 7th Air Division before leaving Davis-Monthan.
3. Bring sufficient copies of the Combat Reporting Guide, 55-6 and 55-8A.
4. Prepare and train sufficient control team personnel to work training exercises around the clock for a maximum of 72 hours.

COMMUNICATIONS

0414

COMMUNICATIONS REPORT

GREENHAM COMMON RAF STATION (UK)

The proposed deployment base Greenham Common was visited and the communications facilities were inspected and found adequate to support the Wing during the rotational TDY.

1. AIR TRAFFIC CONTROL FACILITIES

a. The Brize Norton Radar Approach Center will exercise traffic control functions for approach and let down at Greenham Common. The equipment used has an operating range of 50 to 80 miles and the center has adequate UHF channels. Aircraft should call Brize Norton Control when making a landfall in the UK and ask for let down instructions.

b. The Greenham Control Tower has two UHF channels plus Guard frequency and two VHF channels.

c. The GCA unit is newly installed and was not operational at the time of the survey. The AACS squadron commander assured the survey team that the unit would be operational prior to 1 March 1954. The GCA has four UHF channels plus guard frequency, VHF, and HF.

2. RADIO AIDS TO NAVIGATION

a. An LF radio beacon is installed on the station. The VHF Omni Range located at Fairford will be used as a holding fix for Greenham Common, in addition the VOR located on the London Airport may be used.

3. FIXED COMMUNICATIONS FACILITIES

a. Teletype facilities are available between Greenham Common and the Seventh Air Division relay center. Adequate Crypto facilities, both on and off line are available for use of the TDY unit.

b. The base telephone system consists of a seven position manually operated GPO system operated by seven USAF personnel. One of these positions (100 lines) is being set up as a separate maintenance control telephone system with the capability of interconnection with the base administrative system. Personnel requirements to supplement Base personnel consist of 10 telephone operators. No other communications personnel will be required. Direct telephone service to Seventh Air Division, Air Traffic Control, Tower, Base Operations, etc, will be available through a 20 line keyboard in the Wing Control Room. Intercommunications equipment is limited, however, an attempt is being made to obtain equipment for the Field Maintenance Shops and Wing Headquarters.

4. MAINTENANCE EXPEDITER RADIO NET

a. No equipment is presently available for the Maintenance Radio Net, however, the equipment has been requested and the Communications Officer indicated that this system would be available by 1 March 1954. It is suggested that follow-up action be taken to insure the availability of this equipment. Some Walkie Talkies may be available for maintenance use in the event the mobile equipment is not available. Permanent type phones are being installed on the flight line on the basis of one phone per two aircraft to be used for maintenance, security, and fire service.

5. CONTROL ROOM FACILITIES

a. A large Wing Control Room is being set up in the Wing Operations Building. Communications facilities to be installed consist of a 20 line telephone keyboard, an intercom station, and a UHF radio set. Unofficial information obtained from the communications

section of 7th Air Division indicates that the UHF equipment may not be available; in view of this fact it is suggested that the Wing bring the UHF equipment presently installed in the Control Room, together with the 28V rectifier to insure availability of radio equipment for use during the TDY.

OPERATING FREQUENCIES --- GREENHAM COMMON ENGLAND					
FACILITY	IDENTIFICATION	UHF	VHF	HF	LF
TOWER	GREENHAM COMMON	352.4 P 257.8 S	126.18P 117.9 S		
GCA	GREENHAM GCA	344.0 search 271.6 " 255.2 final 385.4 " 243.0 "	136.8 search 151.2 " 147.2 final 140.58 " 121.50 "		
VOR	FAIRFORD FF		114.9		
	LONDON MVA		112.5		
LF BEACON	GC				246KC
VHF/DF	CALL THROUGH TOWER				
BRIZE NORTON RATCC	BRIZE NORTON APPROACH	383.2 385.6 282.4 281.8 240.0			

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PERSONNEL

0419

GENERAL PERSONNEL INFORMATION

A L L B A S E S

Religious facilities at all stations are considered adequate although the facilities available are not equal to normal Air Force installations. Special Services facilities are adequate. The NCO Mess and the Service Club at Greenham Common are superior. Guided tours are available for any personnel interested.

Due to the recent death of an English girl on a US base through an accident on a scooter, all two wheeled vehicles are unauthorized. Only government vehicles of this type are authorized.

All personnel are required to wear identification tags while in the UK. These tags must be acquired prior to arrival in this theater. Personnel requiring access to the flight line areas must have a Davis-Monthan SAC Badge in their possession.

Typewriter repair facilities are limited. Great care should be exercised in shipment of required machines.

Unit funds will be closed out by the custodian and transferred to the appropriate custodian in the UK. Payment to these funds will be prescribed by 7th Air Division.

PERSONNEL REPORT

GREENHAM COMMON RAF STATION (UK)

Messing facilities are not adequate at present, however, a new 600 man mess is under construction and completion date is scheduled prior to the unit's arrival. A snack bar is located in the PX and one is in the Officers' Club. The NCO mess has snack facilities. Seventy-five personnel are required to supplement the present staff. A shortage of rags, mops, GI soap and griddle stones exists. Upon completion of the new mess, this facility will be superior.

Housing is considered adequate. The airmens' quarters are new barracks with four bays, each quartering 16 personnel. Their location is near all facilities on the base. All airmen and the officers of the tactical squadrons will occupy this area. Heating is by oil system at present; the central systems are not scheduled for completion during the unit's occupancy. Support officers will be billeted in the Officers' Club which is located off, but adjacent to, the base. Central heating again will be lacking. A new BOQ area is under construction with occupancy of two buildings scheduled for mid-April. No major problems are forecast for any type billeting.

Normal finance services are available. Eight personnel are required to supplement the present staff. All US currency will be converted to script upon arrival. A limit of \$50.00 US currency is imposed for entry to the UK. Personnel are requested to convert excess cash to travelers checks prior to departure from their home station.

SAC policies are enforced in the wearing of the uniform. Duty uniform as required is prescribed. Class A and white shirt and bow tie as applicable to personnel is required for evening dress.

Ample facilities are available for storage of classified materials.

There are no curfews enforced at present either on or off base.

All personnel will be restricted to the limits of the base for one week after the arrival of the tactical units.

American Red Cross facilities are located on base.

Firearms are not authorized either on or off base, except for required duty. Hunting season will be closed on 1 March 1954.

Normal APO mail service requires approximately six days. British Air Mail service is recommended when faster service is required.

Office space is considered adequate for all facilities requiring space. Furniture and telephone service is adequate. All major offices will be within short walking distance except tactical flight line facilities.

Emergency leaves will be accomplished through normal Red Cross channels. Personnel will be transported to Prestwick for MATS travel to the ZI. Normally, 24 hours is considered appropriate. All priorities are issued through 7th Air Division from Headquarters USAF.

The SAC badge security system will be imposed for entrance to the flight line.

PX facilities are limited at present; however, a new building is under construction and occupancy is scheduled for approximately 1 March.

Civilian banking facilities are available on Mondays and Thursdays only. Personal checks are cashed at the Officers' and NCO Clubs.

Laundry and dry cleaning facilities are adequate with moderate rates. The service is five days and is available to units and individuals.

GENERAL MEDICAL INFORMATION

UNITED KINGDOM

Typhoid, Typhus, and Smallpox still exist in Europe. Immunizations, without exception, will be complete and current.

Venereal disease rate is high. Antibiotic prophylaxis will be at discretion of Wing Surgeon. Early medical care for clinical cases is important.

The initial incidence of upper respiratory infections will be high. Medical care early will be the best prevention of serious complications.

Personnel who wear glasses should obtain an extra pair prior to departure from Davis-Monthan as procurement in the UK is difficult and slow.

"Shilling" gas heaters in English hotels are dangerous and have resulted in death to many United States airmen (carbon monoxide poisoning). They should be used with care or not at all.

Several recent airmen deaths have resulted from drinking anti-deicing fluid.

Transportation of Medical Records will be the responsibility of the Wing Surgeon. Immunization will be the responsibility of the Squadron Commander and individuals concerned.

Individuals afflicted with Asthma or Arthritis should not be deployed for past experience has proven that a majority of such individuals have had to be returned to the United States.

MEDICAL

0424

MEDICAL REPORT

GREENHAM COMMON RAF STATION (UK)

1. Medical Facilities:

- a. Fourteen bed infirmary, brand new with superior equipment.

Evacuation of major cases is to the Fifth Hospital Group (an excellent medical facility) at Burderop Park, 35 miles from the Base.

2. Medical Personnel:

- a. Three Medical Officers (MOs) and two Dental Officers (DCs). Ambulance drivers and a dentist are badly needed.

3. Facilities for Wing Personnel:

- a. New and adequate. Heating may be the chief problem encountered. Present plan is to house all airmen and company grade officers in two story barracks immediately behind and adjacent to the Hospital. Airmen's mess is good; officers' mess is incomplete and essentially untried as yet.

4. Special Problems:

- a. Incidence of venereal disease is high.

5. Recommendations:

- a. Medical Officers and Medical Airmen to be attached to Bombardment Squadrons.

- b. A Dental Officer accompanying the deployment is an absolute necessity.

- c. All airmen medics should obtain DMAFB drivers licenses prior to departure so that responsibility for driving crash vehicles, etc, remains with the Wing.

d. Central Sick Call should be held in the existing Base Infirmary. Present squadron operations buildings are incomplete and incapable of supporting a Squadron Dispensary. Furthermore, due to proximity of quarters, such an arrangement would be advantageous.

e. All medical personnel should be quartered in or adjacent to hospital facilities.

f. Close liaison be established between medical professional personnel and evacuation hospital at Burderop Park.

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SECURITY

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SECURITY REPORT

GREENHAM COMMON RAF STATION (UK)

Major Miller, Base Provost Marshal, requested 125 airmen and three officers be furnished to be integrated with his personnel and render adequate security to the B-47's. Recommend sending 110 airmen and two officers; 126 airmen and four officers are assigned to the forward base Air Police Squadron. With two additional officers, there will be enough to assign an officer to each security flight. The 803rd Air Police Squadron is short of officers and can utilize the additional officers to greater advantage. Due to the widely dispersed aircraft parking areas and the number of aircraft to be secured, it is felt that the forward base should have more Air Police than at the home base. However, the 803rd Air Police Squadron still has to provide security to one Wing, the base, and restricted areas. In addition, the Retraining Section at Davis-Monthan requires 19 men to handle an average of 28 prisoners. At Greenham Common only two men were in the Base Guardhouse which is about the average number of prisoners they expect to have. Further, the 803rd Air Police Squadron is sending fully qualified personnel on the TDY, and will have to struggle along with men who are on light duty due to injury; without men who are in the hospital; as well as other difficulties.

In any event the 803rd Air Police Squadron will be working on a hard, tight schedule with only three reliefs available during the TDY. The forward base will have sufficient personnel with 110 additional men for at least four reliefs.

Individual weapons (M-1), full Air Police equipment, field gear, and cold weather equipment should be taken by each airman. Weapons will be stored in locked racks in the organization supply room. No other additional weapons (BAR, machine guns, etc) are needed by the forward base as they have sufficient heavy weapons on hand. M-1 ammunition is needed at the base, and it is recommended that orders be cut directing that this ammunition be taken. Under Section V, par 17d(2), a basic load for each airman going may be taken. Base Supply to issue this ammo by lot number and add it to our UPREAL. Upon our return it will be turned into Base Supply. Webb belts for machine guns are also needed and should be taken if available.

The flightline is not lighted, and though the base is fenced, the flightline has not been separated from the cantonment area as yet.

Qualified drivers with Government Operators license are needed by the security forces.

The SAC badge and access lists will be used as authority for admittance to the flightline and restricted areas at both enroute and forward bases.

All troops should be advised to take two duffle bags or something similar as locker space will be very scarce.

Recommend troops be advised not to bring many civilian clothes as they can buy them cheaply in England.

It is required that personnel wear dog tags at the overseas station by a 7th Air Division directive.

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MATERIEL REPORT

GREENHAM COMMON RAF STATION (UK)

1. Maintenance Control - Temporary location of the maintenance control functions has been provided. The building provided is adequate, although office space is critical. The location is ideal in that the Field Maintenance and Armament and Electronics supervisors, together with dock engineering, are centrally located. Inner-office communication will be provided for specialist dispatch and a complete 66-12 operation will be possible. The Base Staff Materiel Officer assures that mobile radio vehicles and a fixed ground station will be available for theater sources. A 100 drop field switch board will be operated by the Base to tie in all maintenance activities. Hard stand phones will complete the communications picture and provide excellent control. The greatest single factor is the absence of any covered maintenance area. Hangar facilities will not be completed in time for 303rd utilization. It will possibly be necessary to fly aircraft to other bases such as Upper Heyford or Mildenhall should hangar space be required.

2. Petroleum - Seventeen F-6 units are available and equipped for single point refueling. Ten fill stands are in operation. A 45-day supply of 1005 engine oil is available with replenishment requirements established. (Base representatives emphasized the necessity of positively controlling the disposal of waste petroleum products to prevent soil contamination. In addition, the use of gunk for aircraft washing will be prohibited.)

JP-4 - 345,000 gallons.

115/145 - 259,600 gallons.

0433

Replenishment of fuels is established at the rate of 69,000 gallons each 24-hour period, if required.

3. Supply - There has been no initial lay-in of B-47 spare parts. The present dead line date of the Table II is 1 June 1954. We can expect little or no support from this AFSD. The first source of supply will be the Flyaway Kits with secondary support coming from a "well picked over" Table II for B-47D aircraft located at Fairford. Replenishment requests for the flyaway will be submitted daily to Base Supply who will utilize the telephone to place requisitions to applicable theater depots. The flyaway kits will be located in Base Supply, but under the control of the 303rd Wing. SAC Manual 65-2 will be implemented upon our arrival and flyaway will process all issue slips prior to Base Supply action. Base Supply will be responsible for all replenishments and priority action. Base Supply has requisitioned our bench stock levels and are realizing between 60% and 75% action. It will be necessary to take many bits and pieces to complete the bench stock if we are going to partially support our aircraft by repairing aircraft spares in our maintenance shops.

The station kit is near completion but lacks many items that we will require to support a sustained operation. The attached list represents the items short in the station kit and will be corrected to currency about 15 February 1954. Power is a major problem in the station kit and nearly all power will be temporary and, although adequate, not desirable. No substantial improvement can be expected prior to 1 June 1954.

Recommendations: All bits and pieces not available at Greenham Common should be requisitioned at Davis-Monthan and every effort should be made to effect positive supply action on these items prior to departing for the UK.

Authority must be acquired to take those BSE items not on hand at Greenham Common that are necessary to repair aircraft spares. There is not enough supply support within the theater to adequately meet our requirements; therefore, if supply support is to be effective, it will be necessary to maintain a vigorous parts repair schedule.

Authority must be obtained to make up the enroute maintenance kit from base stocks in view of the supply status at the forward base.

4. Logistics - Commercial transportation is adequately manned and equipped to unload KC-97G and MATS cargo aircraft as they arrive; however, equipment and supplies must be evacuated immediately to storage rooms due to inclement weather prevailing almost continuously in the UK. Unit personnel of advance party should prepare buildings for receipt of equipment and supplies and arrange with commercial transportation officer for sufficient vehicles and freight handlers to expedite storage of arriving equipment and supplies. Flyaway Kits will be stored in the Base Supply parts warehouse; re-supply of FAK will be from Base Supply Officer. Armament and Electronics portion of the FAK will be stored in the Armament and Electronics building with applicable records.

Due to very critical shortage of office machines, units must deploy with full complement of UEE authorization of these items. Drivers are in short supply and wing units must assure that sufficient personnel are

checked out as drivers to effectively provide adequate transport for mission requirements. Drivers must be familiar with "M" type equipment before being permitted to operate vehicles.

A critical shortage of Station Kit items exists at Greenham Common. A list of absolute requirements has been compiled, and 7th Air Division will advise Commander, 303rd Bomb Wing, weekly as to availability of items on the list. The 303rd Wing will be required to deploy items on the list that have not been made available at Greenham Common prior to deployment of Wing. Periodic Maintenance Squadron will deploy sufficient hose for operation of wash rack at Greenham Common, as this item is not available in the UK.

Personnel planned to deploy to Greenham Common are:

A. <u>Wing Personnel</u>	<u>Off</u>	<u>Arm</u>	<u>Total</u>
Hq Sq	42	84	126
Tactical Sqs	168	297	465
Fld Maint Sq	6	205	211
A&E	12	280	292
Pdc Maint	3	129	132
Med Gp	<u>4</u>	<u>12</u>	<u>16</u>
Totals	235	1007	1242

B. <u>Air Base Group</u>	<u>Off</u>	<u>Amn</u>	<u>Total</u>
Hq Sq	2	23	25
Supply Sq	0	52	52
Food Service	1	105	106
Air Police	3	124	127
Motor Vehicle	0	49	49
Installations	1	25	26
Oprs Sq	<u>0</u>	<u>13</u>	<u>13</u>
Totals	7	391	398
C. <u>Technical Representatives</u>			20
<u>Grand Total</u>			1660

Housing has been arranged for all personnel and advance party personnel will receipt for buildings, supplies, and equipment, and prepare them in readiness prior to arrival of main contingent of personnel. Messing facilities are planned to be adequate prior to arrival of the Wing. Air Base Group personnel will be assigned to and billeted with the like component at Greenham Common. Wing personnel will have quarters in Greenham Lodge. Vehicles will not be driven off post by Wing personnel; the Commander will have a staff car with civilian driver. All other requirements for off-post transportation will be controlled by the Director of Materiel, 303rd Bomb Wing.

Exchange of certain items of B-47 FAK and UEE will be effected with the 22nd Bomb Wing. Engines, built-up wheels, B-4 stands and canopies are the main items being exchanged. At present, the 22nd Bomb

Wing is objecting to transfer of engines and has sent a TWX to 15th Air Force requesting engines not be transferred. However, when 15th Air Force and 22nd Bomb Wing finally agree on items, our advance party personnel will effect transfer upon arrival in the UK. The 303rd Bomb Wing will ship to the 22nd Bomb Wing at March Air Force Base like items on the transfer list.

5. Maintenance - All Field Maintenance shops at Greenham Common are temporary interim measures to support a B-47 Wing until the Field Maintenance hangar and shops are completed.

A tower for drying brake chutes is being constructed in the shops hangar. A temporary building is being erected for packing personnel parachutes. The battery shop has not been equipped, but should be adequate when completed.

The J-47 engine build-up will be adequate. At present, there is no minor repair facility. Movement of the 303rd minor repair will be necessary.

Fabrication shops are limited except for the machine shop. The sheet metal shop is marginal but can offer adequate support (except for large jobs or major repairs). Shop stocks of sheet metal, rivets, etc., are in short supply and will be deployed, in so far as possible.

No 30-ton jacks are available on the station. An effort is being made to procure at least two sets of jacks for B-47 aircraft.

Main landing gear strut changes or fuel system repairs will present a problem in view of prevailing weather and lack of hangar. It is recommended that this work and any other major maintenance be accomplished at Mildenhall or Upper Heyford if the aircraft can be flown.

There is adequate equipment for tire breakdown and build-up. There is, also, adequate transportation for specialist dispatch and normal operations. Adequate heavy equipment is on hand for normal operation. There is a 6000 lb monorail in the hangar but no hoists.

Auxiliary equipment is in a 4000 sq ft building, which is satisfactory. No parts for C-26 or Gremco units are available. Communications are adequate for specialist dispatch and coordination. All Field Maintenance activities are close, including the living area (except auxiliary equipment) which simplifies the communications problem as well as transportation requirements.

Practically no shop stocks are on hand, although they have been requisitioned. There are no new J-47 engines on the station. Approximately 10 each -23 and -25 engines are at Upper Heyford.

It is believed that normal routine Field Maintenance support can be realized with no major problems. Major maintenance or repairs will be difficult and require more time than if proper facilities were available.

Recommendations: Permission be obtained to deploy all critical pre-issue parts.

6. Armament and Electronics - Greenham Common has a standard SAC Armament and Electronics Building. This building is complete except for wiring and floors. We have been promised the wiring will be complete by our arrival date. The power will consist of DC 115V 3 phase and 115V single phase. This will be supplied by seven 200 AMP rectifiers and two F-1 type generators. This building will be available to us except for one room, which will be used by the Periodic Squadron.

At present, there is no flight line power (C-26 or Gremco) available. We have been assured that this power will be provided by our arrival time. K-Cart should be deployed.

There are no parts, either pre-issue or bench stock. This means that the only parts available to us for the entire period must come from our own flyaway kits. Suggest we take as much of our pre-issue and bench stock as possible.

There is no test equipment and none promised; therefore, we should deploy our own.

Four trucks will be assigned, but no drivers. Recommend that drivers be brought from Davis-Monthan to drive these trucks. (No specialists may be used as drivers according to 66-12.)

Communications will consist of telephones, only they have no intercom system. Suggest we bring our own for use in the building. We have been promised enough desks, benches, stools and chairs.

The base is compact, so transportation to barracks and mess will be no problem.

MAJOR EQUIPMENT SHORTAGE LIST (GREENHAM COMMON, UK)

A. PERIODIC

<u>Stock No.</u>	<u>Nomenclature</u>	<u>Required</u>
1. 8210-250000	Gremco's (docks)	2 ea
2. 8200-368127	30 Ton jacks	10 ea
3. 7900-810240	Vise - 4 $\frac{1}{2}$ in. jaw	2 ea

B. FLIGHT LINE

1. 8210-327750	C-26's	24 ea
2.	k-carts	24 ea
3. 8100-209750	3000 lb pressure compressors	4 ea
4. 8200-117000	Blower	3 ea
5. 8200-903300	Tow Bars	2 ea
6. 7700-333250	Set lighting Xmas Tree	6 ea

C. ARMAMENT-ELECTRONICS

1. 7700-516035	Lamp, Assy	4 ea
2. 8100-835000	Stool	28 ea
3. 8210-310500	Generator 100KW	2 ea
4. 3500-038880-1115	Bench	28 ea
5. 3500-141000	Cabinet, storage small hardware	10 ea
6. 7700-516035	Lamp, Assy	16 ea
7. 8100-108000	Bench	28 ea
8. 8100-139000	Buffer and Polisher	1 ea
9. 8100-458665	Machine cleaning small parts	1 ea
10. 8100-340000	Grinder	1 ea
11. 8100-444000	Lathe, jewelers	1 ea
12. 8100-628400	Rectifier	3 ea
13. 8100-740000	Scale, platform	1 ea
14. 8100-835000	Stool	28 ea
15. 7900-013100	Bar, Crow	1 ea
16. 7900-235770	Dresser, Grinding	1 ea
57. 7900-806420	Vise	5 ea
58. 7900-812320	Vise	1 ea
59. 9CEE FS207	Stand, turret firing	1 ea
60. 90GE-9076199G1	Stand, tail turret	2 ea
61. 3500-148000	Cabinet, storage	10 ea

D. FIELD MAINTENANCE

1.	8200-811725	50 Ton Jacks, Axle	2 ea
2.	Micro-Film	Reader Recordak	1 ea
3.	8100-405950	Hoist	1 ea
4.	8100-617000	Rectifier Battery	10 ea
5.	8100-631240	Rectifier, Sta	1 ea
6.	8100-628500	Rectifier	4 ea
12.	7CAC-618200	Panel, Assy	1 ea
13.	7CAC-618800	Panel Test Auto Sym	1 ea
14.	7CAC-714865	Selsyn Assy Master	1 ea
15.	7CAC-738356-5	Generator	1 ea
16.	7CAC-801864	Tester Assy	1 ea
19.	7CAC-802685	Tester, Magneto Coil	1 ea
20.	7CAC-806555	Tester, Variable	1 ea
21.	7CAC-807395	Tester, Mag	1 ea
22.	7CAC-808125	Tester, Port Fire	1 ea
23.	7CAC-809585	Tester, Port Type M-4	1 ea
24.	7CAC-809666	Tester, Slave Gyro	1 ea
25.	7CAC-899000	Turn Table Assy	1 ea
29.	7CAD-52005-	Manometer, V type	1 ea
30.	7CAD-521310	Manometer, well type	1 ea
31.	7700-547800	Light Assy	1 ea
33.	7CAD-729175	Stand Assy, belt safety	1 ea
35.	7CAD-803600	Tester, torque calibrating	1 ea
36.	8100-315170	Generator set, F-2	1 ea

E. PHOTO LAB

1.	8900-669400	Printing Kit, photo contact A-1	1 ea
2.	8900-669410	Printing Kit, photo contact A-2	1 ea

F. MOTOR VEHICLE

1.	8100-446000	Lathe	1 ea
2.	8100-445551	Lathe, brake	1 ea
3.	7CAC-806604	Tester, generator and reg 6-12-24 volt	1 ea
4.	8100-212000	Compressor	2 ea
5.	8100-387501	Grinder, valve	1 ea
6.	8100-462600	Machine, glass grinding	1 ea
7.	8100-695000	Saw, hack power	1 ea
8.	7900-469200	Kit, battery servicing	1 ea

Refueling Non-Sparking Tools

9.		GMC Busses or British Diesel	3 ea
10.		Staff Cars	2 ea

G. AIR POLICE

1.	242002-6A	Radio Set AM/FRC-6	1 ea
2.	254502-2	Radio Set AM/VRC-2	4 ea

H. COMMUNICATIONS

1.	25499	Radio Set SCR-399	1 ea
	or		
	25399	Radio Set SCR-499	1 ea
2.	206500E	Transmitter, radio BC-610	1 ea
3.	252501-26	Radio Set AM/GRC-26	1 ea

I. MEDICAL

1.	254502-2	Radio Set AM/VRC-2	2 ea
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GREENHAM COMMON FURNITURE REQUIREMENTS

1.	3500-038225	Basket, Wastepaper	126 ea
2.	-049800	Blackboard, wall 48x72"	3 ea
3.	-109400	Cabinet, Filing 3x5" 1 DWR Stl	3 ea
4.	-148000	Cabinet, Storage WD	10 ea
5.	-192078	Chair Mtl Folding A type	396 ea
6.	-193000	Chair Mtl Type 11	35 ea
7.	-194400	Chair Mtl Type Swivel	53 ea
8.	-194600	Chair Mtl Swivel Typist	4 ea
9.	-194800	Chair Mtl Swivel Type	35 ea
10.	-282706	Desk, Flat Top 45"	20 ea
11.	-282708	Desk, Typist	13 ea
12.	-282709	Flat Top Desk Stl 60"	57 ea
13.	-282711	Desk, Office stl 60"	44 ea
14.	-673400	Safe, Office 60 3/4 x 40 1/8 x 29 3/4	9 ea
15.	-677400	Safe, Office 72 x 34 x 30"	1 ea
16.	-878150	Tray, Desk Mtl	196 ea
17.	8100-723996	Scale 325 lb Gap	1 ea
18.	8600-000463-751	Adding and Sub Machine Elec 8 Col	5 ea
19.	8600-000630-311	Adding Machine Elec	4 ea
20.	8600-925214	Typewriter, Std Elite Type	21 ea

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BOMB SQS

0445

BOMBARDMENT SQUADRONSGREENHAM COMMON RAF STATION (UK)

The purpose of this report is to determine the suitability of RAF Station, Greenham Common, England, for deployment of the 303rd Bomb Wing for a period of 90 days on or about 3 March 1954 in reference to the Tactical Bombardment Squadrons.

Airfield: Greenham Common has a 10,000 foot runway 200' wide on heading of 11-29 with taxi strips 75' wide. The narrow taxi strips will present a problem as the outboard engines will be over the ground, which is extremely rocky. Proposed surfacing along sides of the taxi strip will not be completed before our departure. Runway will be marked for line airspeeds in accordance with SAC regulation. The grade of the runways is only .2% and will present no problem. Aircraft will be parked on hardstands near squadron operations and engineering buildings. The approaches to the runway are not yet completely cleared and caution should be used on low final approaches; however, B-47's are going in and out of this base at regular intervals with no difficulty. The south-east portion of the perimeter track has a large dip which is a taxiing and towing hazard requiring extreme caution. The perimeter track will also have to be used for vehicular traffic which will add to the taxi and tow problem.

Communications and navigational Aids: The tower and GCA have UHF facilities. UHF frequencies are changed frequently in the UK and a last minute check should be made before departure. A low frequency, non-directional beam is available located on the base near the control tower. Frequency 246, call sign Golf Cocks, power 15 watts. Approach

is normally made from Brize Norton approach control homing on the Fairford omni (114.9, call sign Foxtrot, Foxtrot) at 20,000'. Call when 25 miles out and again over the station. Approach control will control you with radar giving headings and altitudes until you are turned over to Greenham Common GCA. The best available GCA team will be assigned to Greenham Common during our stay. The glide path slope will be $2\frac{1}{2}^{\circ}$. There are many suitable alternates in the UK such as Brize Norton, Fairford, Upper Heyford, Mildenhall, Lakenheath, and Manston to mention a few. A 30,000 lb reserve over the field will be required which is sufficient to go to Sidi Slimane. There are no IFF facilities. AFSAL 5104 will be used and are available. UHF/DF is not available.

Housing and Messing: Newly constructed, permanent type barracks are available. They are two story construction with two bays and a latrine on each floor. They are designed for 12 men bay, 48 men barracks. Showers are provided in each latrine. Temporary heating with Aladin heaters will be used, also temporary hot water heaters. These quarters are the best that I have seen for TDY personnel and are located within easy walking distance of all base facilities except squadron operations and engineering. Orderly rooms and squadron supplies are planned to be located in the barracks. Tactical squadron officers will be located in the barracks (6 men bay) until the BOQ is completed - estimated date is 1 April. The NCO & Service Clubs are excellent and located in barracks area. PX is good with all normal supplies. Special orders can be placed for items like china, crystal, sterling, silver plate, diamonds, furs, clothing, camera equipment, and automobiles at a substantial saving. The Officers Club

is located across the field near the BOQ's. It is also one of the finest, being a converted lodge that formerly belonged to an Englishman. A golf course is located next to the Club and officers and airmen are welcome. Green fees and rates are low. The golf course is covered in a separate letter available at Wing. A snack bar is located in the Club.

Recreational Facilities: The golf course has been mentioned above. There are pool and ping pong tables at the service club, a TV room, and a reading room. The NCO Club has a bar and a snack bar. Softball equipment is available and softball diamonds will be made. The nearest gym is at RAF Station, Wilford, about ten miles away. The nearest town is Newbury and is within a few miles. Civilian bus service stops at the main gate. You can catch a train there for London - train time about one hour. A briefing will be given by the Base Commander after arrival concerning local customs and regulations, and two booklets have been prepared for each man containing much valuable information.

Squadron Operations and Engineering Areas: There are three sites located around the perimeter track which house operations and engineering; however, only two sites will be completed upon our arrival. The site consists of three buildings - operations, engineering, and a butler hangar. The operations building, H shape, has in one wing a large briefing room and six offices. An air crew lounge is in the connecting wing. The other wing has three large rooms which were designed as personal equipment, a locker room, and a drying room. Two latrines are located in the building. The engineering building consists of a maintenance officer's office, a tool room, TO library, briefing room, and

latrine. The butler hangar is empty warehouse space designed for 263 equipment and flyaway. The "A" area which will be complete, will not have the use of the butler hangar as it has to be used for engine storage. This area is planned to house one squadron. The "B" area will be complete. Two operations will be assigned to this area. One engineering will go into "C" area which should leave at least the butler hangar complete. All areas are scheduled to be completed by the middle of April. There is sufficient room to operate satisfactorily.

Flight Line Engineering: Except for the temporary set-up in "C" area, the engineering areas are good. The aircraft will be slightly dispersed due to the hardstand perimeter parking. Line equipment is sufficient with each squadron possessing the following: 8 C-26's, 4 C-22's, and 3 C-21's; 1 #3000 compressor and 4 smaller compressors; one Coleman (the majority of hardstands are designed to require little towing); tow oxygen carts, and plenty of stands of all types. 18 F-6 trailers with single point nozzles are available for the Wing. A portable trailer has been designed carrying both oil and hydraulic fluid. Lorraine cranes and 10 B-4 jacks are available. Hangar spare will not be ready until 1 April. Ground equipment must be kept on a hardstand, 263 equipment in butler hangars. Only one B-47 tow bar is now in place. The normal 65-2 supply system will be in effect with a radio truck in each squadron. Plenty of warm, waterproof clothing must be brought as it will be cold and wet. Rain will fall on about 50 percent of the days we are there, and average temperature will range from 43° in March, 54° in May.

Transportation: Each squadron will be assigned one pick-up, two jeeps, one weapons carrier, and two 6x6's. Officers are not allowed to drive, and airmen are only allowed to drive on the base. Drivers must have D-M drivers licenses and must complete a test and check requiring about two hours after arrival.

Communications: Sufficient telephones are available for all sections. Field phones in the hardstands are connected with a switchboard in maintenance control which will be connected to the main switchboard allowing you to call any place on the base from a hardstand. Maintenance control will have radio communication with five radio trucks.

Security: The base is inclosed with a perimeter security fence. SAC passes will be used for identification. Moving patrols will supply interior guard.

Operational Training: The Director of Operations report will cover operational facilities in detail. They are considered sufficient to complete required training. Sidi Slimane will be used regularly to stage aircraft for training since visual accomplishments are difficult to obtain in the UK. Heston and Marrakech bomb plots are available for RBS runs. Goose Bay (on the western coast of England) and Ksar-es-souk (scoring only with photos) are available for bombing. Gunnery can be fired over the Atlantic away from the shipping lanes and is usually done enroute to "Sidi Slimane" since a safe area for guns that have been fired is hard to find at Greenham Common. Navigation legs and refueling routes are used by the 22nd Bomb Wing are

considered satisfactory. Target study material is available at Wing. Briefing facilities are good; however, charts and forms should be brought in good supply as the reproducing facilities at Greenham Common are presently overloaded. Bombs and ammunition were not available at the time of the inspection but are scheduled in. Although the base will attempt to supply a safe for each squadron, this was not a fix; and we should bring sufficient to secure classified material. Recordacs will not be available. Maps and charts are available in minimum supply. Two missions are required by 7th Air Division. One is an approximate four-hour orientation mission in which letdowns and GCA's are made at the primary alternates and an RBS run is made at Heston. The other is a classified mission in conjunction with an alert exercise. Otherwise all flying can be utilized for 50-8 training and crew proficiency.

Personal Equipment: Parachute repack facilities will be available on the base in a now-being-constructed prefabricated building. A base raft shop is available for inspections and repack of one and four-man rafts. More than adequate personal equipment storage space is available. No cleaning facilities for flying clothing is available, but a civilian contract could be made if necessary. There is no instrument shop or facility for columination of sextants. The latter can be arranged thru the RAF in emergency. Lockers and locker rooms are available. We should bring individual locks.

SUPPLY: Supply procedures will be the same as at Davis-Monthan. A normal stock of expendables should be brought. Requisitions are made the third week of each month. Forms are hard to get or reproduce and

should be brought in sufficient supply for the TDY. Sufficient bedding is available and a minimum amount of office furniture. House-keeping supplies are available in minimum quantity. A complete bench stock must be brought by each squadron.

Pay: A finance office is located on the base. Payment will be made by payroll by our Class "A" agent in script. A certifying officer must be appointed and signature cards given to Finance there. A money exchange officer should accompany the certifying officer to draw sufficient sterling to make exchange in the pay line. Rate of exchange is \$2.80 to the pound and cannot be re-converted. Vouchers for per diem is presently authorized for airmen since they receive their quarters and rations. 7th Air Division is trying to get this changed to give them \$1.35 a day but probably will have difficulty. Officers receive \$2.70 per day. A list of men who did not receive their flying pay in February can be paid when certificates are turned in by the certifying officer.

Uniform Policy: The new SAC uniform policy is in effect; however, fatigues are allowed in NCO and Service Club during normal duty hours. Flight clothing may be worn to and from quarters and work. Civilian clothes are desired when off base.

Communications: List of frequencies may be obtained from Wing. IFF will not be used. AFSAL 1504 is used, and copies are available. RAF facility charts are available.

Facilities: Class VI supplies - Officers and NCO's can buy 4 fifths per month in ration. Scooters and motorcycles will not be authorized on base. No personal firearms are authorized. Laundry

and dry cleaning facilities are good through civilian contract. Three day normal service with one day on a special. Washing machines could be brought, but electricity is 220V and transformers must be used. Cameras must be registered upon arrival and no pictures taken on the flight line. An active QM sales store is available with good supplies.

RECOMMENDATIONS:

1. A policy be established on taxiing and towing on the SE perimeter track after a supervised test is made upon arrival.
2. A plan be established before departure from Davis-Monthan on the exact method to be used in staging out of Sidi Slimane and that it be implemented as soon as possible after arrival.
3. Sufficient bench stock, housekeeping supplies, expendables, charts, and forms be brought to insure adequate supply during our stay.
4. Scooters and motorcycles should be left at home.

CONCLUSIONS: RAF Station Greenham Common, England is suitable for the 90-day rotation of the 303rd Bomb Wing if the construction as promised by the Base Complement is completed by our arrival.

B

0454

MILDENHALL
LAKENHEATH

0455

MILDENHALL and LAKENHEATH

0456

OPERATIONS

0457

OPERATIONS

OPERATIONS GENERAL

0459

OPERATIONS GENERAL

RAF MILDENHALL AND RAF LAKENHEATH

The facilities observer-wise for both bases are the same.

Operations and Briefing Facilities: Extremely adequate. The physical construction of the operation blocks is identical for both bases. Chairs, tables, panels and blackboards are present.

Map Room: The tactical squadron must maintain its own supply of maps. Replenishment is done thru channels to the Air Base Group at Mildenhall. RAF and US maps are available upon requisition.

Navigation: Danger areas are all around both bases. The GCA patterns have had to be drawn around these danger areas. One copy of all danger areas was procured for each squadron. The RAF Radio Facility Chart also contains this information.

Lost procedures are set forth in current RAF and US Facility Charts. APN 42 and APS 23 of the K-System can pick up the Racon beacon at Lakenheath (signal, 2-2-2) and home to Lakenheath Radar Approach Traffic Control.

Radio Navigation Aids: Radio aids are adequate. These are listed in the communication survey. All are listed in the RAF Facility Charts. Console fixing can be used in this area.

Overwater Water Restrictions: None, except maintaining 300 miles from the Iron Curtain.

Alternate Bases: Alternate bases are numerous. 7th Air Division (Lancer Control) diverts all aircraft to alternate bases.

Weather Services: The Weather Service is excellent. 24-hour forecasting and observing service is available seven days a week.

Weather briefing can be provided at the squadrons daily. Poor visivility and low ceilings are the two problems in East Anglia.

Ground Training: There are no ground trainers of any type available at either Mildenhall or Lakenheath. OQ, pistol, skeet can be accomplished at RAF Langham (located near Sculthorpe). Instructor personnel need not be provided. A three-day TDY is generally needed to complete the course at RAF Langham. Mildenhall does have a Loran trainer.

Instruments, Navigation: There is no set up to properly collimate A-15 sextants. Repair of sextants is a doubtful capability.

Recommendations:

1. Air Refueling Squadron have adequate supply of necessary charts upon arrival to maintain themselves for 90-day period.
2. The advance party requisition adequate numbers of RAF United Kingdom and Europe Radio Facility Charts as well as USAF Facility Charts (2 per crew).
3. All KC-97's going to Mildenhall be equipped with APS-42. To date, only four are thusly equipped.
4. All sextants be collimated prior to departure so as to be current for 90 days.

INTELLIGENCE REPORT

0462

INTELLIGENCE REPORT

MILDENHALL RAF STATION (UK)

The Intelligence Survey was initiated upon arrival at Mildenhall in the United Kingdom. An inspection was made of the Target Information Center (TIC), Briefing Room, and Photo Lab. From appearances, the Intelligence Branch at Mildenhall centered completely around the storing and filing of materials within the TIC. As available, the TIC maintains a stock level of 75 copies of foreign target materials. The prime purpose of reviewing the Intelligence organization at Mildenhall was for the purpose of comparing Greenham Common to it from the standpoint of operational readiness, equipment, and space.

0463

COMMUNICATIONS

0464

COMMUNICATIONS REPORT

MILDENHALL RAF STATION (UK)

The communications facilities at Mildenhall were inspected and are considered adequate to support the 303rd Air Refueling Squadron during the rotational TDY.

1. AIR TRAFFIC CONTROL FACILITIES:

- a. The control tower is equipped with UHF, VHF, and HF equipment plus UHF/DF.
- b. The GCA unit is fully operational with UHF and VHF Air/Ground communications facilities.
- c. All traffic in the area is controlled by a Radar Air Traffic Center located at Lakenheath RAF Station. All aircraft approaching Mildenhall will contact Lakenheath Information Control when 25 NM out for instructions. The radar approach control equipment consists of two PPI scopes remoted from the Lakenheath GCA unit and has an operating range of approximately 30 miles; all aircraft within the control zone will be plotted in this center.

2. RADIO AIDS TO NAVIGATION:

- a. Radio Aids to Navigation consist of a VHF Omni Range located on the station. This equipment is designated the Lakenheath VOR, and has an identification of LK. It is used jointly by Mildenhall and Lakenheath. An LF radio beacon is also installed. Care should be exercised in using this beacon due to the narrow frequency spread and the low power output. A more powerful beacon with a frequency differential of only 1 KC is located in the area and it is possible to obtain erroneous fixes.

0465

3. FIXED COMMUNICATIONS FACILITIES:

a. The fixed communications facilities on the station are considered adequate to handle the increased message traffic required by the TDY unit. The Base Telephone System is a manually operated GPO system. The present cable is limited and additional lines will be difficult to obtain since all cable is of the underground type and is operating at maximum load. Telephone facilities presently installed for the use of the TDY unit consist of five lines from the Squadron Area to the base switchboard plus a tie into the Maintenance Control Board. Direct lines to the Uxbridge ATCC and to 7th AD Control Room are available from Base Operations. It is suggested that extensions of these services be requested for termination in the Squadron Control Room.

b. The Communications Center has sufficient Teletype circuits to the 7th Air Division relay center to handle the increased message traffic. The 7th AD relay center will then feed the traffic into the SACCOM net. Sufficient crypto facilities both on and off line are installed and no additional crypto personnel will be required.

4. MAINTENANCE EXPEDITER RADIO NET:

a. A radio net consisting of three mobile and one fixed station is available, however, the equipment has not proven too reliable in the past. The use of Walkie Talkie radios is suggested as an alternate in the event the mobile stations are inoperative. The base is equipped with 14 SCR-536 Walkie Talkies and a portion of these can be diverted to the use of the TDY unit.

b. A maintenance telephone system is in operation, tied into the base facility, ramp telephones will be available on the basis of one phone per two aircraft. Some of these phones are installed with the balance to be installed prior to 1 March 1954.

5. CONTROL ROOM FACILITIES:

a. A squadron control room has been established in the squadron operations building and is proving helpful in the tactical control of aircraft. The 22nd Air Refueling Squadron brought a modified SCR-522 VHF set with them and installed it in the control room. It is suggested that the 303rd Air Refueling Squadron attempt to obtain similar equipment for use during the TDY.

b. A shortage of safes exists and it is suggested that the 303rd Air Refueling Squadron bring a field safe for the storage of classified documents.

OPERATING FREQUENCIES - MILDENHALL RAF STATION

FACILITY	IDENTIFICATION	UHF	VHF	HF	LF
TOWER	MILDENHALL TOWER	352.0 P	135.9 P 281.6 Reg 257.8 Common	3023.5 TR 117.9	120.96
GCA	MILDENHALL GCA	294.0 Final 281.6 Search	120.96 Search 126.18 Final 103.86 117.9 121.5 136.8 135.9 140.58		
LF BEACON	MI				338 KC
VHF OMNI	LK		116.9 MC		
VHF/DF	CALL THROUGH TOWER FOR DF ON ANY VHF FREQUENCY				

COMMUNICATIONS REPORT

LAKENHEATH RAF STATION (UK)

Communications facilities at Lakenheath were inspected and found capable of supporting the operation of the 303rd Air Refueling Squadron during a rotational TDY movement.

1. AIR TRAFFIC CONTROL FACILITIES:

a. Lakenheath Radar Air Traffic Control Center is the approach control facility for both Mildenhall and Lakenheath. The equipment consists of two PPI scopes remoted from the GCA unit and has an operating range of approximately 30 miles. The center is equipped with UHF, VHF, and HF Air/Ground communications facilities.

b. Lakenheath Control Tower has one UHF channel plus guard, five VHF channels, and an HF channel.

c. The GCA unit is fully operational with UHF, VHF, and HF Air/Ground facilities available.

2. RADIO AIDS TO NAVIGATION:

a. Radio aids to navigation consist of a VHF Omni range located on Mildenhall, a Racon beacon at Lakenheath, and an LF Radio Beacon at Lakenheath. The VOR should be used as primary navigational aid rather than the LF beacon due to the possibility of erroneous fixes from more powerful beacons separated in frequency by only 1 KC.

3. FIXED COMMUNICATIONS FACILITIES:

a. Teletype facilities are adequate between Lakenheath and the 7th Air Division relay center with complete crypto facilities. The base telephone system consists of a manually operated GPO system manned

by USAF personnel. Four to six telephone operators would be required to supplement base personnel. Direct telephone service between Lakenheath and 7th Air Division, Air Traffic Control, etc, is available at Base Operations. These services could be made available to the Squadron Control Room.

4. MAINTENANCE EXPEDITER RADIO NET:

a. No maintenance radio net available at Lakenheath; however, the equipment from Mildenhall could be diverted for use. Walkie Talkies from Mildenhall could be available if required. Ramp telephones will be available for fire, security, and maintenance expediter service.

OPERATING FREQUENCIES - LAKENHEATH RAF STATION					
FACILITY	IDENTIFICATION	UHF	VHF	HF	LF
RATCC	LAKENHEATH APPROACH	281.0 385.6 383.3 281.6	135.0 142.02 136.8		
TOWER	LAKENHEATH TOWER	352.2 243.0	118.8 117.9 107.28 142.02 121.5	3023.5 KC on req	
GCA	LAKENHEATH GCA	272.0 281.0	117.9 118.8 136.8 P search 140.58 F 142.02 138.42	3023.5	
RACON	2-2-2	9310			
VOR	LK		116.9 Located Mildenhall		
LF BEACON	LK				322 KC
VHF/DF	LAKENHEATH HOMER		136.8		



PERSONNEL

0473

GENERAL PERSONNEL INFORMATION

ALL BASES

Religious facilities at all stations are considered adequate although the facilities available are not equal to normal Air Force installations. Special Services facilities are adequate. The NCO mess and the Service Club at Greenham Common are superior. Guided tours are available for any personnel interested.

Due to the recent death of an English girl at a US base through an accident on a scooter, all two wheeled vehicles are unauthorized. Only government vehicles of this type are authorized.

All personnel are required to wear identification tags while in the UK. These tags must be acquired prior to arrival in this theater. Personnel requiring access to the flight line areas must have a Davis-Monthan SAC Badge in their possession.

Typewriter repair facilities are limited. Great care should be exercised in shipment of required machines.

Unit funds will be closed out by the custodian and transferred to the appropriate custodian in the UK. Payment to these funds will be prescribed by 7th Air Division.

PERSONNEL REPORT

MILDENHALL RAF STATION (UK)

Messing facilities are adequate. The Officers' Mess is located in the club and the food served is superior. The airmen's mess is located in their immediate housing area. It is not parallel to the officers; a lot is desired. It is in need of a general cleaning and better management. It is recommended that a strong officer be appointed mess officer and that a Master Sergeant from our unit be appointed in charge. Midnight mess is available; passes are required which are obtained through the Food Service Supervisor. Seating capacity for the officers' mess is 112, and for the airmen is 400. Personnel will be required to supplement the present staff.

Housing is considered adequate. Officers will billet in the Officers Club. Airmen will live in permanent English type barracks. Central steam heat is in all buildings. The airmen barracks are in need of a good cleaning campaign and possibly interior painting.

Complete finance service is available. The medium of exchange is military certificate (script) and the English pound. All personnel should be indoctrinated on the proper procedures for exchange of currency to the English system and the value of all coins. Officers will receive a station allowance of \$2.70 a day. At the present, airmen are not authorized this allowance.

SAC Regulations will be followed in wearing of the uniform. White shirts and bow ties are required after 2000 for officers, airmen Class A. Applicable uniforms are required during duty hours.

Flying clothing may be worn from quarters to the line. Civilian dress is highly recommended for wear off base. Personnel visiting military clubs in London are required to wear the uniform while visiting these clubs. It is recommended that a minimum of civilian clothing be taken to the UK due to the outstanding value of clothing purchased there.

Facilities for storage of classified material are adequate for the operation of one squadron.

Curfews are not imposed either on or off base; however, few public facilities are available after 2000 hours in neighboring towns.

The American Red Cross office is located on base. All emergency leaves are required to be processed through these channels, and dependents should be thoroughly indoctrinated in this procedure.

Firearms are not to accompany individuals other than those required by duty. No firearms will be taken off base.

Mail censorship is not in effect. The average mailing time is six days through the normal APO channels. The British system, air-mail, is much faster, but much more expensive. Locally purchased items may be mailed. The maximum of \$50.00 for each package and a customs declaration must be executed.

Office space is deemed adequate for all 303rd activities scheduled for operation from this station.

There is no distance restriction imposed on leaves and passes, but one must reckon with the inferior transportation systems when planning journees. Guided tours are recommended for long off duty hours. Base flight aircraft are available for trips to the continent when not required for normal duty purpose.

The SAC security badge is the instrument permitting entrance to the flight line. PX facilities are excellent in this area. Excellent purchases may be accomplished on clothing, cameras, leather goods, china, clocks, woolen materials, etc.

Civilian banking facilities are available but personal check cashing is limited and expensive.

Direct wire communication facilities are available through the Air Division net.

Laundry and dry cleaning facilities are available, but considered below the American standards. Prices for this service are moderate.

MEDICAL

0478

GENERAL MEDICAL INFORMATION

UNITED KINGDOM

Typhoid, Typhus, and Smallpox still exist in Europe. Immunizations, without exception, will be complete and current.

Venereal disease rate is high. Antibiotic prophylaxis will be at discretion of Wing Surgeon. Early medical care for clinical cases is important.

The initial incidence of upper respiratory infections will be high. Medical care early will be the best prevention of serious complications.

Personnel who wear glasses should obtain an extra pair prior to departure from Davis-Monthan as procurement in the UK is difficult and slow.

"Shilling" gas heaters in the English hotels are dangerous and have resulted in death to many United States airmen (carbon monoxide poisoning). They should be used with care or not at all.

Several recent airmen deaths have resulted from drinking anti-deicing fluid.

Transportation of Medical Records will be the responsibility of the Wing Surgeon. Immunization will be the responsibility of the Squadron Commander and individuals concerned.

Individuals afflicted with Asthma or Arthritis should not be deployed for past experience has proven that a majority of such individuals have had to be returned to the United States.

MEDICAL REPORT

MILDENHALL RAF STATION (UK)

1. Medical Facilities:

a. Thirty bed infirmary, presently in state of repair. Equipment is fair. Evacuation of major cases is to 3rd Air Force Medical Facility, Wimpole Park, 30 miles from the Base.

2. Medical Personnel:

a. Six Medical Officers (MCs). An X-Ray Technician is badly needed.

3. Facilities for Air Refueling Squadron Personnel:

a. Officers: Good quarters in Officers' Club. Excellent mess, serving sanitary and superior food.

b. Airmen: Quarters are poor. Buildings are old RAF type barracks (two story), poorly heated by coal heaters and in need of paint. Mess is substandard as to facilities, which are ancient and dirty. A valient effort is made to maintain adequate sanitation.

4. Special Problems:

a. There is an exceptionally high incidence of:

- (1) Gonorrhea and Chancroid.
- (2) Tuberculosis (highest incidence in Air Force).
- (3) Scabies.

5. Recommendations:

a. One physician and three medical airmen should accompany Air Refueling Squadron. They should be attached to the squadron for purpose of administration. A Squadron Dispensary should be set up and maintained in the Squadron Operations building.

b. Strict maintenance of cleanliness should be insisted upon in barracks occupied by airmen.

c. A Mess Sergeant (M/Sgt) should be sent to the Base to take over and improve the Airmen's mess.

d. Frequent inspections of airmen messing facilities should be required.

e. Adequate indoctrination of personnel on Venereal Disease, Tuberculosis and Scabies. Generally, all three should be considered as venereal since they are contracted together, often from a single female contact. Mildenhall lies in a rural area of England where sanitation, by our standards, is very poor and body hygiene unknown among segments of the local population.

f. The Squadron Surgeon should definitely be provided with a vehicle to be driven by his assigned airmen.

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SECURITY

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SECURITY REPORT

MILDENHALL AND LAKENHEATH RAF STATIONS (UK)

Major Nading, Base Provost Marshal, requested a minimum of 60 Air Police and one Officer to supplement his squadron. There are 160 airmen assigned to Mildenhall and 90 airmen to Lakenheath, all under single control of Major Nading. It is recommended that only 30 Air Police and one Officer be sent this Base from the 803rd Air Base Group. This will keep from stripping the 803rd Air Police and still give sufficient support for security of the KC-97's. Consideration was given to the fact that the 22nd Bomb Wing whose KC-97's are based at Mildenhall sent 29 Air Police and one officer as support to this base. Adequate security is being provided to the 22nd Bomb Wing and no complaints have been made by the Air Police organization at Mildenhall.

Individual weapons (M-1), full Air Police equipment, field gear and cold weather equipment should be taken by each airman. Weapons will be properly stored and safeguarded when not in use.

Extra Machine Gun tripods are needed (six).

Support Air Police will be integrated with the forward base Air Police and used primarily in guarding of the KC-97's.

The aircraft parking areas are widely dispersed, requiring more guards for security. There is no lighting, but the flightline is fenced. An average of three or four vehicles are normally available for use of the security force.

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MATERIAL

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MATERIAL REPORT

MILDENHALL RAF STATION (UK)

1. Maintenance Control - Office space to house the maintenance control operation is available in the hangar. The same hangar is available for dock maintenance. All facilities at this station are well established and no difficulty should be encountered by the 303rd Air Refueling Squadron. Two mobile radio vehicles and one fixed radio set are available. In addition, each hard stand has a telephone which provides excellent communication.

2. Petroleum - Eight F-6 units are in operation, three of which are equipped for single point refueling.

JP-4 - 84,400 gallons

115/145 - 172,200 gallons

Eight fill stands are operational but provide a flow of only 100-150 gallons per minute.

The storage system at Lakenheath provides a back-up reserve which is more than adequate for only rotational move.

3. Supply - Supply support will be normal. Previous rotational tours at this station have given Base Supply an abundance of experience. The primary source of supply will be from the flyaway kit, with Base Supply on a secondary source. The flyaway kit will be housed in Base Supply with the flyaway NCOIC receiving all requisitions. SAC Manual 65-2 has been fully implemented and is operating effectively. Flyaway kits are replenished daily from Base Supply resources with expedient delivery and excellent back-up support. No problem is foreseen that could affect the Air Refueling Squadron mission. The Station Kit is

complete for B-50 type aircraft, which provides an additional source of support when coupled with the Lakenheath Kit.

4. Logistics - Sufficient facilities exist at Mildenhall to unload the four EC-97G and three MATS cargo aircraft scheduled to deploy to that station. Housing and messing has been arranged and will be in a state of readiness when personnel arrive. Air Base Group personnel will be billeted with their like component at Mildenhall; Wing personnel will be separately billeted. Advance party personnel will receipt for supplies, buildings and equipment as required, and prepare it for immediate use and/or occupancy upon arrival of main contingent of personnel.

Facilities for operation, maintenance and supply are considered adequate for a 90-day period; however, Field Maintenance will be required to set up a boom shop to handle this type of repair. There are no booms available in the UK, since the boom which had been in stock at Mildenhall has been consumed by the 22nd Air Refueling Squadron. Therefore, we will deploy the IFR boom in the 303rd FAK.

The flyaway kit will be stored in the Base Supply parts warehouse, and it will be the first source of supply. Re-supply from the FAK will be from Base Supply at Mildenhall. Permission will be requested of 15th Air Force to exchange 10 main wheels with the 22nd Air Refueling Squadron to save airlift. Advance party personnel will receipt for this property, and 10 main wheels will be shipped from 303rd Air Refueling Squadron FAK to 22nd Air Refueling Squadron at March Air Force Base. Supply support will be in accordance with SAC Manual 65-2.

Personnel to be deployed to Mildenhall will be as follows:

A. <u>Wing Personnel</u>	<u>Off</u>	<u>Ann</u>	<u>Totals</u>
303rd ARS	70	209	279
A & E	1	36	37
Fld Maint	1	101	102
Pdc Maint	1	47	48
303rd Med Gp	<u>1</u>	<u>3</u>	<u>4</u>
Total Wg Pers	74	396	470
B. <u>Air Base Group</u>			
Motor Vehicle	0	28	28
Supply Sq	0	12	12
Food Service	0	14	14
Opr's Sq	0	3	3
Air Police	<u>1</u>	<u>38</u>	<u>39</u>
Total AB Gp Pers	1	67	96
C. <u>Technical Representatives</u>			<u>2</u>
GRAND TOTAL			568

There is a shortage of drivers at Mildenhall; therefore, Wing personnel will be required to drive almost all vehicles assigned during TDY. Drivers will be required to be familiar with "M" type equipment before being allowed to operate vehicles.

There is a shortage of UHF radio in the station set for the Control Room. This equipment must be deployed by 303rd Air Refueling Squadron in order to set up proper Control Room at Mildenhall.

Wing and deploying Air Base Group personnel will be required to furnish two airmen daily for barracks duty; this duty will take a

heavy toll of critical specialists. Therefore, it is recommended that supernumerary personnel be deployed to accomplish these duties.

5. Maintenance - In general, the Field Maintenance Shops at Mildenhall are adequate. There is no IFR Boom Shop established, but adequate space is available. One boom dolly and one pod dolly are on the base. Only one serviceable spare boom was in stock at time of survey. This boom has since been consumed by the 22nd Bomb Wing.

Mildenhall has a horizontal build-up line for R-4360 engines. Although this is not considered as desirable as our vertical build-up, it presents no problem. There are plenty of build-up stands available. There are more than adequate Boeing stands on hand. The only stands we need deploy are the five roll-over transportation dollies.

The 22nd Field Maintenance Squadron is in possession of a set of Sweeney prop tools which belong to the 303rd Field Maintenance Squadron. Recommend that this set of wrenches be left at Mildenhall by the 22nd Field Maintenance Squadron. Our personnel on advance party can sign for them if the paper transfer can be managed.

Other Field Maintenance shops are limited but adequate. Sheet metal stock is in short supply as well as rivets.

There is no 3000 PSI air compressor at Mildenhall, although there are three in the Oakington Station Set at Lakenheath.

A list of parts, found critical or in short supply by the 22nd Bomb Wing, has been compiled. These items will be procured if available at Davis-Monthan, and be shipped with the TDY move.

All Field Maintenance activities at Mildenhall are critically located. Everything, including living area, is within easy walking distance.

MAJOR EQUIPMENT SHORTAGES (MILDENHALL)

<u>Stock Number</u>	<u>Nomenclature</u>	<u>Required</u>
1. 8100-209750	Air Compressors 3000#	2
2. 7CAD-52005	Manometer, V Type	1
3.	Barometer, Station	1
4. 8200-368127	Jack, 30 Ton	4
5. 8200-8111725	Jack, 50 Ton	1
6. 7CAD-730815	Stand Hyd	3

MATERIEL REPORT

LAKENHEATH RAF STATION (UK)

Maintenance Control - it is not contemplated that this base will be utilized; however, should such be necessary, the facilities are similar to those at Mildenhall, and the equipment located at Mildenhall would be moved to Lakenheath during the period of operation. Adequate space and communications are available.

Petroleum - Nineteen F-6 units are available and are currently being utilized to augment Mildenhall requirements.

JP-4 - 43,000 gallons

115/145 - 330,000 gallons

Supply - The Station Kit is approximately 50 percent complete, which would present some difficulty. All supply support would be furnished from Mildenhall and, although the bases are 6 miles apart, no difficulty is anticipated by base personnel.

Logistics - Same as Mildenhall.

Maintenance - Field Maintenance shops at Lakenheath are practically non-existent. Most of the shop equipment has been moved to Mildenhall. A new Field Maintenance hangar with shops is under construction. Present interim shops have no power. There is no engine build-up facility and no IFR Boom Shop.

Armament and Electronics - This base has a standard SAC Armament and Electronics building which is not being used at this time. The building was incorrectly wired when built, but is being corrected at present; no definite fix on completion date. This correction would have to be made before we could operate. The necessary power is on

hand for both shops and flight line. If the power is corrected in the Armament and Electronics building, we could operate with the same requirement as at Mildenhall.

0493

HISTORY

OF THE

303RD BOMBARDMENT WING (M)

DAVIS-MONTHAN AIR FORCE BASE

TUCSON, ARIZ



SECRET

Classification SECRET
Auth. Comda 303
Date 3 Jun 54 Initial Lin

HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM

1 March - 31 March
1954

Prepared for the 303rd Bombardment Wing, Medium, by Captain
David D. Wood (Historical Officer) and S Sgt Robert L. Pritchard
(Historical Technician).

30 April 1954

John K. Hester
JOHN K. HESTER
Colonel, USAF
Commander

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

FORM 100-10
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SECRET

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TABLE OF CONTENTS

Title Page - - - - -	1
Table of Contents- - - - -	2
Roster of Key Personnel- - - - -	3
Foreward- - - - -	4

TEXT

<u>Organization and Command</u> - - - - -	5 - 7
<u>Personnel</u> - - - - -	8 - 11
<u>Operations</u> - - - - -	12 - 14
Operations and Training- - - - -	15
Observer Section- - - - -	15 - 16
Ground Training- - - - -	16
Gunnery- - - - -	16
Communications- - - - -	17
Flying Safety- - - - -	18
Intelligence- - - - -	19 - 25
<u>Materiel</u> - - - - -	
Logistics- - - - -	26 - 29
Quality Control- - - - -	29 - 30
Maintenance Control- - - - -	30
Wing Inspector- - - - -	31 - 33

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	JOHN K. HESTER	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID D. WOOD	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING CONTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	DAVID A. NEILL	CAPTAIN
DIRECTOR OF OPERATIONS	ELDRIDGE G. SHELTON	LT COL
DIRECTOR OF MATERIEL	MAX W. HENNEY	LT COL
HQ SQDN SECTION COMMANDER	ROBERT W. BOUKNECHT	MAJOR
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING COMMANDER	HENRY G. BUSSING	LT COL
303RD FIELD MAINTENANCE COMMANDER	DONALD B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT COMMANDER	RUSSELL E. DOUGHERTY	LT COL

FOREWARD

This history constitutes the fifteenth report since the conversion of the 303d Bombardment Wing, Medium, to B-47 Aircraft.

Activities in general and the current status of the "Combat Ready" wing for the month of March 1954 are reflected herein.

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ORGANIZATION AND COMMAND

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ORGANIZATION AND COMMAND ^{1/}

The 303d Bombardment Wing, Medium, deployed to Greenham Common RAF Station, United Kingdom with the first elements of the main party departing Davis-Monthan Air Force Base, on 1 March 1954. The first element of B-47 aircraft left Davis-Monthan AFB on 3 March with the final element departing on 5 March 1954. By 21 March a total of 1621 personnel and approximately 286,000 pounds of supplies and equipment were in place at Greenham Common; and 564 personnel and approximately 163,000 pounds of supplies and equipment were in place at Mildenhall RAF Station. The accomplishments of the wing during the month of March were severely effected by poor flying weather and the failure of runway and taxiway surfaces at Greenham Common, RAF Station. The breaking up of these surfaces resulted in the decision to move the entire wing to Fairford RAF Station, with the exception of a small ^{2/}housekeeping detachment. The runway became so rough that a major portion of the radar malfunctions were attributed to jarring on take-off.

There were two changes in the key personnel roster of the 303d Bomb Wing during the month of March. Lt Colonel E. G. Shelton, replaced Colonel Ira V. Matthews, TDY to B-47 transition school, as Director of ^{3/}Operations, and Captain David A. Neill, replaced Major Robert W. Bouknecht, as Director of Personnel for the period of the TDY. ^{4/}

^{1/} Information reported by Captain David D. Wood, Adjutant.

^{2/} Movement, 303d Bomb Wing, Greenham Common to Fairford RAF Station, Appendix A.

^{3/} 303d Bomb Wing, General Order Number 8, 19 Mar 54, paragraph 1, Appendix B.

^{4/} 303d Bomb Wing, General Order Number 8, 19 Mar 54, paragraph 1, Appendix C.

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CHAPTER
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0506

PERSONNEL

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PERSONNEL^{1/}

On 3 March 1954, the 303d Bombardment Wing, Medium began departing on TDY to the United Kingdom.

The Personnel Division 303d Bomb Wing, in co-operation with the 803d Air Base Group, processed personnel as they were scheduled for departure. Manifests were typed, shot records checked, personal affairs folders were revised and brought up to date, identification tags were checked and new tags made if necessary and letter orders cut.

Passenger personnel deploying by KC-97 aircraft normally processed the day prior to departure. Passenger personnel deploying by MATS aircraft normally processed the date of departure. Personnel processing schedules were forwarded to organizations of the Wing two (2) days prior to departure.

Troop Commanders were appointed for each aircraft departing Davis-Monthan Air Force Base enroute to the TDY station in the United Kingdom, with specific instructions to be followed concerning personnel aboard the aircraft.^{2/} After arrival in the United Kingdom the 303d Wing Personnel Section disseminated personnel records and orders to organizations concerned. All personnel were accounted for.

Many problems were encountered after arrival in the United Kingdom. Some of the problems encountered were as follows: Airmen Proficiency Testing for the 43, 64 and 70 career fields were scheduled to be given during the week of 22 thru 27 March 1954. Because of the unavailability

^{1/} Information reported by Capt David A. Neill, Director of Personnel

^{2/} Specific Instructions given to Troop Commanders on special subjects. Appendix D.

0508

of test booklets, the testing was conducted during the Secondary Testing Session. Personnel that were tested were located at Greenham Common RAF Station and Fairford RAF Station. This condition entailed numerous phone calls in an attempt to get enough test booklets for both stations. Phone calls were made to 7th Air Division and to the 3919th Air Base Group, Fairford RAF Station. Both headquarters were very helpful and instrumental in getting personnel of the 303d Bomb Wing tested. Meeting 36th Air Division suspense dates on reports was found quite difficult due to the fact that this headquarters would receive the correspondence on the date of the suspense or two or three days past the suspense date. This headquarters sent a message to 36th Air Division requesting longer suspense dates on correspondence forwarded to this headquarters for action.

During the month two airmen assigned this organization departed the United Kingdom for the Zone of Interior on Emergency Leave. In obtaining an air priority for these two airmen it was necessary to contact the Personnel Movements Branch, Headquarters 7th Air Division. After the air priority was received, the orders which sent them to the United Kingdom were indorsed back to the ZI. Airmen reported to Prestwick, Scotland for further MATS transportation to the Zone of Interior.

The MIRS figure for this reporting period was 67.0%. It is believed that this figure will steadily increase in coming months because of upgrading from the three skill level AFSC to the five skill level AFSC.

12

CHAPTER
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13

OPERATIONS

0511

OPERATIONS ^{1/}

The 303rd Bombardment Wing, Medium, deployed to Greenham Common RAF Station, United Kingdom, first elements of main party departing Davis-Monthan Air Force Base on 1 March 1954. The first element of 15 B-47 aircraft led by Colonel John K. Hester, Commander, 303rd Bombardment Wing, left Davis-Monthan AFB on 3 March arriving at Greenham Common the 4th of March. The final element departed on the 5th day of March. ^{2/} Two major accidents occurred during deployment, one B-47 aircraft and crew were lost on take-off crash at Davis-Monthan and one B-47 aircraft sustained major damage in rear landing gear failure at Goose Bay, Labrador, no personnel were lost in this accident.

Three Wing missions were accomplished in March and additional individual sorties in the accomplishment of individual crew requirements. No credit was received for the Unit Simulated Combat Mission due to failure of Radar Rendezvous Equipment in effecting Aerial Refueling: the late take-off of two Bomb Carriers contributed to the unsatisfactory results obtained in this mission. All three Wing missions were in execution of 7th Air Division Operations Orders.

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- ^{1/} Information reported by Lt Col E. G. Shelton, Director of Operations.
 - ^{2/} Photograph of Colonel Hester arriving at Greenham Common, Appendix E.
 - ^{3/} 303rd Bombardment Wing, Medium, Operations Order 8-54, 25 February 1954 Appendix E.

15

OPERATIONS AND TRAINING^{4/}

During the month of March there were a total of 1420:55 hours B-47E flying time, with 654:40 hours of this accumulated in deployment, and a total of 933:00 hours KC-97 tanker flying time, with 469:00 hours of this accumulated in deployment. There were a total of 266 sorties flown by B-47 aircraft and 131 sorties by KC-97 aircraft. Although the results of the three Wing missions were not considered completely satisfactory, the proficiency of the Wing, combat-ready wise, was greatly improved with much valuable experience gained in both organization and individual crew operation.

OBSERVER SECTION^{5/}

The Wing Observer section briefed for and monitored results of a total of 137 runs. Of these runs, fifty-three were for record, thirty-seven for practice and the remaining forty-seven were malfunction, runs. The record runs yielded a CEA of 4930 feet and a CEP of 3370 feet. The scored practice runs resulted in a CEA of 4496 feet and a CEP of 1775 feet. The primary deterrent to visual runs during this period was unfavorable visual bombing weather with available targets completely obscured at bombing altitude. Navigational accomplishments completed were twenty-one night celestial legs with a CEA of twenty nautical miles and forty-five day celestial legs with a CEA of seventeen and one half

^{4/} Information reported by Lt Col P. A. Fitter, Opns and Training Officer.

^{5/} Information reported by Lt Col H. M. Light, Wing Observer.

0513

16

nautical miles for B-47 aircraft. During this same period KC-97 type crews compiled a total of twenty-nine night celestial legs for a CEA of nine and four tenths nautical miles and twenty-four day celestial legs for a CEA of twelve and four tenths nautical miles. Considerable improvement is anticipated in circular error averages and circular errors probable with the increased experience level of the crews and improvement in maintenance. The new system of maintenance scheduling initiated during the latter part of this period is expected to materially reduce the percentage of malfunction runs.

GROUND TRAINING^{6/}

The Ground Training section was severely handicapped during the month of March, personnel commitments for mandatory missions were such that relatively few training hours were available for other purposes. In addition to this, facilities such as ranges, classrooms, gymnasium and certain trainers were virtually non-existent. Overall there was a total of 1602 hours of Ground Training accomplished during this period.

GUNNERY^{7/}

The Wing Gunnery Officer reported a total of nine gunnery training missions during the month of March. The average fire-out attained for these missions was 72.8%. Action was initiated on a SAC directed modification to the automatic electric charging system on the gun charges on 29 March 1954.

^{6/} Information reported by Maj R. Dean Harmon, Ground Training Officer.

^{7/} Information reported by 2nd Lt Lyle Stouffer, Gunnery Officer.

17

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C O M M U N I C A T I O N S

The rotational deployment of the 303rd Bomb Wing to Greenham Common RAF Station in the United Kingdom was completed without any undue communications difficulties. All B-47 aircraft were equipped with 18S-4 High Frequency transceivers prior to deploying and the equipment performed very well during the move. A communication flimsy was prepared for the indoctrination flights required to familiarize all air-crews with the reporting procedures and Air Traffic Control procedures in the United Kingdom prior to resuming normal training activities. The Communications Officer and Assistant went to Seventh Air Division Headquarters at South Ruislip and High Wycombe for the purpose of coordinating a simplified Flight Information Region reporting procedure that was more suitable for a jet operated than the procedures then required. The recommended procedures were accepted by the Senior Controller at High Wycombe and the necessary coordination with the RAF Fighter Command was accomplished.

The "Brown Derby" retarding exercise was successfully completed with the Communications Division preparing the flimsies and briefing the crews as the fragmentation orders were issued. Captain Claude H. Boyd, was sent with the advance party to set up the communications facilities at Fairford RAF Station in advance of the movement of the Wing.

The Wing started the movement to Fairford for an indefinite period. The communications facilities at Fairford were considered adequate although much work remained to be done subsequent to the arrival of the balance of the Wing.

8/ Information reported by Maj Mark F. Holland, Communications Officer.

0515

18

FLYING SAFETY^{9/}

The Wing Flying Safety section conducted one wing-wide flying safety meeting to familiarize all flying personnel with local flying conditions and hazards at Greenham Common and surrounding area. Flying safety meetings held by four flying squadrons were monitored and all available flying safety publicity media was distributed. The Wing had two major aircraft accidents during the month. The Wing Flying Safety Officer participated in the accident investigation of accident involving aircraft B-47E number 51-2414 at Goose Bay. Major damage to the aircraft was incurred when the rear main gear retracted. Cause was determined to be loose ground connections due to faulty maintenance. No injury or loss of personnel was incurred in this accident. The other major accident mentioned above occurred when aircraft B-47E number 51-2416 crashed on take-off from Davis-Monthan Air Force Base. Accident was determined to be power failure with accident still under investigation. The four crew members were killed and the aircraft completely destroyed. A study was initiated to determine the effect of wet runways on take-off performance of B-47 type aircraft. To date the results of this study are inconclusive as the correction factor is small enough to be masked by other variables.

^{9/} Information reported by Maj Conrad A. Anderson, Flying Safety Officer.

^{10/} Major aircraft accident at Goose Bay, Labrador, Photographs, Appendix G.

^{11/} Major aircraft accident at DMAPB, Photographs, Appendix H.

17

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I N T E L L I G E N C E

The major activity of the Intelligence Division in March 1954 was directed towards planning, briefing, and critiquing of Orientation Missions, special exercises, and a Unit Simulated Combat Mission, EWP target study, and combat crew briefings.

The movement of the Intelligence Division from the Zone of Interior to the TDY station at Greenham Common RAF Station, England was initiated on the 3rd of March 54 and all personnel were in place on 15 March 1954.

During the month of March efforts of the Combat Intelligence Branch were expended toward: Mobility, organization, several missions accomplishments and a continuation of keeping abreast of the primary EWP requirements plus preparing materials for an additional EWP required while TDY in the United Kingdom.

Initial efforts were concentrated on mobility while preparing for an accomplishing the deployment from Davis-Monthan AFB to Greenham Common RAF Station, United Kingdom. This was accomplished and the branch was operational by 10 March 1954.

Immediately upon arrival preparation was begun for briefing and interrogation of all combat crews flying an "Orientation" mission directed by 7th Air Division.

The Brown Derby Exercise followed the Orientation Mission. Combat Intelligence maintained a continuous simulated intelligence situation,

^{12/} Information reported by Maj William R. Blackburn, Chief Intell Division.

0517

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provided briefing maps and facilities, briefed and interrogated crew members. Twenty four hour operations were maintained by the establishment of two teams for an overlapping 13 hour tour each. This exercise provided realistic intelligence training. The problem of maintaining an accurate and complete situation map on a rapidly changing war, was found to be more difficult than first anticipated. The intelligence information received was summarized into various categories of air, ground, Navy, and political. In this manner a ready reference of the rapidly changing situation was available.

A third mission, a Strategic Air Command (SAC) directed Unit Simulated Combat Mission (USCM), was flown during the month of March. The Combat Intelligence Branch provided support for the USCM in essentially the same tasks as outlined for the Brown Derby Exercise. One of the major lessons learned from this exercise was the voluminous number of reports required on EWP type missions. The requirement of reporting by Target Task Force (TTF) imposes a requirement for very accurate tabulation of all aircraft operational aspects in order to meet the necessary suspense times on reports.

Intelligence briefings were given to the Wing Commander and Staff at the daily staff meeting. Intelligence flimsies and emergency reports were also distributed to each squadron operations for inclusion in the pilots flimsy on a permanent basis.

With the move to the TDY station, and the many commitments levied on the section to meet required training on missions of the Wing, Intelligence training for combat crews was at a standstill. However, all lectures required for training purposes are on hand to accomplish this training if time permits. Beginning in April intelligence training lectures will be

0518

21

given on Saturday mornings to combat crews as well as non-combat crew members. The quarterly 15-AF-T2 report for the first quarter of 1954 was submitted to 15th Air Force, in which 832 cumulative hours of intelligence training for combat crews and 207 hours for intelligence personnel was shown. This indicates nine percent complete for combat crews and 23½ percent complete for intelligence personnel. The below average percent show points up the lack of attendance due to heavy flying commitments levied against this wing during the reporting period.

The period 1 March through 5 March of the Target Intelligence Branch was devoted primarily to the deployment from Davis-Monthan AFB to Greenham Common RAF Station, England. Buildings designated for use by the 303d Intelligence Division, were not ready for use upon arrival. Work had not been started on renovation of the two Quonset type buildings, though the Wing Intelligence Division was scheduled to move into place for operation on approximately 4 March 1954.

The Base Photo Lab at Greenham Common was under construction and extensive repairs and alterations were obviously necessary in order to place it in an operational status. The Photo Lab was to have been ready for occupancy by 1 February 1954, but was not completed at the end of March. An alternate plan was arranged, which had the processing of 35MM Radar (O-15) film taking place in a small improvised Photo Lab in the Wing Armament and Electronics (A&E) building. This operation was performed by two airmen Photo Lab Technicians from Davis-Monthan AFB.

Radar printing requirements were handled by the Air Base Group Photo Lab, which was set up temporarily in a small room in the front of

0519

22

the Base Theater. All visual photography and printing requirements were scheduled to be sent to Brize Norton RAF Station Photo Lab to be accomplished. This split operation of the Photo Lab worked out surprisingly well despite the small number of Lab Personnel available, the exceedingly limited working space, and the heavy and unpredictable work loads imposed. The marked success of the lab operation can be attributed to the high level of experience and capability of those personnel involved in the effort, plus an extremely cooperative attitude on the part of all concerned. Moving into the new photo lab building and consolidation of the presently dispersed lab activities under the one roof was anticipated around the 15th of April.

The Target Information Center (TIC) was inspected upon arrival and found to be adequate from the standpoint of supplying materials in event of an emergency, or simulated emergency. Shortly after arrival of the Wing at Greenham Common, the TIC moved to a building next to the Photo Lab building. This placed almost every facility such as Photo Lab, TIC, Wing Headquarters with its Control Room, Tactical Plans, and Observer Section within an area requiring only minutes to reach, by walking, from the Target Intelligence Branch.

All maps and charts for normal training and use in the Target Intelligence Branch, were obtained by requisition through the Base Operations Office. This facility, plus the Photo Lab, and TIC were all under the command jurisdiction of the Operations Squadron Commander in the 3909th Air Base Group. It greatly enhanced coordination and cooperation, to be

0520

23

able to bring all problems relative to the use of the aforementioned facilities to the attention of the Operations Squadron Commander.

The first aircraft arrived at Greenham Common on 5 March, but the Intelligence Division buildings, including Target Intelligence were not complete and ready to operate until 11 March 1954. Security measures were placed in effect as of that date. The building had been fitted throughout with frosted windows and light bars in the target materials vault and War Room. A buzzer system for entry during daylight hours was installed and arrangements made for security guards during all non-duty periods.

The first Wing effort started on 10 March and continued through 12 March. This was an orientation mission and was designed to familiarize the crews with flying conditions and regulations in the United Kingdom. It was also used to familiarize the crews with the Heston Bomb Plot where targets Echo and Foxtrot were hit. Target study was conducted with materials from 7th Air Division Target Intelligence Section plus the TIC at Greenham Common. Sufficient photos of all the RPS targets in the Heston bomb plot were reproduced or were all ready available to provide each observer with his own set.

The Target Intelligence building at Greenham Common proved to be ideally suited for Target Study mission planning and specialized briefing.

A Simulated Combat Mission of 7th Air Division Operational Plan 65-53A was flown on 19 March and was known as "Brown Derby". This was a simulation of the type effort required of a rotational wing under the EWP, should they be in place when hostilities commence. This was the

0521

24

first opportunity the Target Intelligence Branch had to utilize and appreciate first hand the capabilities and services available from the TIC. It was encouraging how rapidly the materials were prepared and delivered to the 303d Target Intelligence Branch when a request for target materials was made for them.

Difficulty experienced by the Target Intelligence Branch during the mission was lack of sufficient personnel to perform all the required assignments within the allotted times. Some of the B-51's, Immediate Photo Intelligence Reports, were late in getting to the Wing Reports Control Officer as a result.

It was found that two Recordaks, could handle most normal requirements for target study but that during a concentrated effort, such as a Wing mission, three machines were fully utilized.

The third effort of the Wing during March was the Unit Simulated Combat Mission (USCM) flown on 23 and 24 March, and a simulated deployment operation and the strike requirements of Operations Plan 50-53. Again, intensive target study proved worthwhile, since, for the most part, the overall results on the Heston bomb plot were very good.

The Wing Target Intelligence Branch held target study for a total of 316:40 hours. The following breakdown shows the amount accomplished by each of the Tactical Squadrons during March:

358th Bomb Sq	67:30	Hours
359th Bomb Sq	201: 40	Hours
360th Bomb Sq	<u>47:30</u>	Hours
Total	316:40	Hours

0522

25

Arrangements were made with the 3921st Reconnaissance Technical Squadron to get the prediction plate program underway on the Romeo targets in Operations Plan 65-53. The Wing Intelligence Officer and the Target Intelligence Officer visited the 3921st at West Drayton for the purpose of familiarization and coordination on several projects, such as the plate program, with which the 303d Bombardment Wing will be directly concerned.

In the last several days of March intensive target study on the Heston bomb plot was commenced in an effort to bring the overall wing bombing proficiency up to a higher level. This has progressed rapidly with effectiveness which is being indicated in the daily scores being received from the Heston Bomb Plot, and photo scored bombing film.

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LOGISTICS^{1/}

Following the February 28th kick-off of the wing deployment, a C-124 and a R6-D aircraft with maintenance personnel and aircraft spares were dispatched on 1 March to Goose Bay, Labrador to join men and equipment dispatched to that base on the last day of February via two C-124's. This action placed the Control and Enroute Support Team for B-47's at Goose Bay two days prior to the first scheduled landing there. The KC-97 Control and Enroute Support Team was dispatched to Griffis AFB, New York, in a C-124 aircraft for support of the tankers which were scheduled to stage through that base on deployment to the United Kingdom.

On 3 March the big drive began, this was A-Day; and B-47's, KC-97's, R6-D's, C-54's and C-124's began departing on a pre-planned schedule. By 21 March, a total of 1621 personnel and approximately 286,000 pounds of supplies and equipment were in place at Greenham Common; and 564 personnel and approximately 163,000 pounds of supplies and equipment were in place at Mildenhall RAF Station. MATS support consisted of nine C-124's, eleven C-54's, and fifteen R6-D's. MATS aircraft carried 131,000 pounds, KC-97G aircraft carried 230,000 pounds, and B-47E aircraft carried 88,000 pounds, for a total of 449,000 pounds of cargo.

Due to increased weight caused by the addition of unplanned cargo, approximately 13,000 pounds of cargo could not be deployed on scheduled aircraft. This cargo consisted of 2300 pounds for the 22nd Bomb Wing, 4000 pounds of additional Flyaway Kit spares, 5400 pounds of Base Support Items, and Technical Order Compliance Kits. However, Fifteenth

^{1/} Information reported by Capt W. J. Holt, Logistics Officer.

28

Air Force was advised of the extra freight requirements and has attempted to obtain additional airlift.

Four days after arrival of the last aircraft load of personnel and equipment in the United Kingdom, one bombardment squadron and seven tankers were deployed to a staging base under simulated combat conditions. A Control and Enroute Maintenance Team of 138 personnel and 31,000 pounds of equipment was deployed for staging operations at the "Enroute" base. With the exception of one MATS C-124, the operation was performed by the 303d Wing, utilizing KC-97G's for deployment of personnel, supplies, and equipment.

Q U A L I T Y C O N T R O L^{2/}

Due to the deployment of the Wing, the projected inspection concept for the Quality Control Section was greatly hampered during the first 15 days of March. However, after establishment of new offices, and hampered by adverse weather conditions the Quality Control Section completed a total of 86 inspections during the last half of the month.^{2/}

A total of 118 Unsatisfactory Reports, plus one emergency unsatisfactory report was typed and processed by the U.R. Unit during the month of March.^{4/}

The only Technical Orders being received by the Wing at this time are Technical Order changes and Safety of Flight TO's. Normal Technical Order distribution will be back in affect upon return to the home base.

^{2/} Information reported by Maj J. P. Pendleton, Quality Control Officer.

^{3/} Breakdown of Quality Control March Inspections, Appendix / .

^{4/} Breakdown of Unsatisfactory Reports for March, Appendix J .

0527

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During the month of March a total of 12 aircraft were scheduled for Test Flight by the Test Flight Section of Quality Control. All aircraft scheduled were flown with all crews briefed before flight by the flight test control officer. All aircraft were monitored until released to the squadron for operation.

A special inspection is scheduled for current Part II's, Part III's, and Part IV's of all Wing assigned aircraft for the first of the coming month.

MAINTENANCE CONTROL^{5/}

The first part of the month of March was spent by Production Control readying the wing aircraft for the TDY movement to the United Kingdom. The Aircraft Records and Tech Order Compliance Section was also busy from the 1st to the 12th of March preparing for the pending TDY movement. All personnel of this section had arrived at their TDY station by the 19th of March 54. One Master Sergeant from the section was transferred to the 303d Air Refueling Squadron at Mildenhall RAF Station to man the Aircraft Records and Tech Order Compliance Section there. Due to operating difficulties encountered at Greenham Common RAF Station, all aircraft, maintenance personnel, and supporting activities of the Wing were alerted to make ready for departure to Fairford RAF Station for approximately two weeks. The total number of Tech Orders non-compliance for the wing as of this date are 604, with an average of 14.1 per aircraft and a working average of 6.9 per aircraft.

^{5/} Information reported by Maj Henry McManus, Maintenance Control Officer.

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WING INSPECTOR

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WING INSPECTOR^{1/}

The Wing Inspector Section made preparations for the impending TDY movement and departed Davis-Monthan AFB 10 March and arrived at Greenham Common RAF Station 12 March 1954.

A Inspection of all Squadrons of the wing was conducted on 16 March for security and storage of arms and ammunition. On the 22nd of March the Structural and Crash Fire Station of the 3909th Air Base Group at Greenham Common was inspected to determine the adequacy and condition of equipment for Firefighting and Crash Rescue, and also the adequacy and experience of the personnel assigned.^{2/}

A personal conference period was held 26 March, by Lt Col Roberts, there were no complaints or grievances to record.

The follow-up Inspection of corrective action taken to correct administrative deficiencies noted in the 15th Air Force Annual General Inspection was started in the Hq Sqdn Sec, 303d Bomb Wing, on 29 March.

Daily assistance was rendered to Squadron Commanders in reference to administrative problems and interpretation of requirements of various directives.

^{1/} Information reported by Lt Col Roberts, Wing Inspector.

^{2/} Inspection Report of 3909th Air Base Group Crash and Fire Equipment, Appendix K.

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INDEX OF APPENDICES

APPENDIX	TITLE
<u>A.</u>	Movement 303d Bomb Wing, Greenham Common to Fairford RAF Station.
<u>B.</u>	303d Bomb Wing, General Order Number 8, 19 Mar 54, par 1.
<u>C.</u>	303d Bomb Wing, General Order Number 8, 19 Mar 54, par 2.
<u>D.</u>	Special Subjects for Troop Commanders.
<u>E.</u>	Colonel John K. Hester's arrival at Greenham Common.
<u>F.</u>	303d Bomb Wing, Operations Order 8-54, 23 Feb 54.
<u>G.</u>	B-47 Acft Accident at Goose Bay, Labrador.
<u>H.</u>	B-47 Acft Accident at Davis-Monthan AFB.
<u>I.</u>	Breakdown of Quality Control Inspections.
<u>J.</u>	Breakdown of Unsatisfactory Reports.
<u>K.</u>	Inspection Report of Crash and Fire Equipment, 3909th AEG.
<u>L.</u>	Main Gate, RAF Station Greenham Common.
<u>M.</u>	303d Wing Headquarters Building, Greenham Common.
<u>N.</u>	Permanent Type Officer's BOQ, Greenham Common.
<u>O.</u>	Permanent Type Airman Barracks and Orderly Room.
<u>P.</u>	Greenham Common Lodge, for Field Grade and Staff Officers.

A

0534

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 167, c/o Postmaster
New York, New York

MOVEMENT, 303RD BOMB WING GREENHAM COMMON TO FAIRFORD

TASK ORGANIZATION:

- | | |
|-----------------------|------------------------------|
| a. 303rd Bomb Wing | Col John K. Hester |
| b. 3909th Air Base Gp | Col Gerald G. Robinson |
| c. 358th Bomb Sq | Lt Col John S. Bowley |
| d. 359th Bomb Sq | Lt Col Herbert A. Rheinhardt |
| e. 360th Bomb Sq | Lt Col Robert A. Maucher |
| f. 303rd Per Maint Sq | Maj Morton V. Smith |
| g. 303rd Fld Maint Sq | Maj Donald B. Cunningham |
| h. 303rd A&E Maint Sq | Lt Col Russell A. Dougherty |

1. GENERAL SITUATION:

a. Due to extensive runway repairs to be accomplished at Greenham Common RAF Station from 1 April 1954 to 15 April 1954 inclusive, the 303rd Bomb Wing will be required to move approximately 40 B-47 aircraft with supporting personnel and equipment to RAF Station Fairford and continue normal operations during that time.

b. This plan is to outline procedures and assign responsibilities to assist the tactical wing and air base group personnel in the accomplishment of the mission.

2. MISSION: To place and ADVON of the 303rd Wing at Fairford RAF Station for approximately two weeks and continue operations without regression of combat capability.

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3. TASKS FOR SUBORDINATE UNITS:

a. Commander, 3909th Air Base Group Will:

(1) Provide cargo vehicles to deploy 170,181 pounds of cargo from Greenham Common RAF Station to Fairford RAF Station according to the following schedule:

(a) 56,000 pounds to depart Greenham Common 1100 hours 30 March 1954 and arrive Fairford NLT 1500 hours 30 March 1954.

(b) 59,000 pounds to depart Greenham Common 1100 hours 31 March 1954 and arrive Fairford NLT 1500 hours 31 March 1954.

(c) 55,181 pounds to depart Greenham Common 1300 hours 1 April 1954 and arrive Fairford NLT 1700 hours 1 April 1954.

(2) Provide personnel carriers adequate for 638 personnel and approximately 108 pounds baggage each from Greenham Common RAF Station to Fairford RAF Station according to the following schedules:

(a) Twenty-six personnel to depart Greenham Common 0830 hours 29 March 1954 and arrive Fairford NLT 1200 hours 29 March 1954.

(b) 165 personnel to depart Greenham Common 0800 hours 30 March 1954 and arrive Fairford NLT 1130 hours 30 March 1954.

- (c) 239 personnel to depart Greenham Common 0800 hours
30 March 1954 and arrive Fairford NLT 1130 hours
30 March 1954.
- (d) 208 personnel to depart Greenham Common 0800 hours
1 April 1954 and arrive Fairford NLT 1130 hours
1 April 1954.
- (2) Direct the Base Transportation Officer to:
 - (a) Establish a freight terminal and advise 303rd Wing
Mobility Officer of location.
 - (b) Establish a sub-motor pool at the freight terminal
to facilitate movement of cargo from units to the
terminal.

- (c) Receive, manifest, load, and dispatch cargo according to priorities established by the Wing Logistic Officer,
 - (d) Maintain sufficient materials handling equipment and qualified operators on hand at all times to accomplish mission.
 - (e) Maintain a 10-man loading detail and qualified cargo handlers on duty during normal duty hours on 30 and 31 March 1954 and 1 April 1954, or until dispatch of all 303rd Cargo to Fairford.
 - (f) Dispatch appropriate vehicle to units when notified that cargo is ready for pick-up.
 - (g) Maintain close coordination with 303rd Director of Personnel on personnel loadings, and Wing Logistic Officer on cargo loadings.
- (4) Direct the Motor Vehicle Squadron Commander to:
- (a) Provide Base Transportation Officer with sufficient vehicles and qualified operators to accomplish orderly and expeditious loading and dispatch of 303rd cargo.
 - (b) Maintain close coordination with Base Transportation Officer.

- (5) Provide the Director of Personnel with a roster of personnel (to be selected from 803rd Air Base Gp TDY personnel) with sufficient information to cut orders, NLT 1200 hours 29 March 1954 according to the following schedule:
- (a) Air Police Squadron: Three personnel to deploy on 30 March 1954. Eight personnel to deploy on 31 March 1954.
 - (b) Supply Squadron: Eleven personnel (4 ammunition field, 4 refueling field, and 3 supply) to deploy on 30 March 1954. Thirteen personnel (4 ammunition field, 4 refueling field, and 5 supply) to deploy on 31 March 1954. Eleven personnel (4 ammunition field, 4 refueling field, and 3 supply) to deploy on 1 April 1954.
 - (c) Food Service Squadron: Six personnel to deploy 30 March 1954.
 - (d) Motor Vehicle Squadron: Four personnel (drivers) to deploy 30 March 1954. Eleven personnel (6 drivers and 5 mechanics) to deploy 31 March 1954.

b. Commander 303rd Bomb Wing Will:

- (1) Direct Col Lloyd D. Chapman to act as ADVON Commander at Fairford. Col Chapman will proceed to Fairford RAF Station on 29 March 54 and establish ADVON Command Post at Fairford and assume command of all 303rd Bomb Wing and supporting personnel arriving at Fairford.
- (2) Direct the Director of Materiel 303rd Bomb Wing to establish Maintenance Control Activities in accordance with SACR 66-12 at Fairford during the period from 1 Apr 54 to 15 Apr 54 or until B-47 aircraft return to Greenham Common. Director of Materiel will ascertain that the Wing Logistics Officer supervises all phases of this movement plan.
- (3) Direct the Wing Director of Personnel, Capt David A Neill, to supervise personnel Mobility during the move, to include the following:
 - (a) Receipt of separate rosters from each unit including Hq Sqdn Section, 303rd Bomb Wing, listing names of personnel to deploy on each day of the move; i.e., on 29 Mar 54, 30 Mar 54, 31 Mar 54, and 1 Apr 54.
 - (b) Coordinating with Base Transportation Officer on pick-up of personnel in squadron areas on each days' increment of personnel loadings.
 - (c) Appointing a troop commander for each personnel carrier and a senior troop commander for each days' increment of personnel.

- (d) Ascertaining that troops are briefed as required, and that troop commanders and senior troop commanders report to Major Olen L Waters, Dep-Director of Materiel upon arrival at Fairford for further instructions.
- (e) Ascertaining that proper orders are issued for each days' increment of personnel, and that troop commanders and senior troop commanders are provided sufficient copies of orders for all concerned.

(4) Direct the Commanders 358th, 359th, and 360th Bomb Squadrons to deploy approximately 13 B-47 aircraft from Greenham Common to Fairford NLT 1 Apr 54. Aircraft will depart Greenham Common on normal training missions 30-31 March and 1 April 1954 landing at Fairford upon completion of mission.

c. All Unit Commanders, including Hq Sqdn Section, 303d Bomb Wing will:

- (1) Provide Wing Logistic Officer with a list of all equipment and supplies to be moved to Fairford, by box number, weight and cube, and total weight NLT 1200 hours 29 Mar 54.
- (2) Submit rosters of personnel, with all information sufficient to cut orders, to Director of Personnel NLT 1200 hours 29 Mar 54, according to the following schedule.
 - (a) 358th Bomb Squadron:
Two personnel to deploy on 29 Mar 54. Seven personnel to deploy on 30 Mar 54. Twenty-one personnel to deploy on 31 Mar 54. Fifty Nine personnel (including 13 crews) to be deployed on 1 Apr 54.

(b) 359th Bomb Squadron:

Two personnel to deploy on 29 Mar 54.

Seven personnel to deploy on 30 Mar 54.

Twenty-one personnel to deploy on 31 Mar 54.

Fifty-nine personnel to deploy on 1 Apr 54 (including 13 crews)

(c) 360th Bomb Squadron:

Three personnel to deploy on 29 Mar 54.

Five personnel to deploy on 30 Mar 54.

Twenty-two personnel to deploy on 31 Mar 54.

Fifty-nine personnel (including 13 crews) to deploy on 1 Apr 54.

(d) 303d Periodic Maint Squadron:

Three personnel to deploy on 20 Mar 54.

Twenty-one personnel to deploy on 30 Mar 54.

Forty-three personnel to deploy on 31 Mar 54.

Thirty-three personnel to deploy on 1 Apr 54.

(e) 303d Fld Maint Squadron:

Three personnel to deploy on 29 Mar 54.

Thirty-eight personnel to deploy on 30 Mar 54.

Forty-seven personnel to deploy on 31 Mar 54.

Forty-seven personnel to deploy on 1 Apr 54.

(f) 303d AEM Squadron:

Three personnel to deploy on 29 Mar 54.

Forty personnel to deploy on 30 Mar 54.

Forty-four personnel to deploy on 31 Mar 54.

Fifty-three personnel to deploy on 1 Apr 54.

(g) Hq 303d Bomb Wg, M

Ten personnel to deploy on 29 Mar 54.

Sixteen personnel to deploy on 30 Mar 54.

Eighteen personnel to deploy on 31 Mar 54.

Eleven personnel to deploy on 1 Apr 54.

(h) 303d Medical Group

Three personnel to deploy on 30 Mar 54.

- (3) Coordinate with Director of Personnel on personnel mobility, and With Wing Logistics Officer on Materiel Mobility.
- (4) Ascertain that a cargo courier is provided for each vehicle carrying unit cargo.
- (5) Notify Base Transportation officer at ext 540 when each days increment of unit cargo is ready to be picked up and delivered to freight terminal. Cargo will be made available for pick-up not later than 0830 hours on the day it is scheduled to be deployed.

4. Supply:

- a. Procedures as outlined in SAC Manual 65-2 will be adhered to at Fairford RAF Station.
- b. Fairford Station stocks will be first source of supply for aircraft spares, thence 303d FAK Greenham Common, thence Burtonwood depot, thence ZI.

5. Maintenance:

- a. Maintenance will be organized and operated as prescribed in SAC Manual 66-12 while at Fairford.

ANNEX "A"

Recap of Personnel by unit & Dates

<u>UNIT</u>	<u>TOTAL</u>	<u>29 MAR</u>	<u>30MAR</u>	<u>31 MAR</u>	<u>1 APR</u>
Hq 303d BWg, M	55	10	16	18	11
Med Gp	3		3		
358th Em Sq (inc 13 crews)	89	2	7	21	59
359th Em Sq (inc 13 crews)	89	2	7	21	59
360th Em Sq (inc 13 crews)	89	3	5	22	59
303d PDe Maint Sq	100	3	21	43	33
303d Fld Maint Sq	135	3	38	47	47
303d AFM Sq	140	3	40	44	53
Air Police Sq	11		3	8	
Food Service Sq	6		6		
Supply Sq	23		15	4	4
Mtr Veh Sq	15		4	11	

ANNEX "B"

<u>UNIT</u>	<u>Recap of Cargo by Units & Dates</u>			<u>TOTAL</u>
	<u>30 Mar 54</u>	<u>31 Mar 54</u>	<u>1 Apr 54</u>	
358th Bm Sq	9,000	9,000	10,687	28,867
359th Bm Sq	9,000	9,000	10,866	28,866
360th Bm Sq	9,000	9,000	10,867	28,867
303d Per Man Sq	6,100	5,081	11,100	22,181
303d Fld Main Sq	9,500	11,000	7,500	28,000
303d AEM Sq	8,000	9,000	13,000	30,000
Hq Sq	950	2250	2,000	3,400
			<u>TOTAL - - -</u>	<u>170,181</u>

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0546

HEADQUARTERS
303D BOMBARDMENT WING, MEDIUM (SAC)
APO 167, US AIR FORCE

GENERAL ORDERS)
NUMBER 2)

19 March 1954

1. VCCmdr 17 Mar 54 LT COL (12442) ELERIDGE G SHELTON JR, 8 837A, USAF(RegAF), Hq 303d Bomb Wg M, is announced "Dir of Ops", this Wg, DAFSC 00110, during the temporary absence of COL IRA V MATTHEWS, 5 159A, USAF(RegAF). Eff 17 Mar 54. ESFWO.

2. VCCmdr 17 Mar 54 CAPT (7324) DAVID A NEILL, AO 591 008, USAF(AFRes), Hq 303d Bomb Wg M, is announced "Dir of Pers", this Wg, DAFSC 7311, during the temporary absence of MAJ (7316) ROBERT W BOUKNECHT, 7 173A, USAF(RegAF). Eff 17 Mar 54. ESFWO.

3. VCCmdr 17 Mar 54 CAPT (7324) DAVID A NEILL, AO 591 008, USAF(AFRes), Hq 303d Bomb Wg M, is announced "Hq Sq Sec Cmdr" this Wg, during the temporary absence of MAJ (7316) ROBERT W BOUKNECHT, 7 173A, USAF(RegAF). Eff 17 Mar 54. ESFWO.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "B"

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HEADQUARTERS
303D BOMBARDMENT WING, MEDIUM (SAC)
APO 167, US AIR FORCE

GENERAL ORDERS)
NUMBER 8)

19 March 1954

1. VCCcdr 17 Mar 54 LT COL (12442) ELDRIDGE G SHELTON JR, 8 837A, USAF(RegAF), Hq 303d Bomb Wg M, is announced "Dir of Ops", this Wg, DAFSC 00116, during the temporary absence of COL IRA V MATTHEWS, 5 159A, USAF(RegAF). Eff 17 Mar 54. ESFWO.

2. VCCcdr 17 Mar 54 CAPT (7324) DAVID A NEILL, AO 591 OGS, USAF(AFRes), Hq 303d Bomb Wg M, is announced "Dir of Pers", this Wg, DAFSC 7311, during the temporary absence of MAJ (7316) ROBERT W BOURNECHT, 7 173A, USAF(RegAF). Eff 17 Mar 54. ESFWO.

3. VCCcdr 17 Mar 54 CAPT (7324) DAVID A NEILL, AO 591 OGS, USAF(AFRes), Hq 303d Bomb Wg M, is announced "Hq Sq Sec Comdr" this Wg, during the temporary absence of MAJ (7316) ROBERT W BOURNECHT, 7 173A, USAF(RegAF). Eff 17 Mar 54. ESFWO.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

David D Wood
DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "B"

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Troop Commanders were given specific instructions concerning the following special subjects:

1. Military Pay Records.
2. Rations and Quarters Certificates
3. Manifests and Travel Orders.
4. Off-Loading Passengers.
5. Security Guards.
6. Arrival Cards.
7. Itinerary Sheets.
8. Flight Rations.
9. Ammunition.
10. Cargo Couriers.

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Colonel John K. Hester, Commander 303d Bombardment Wing, Medium, is greeted upon his arrival at Greenham Common, RAF Station, United Kingdom by Colonel Gerald G. Robinson, 3909th Air Base Group Commander there.

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CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

30DC

25 February 1954

SUBJECT: Amendment No. 2 to 303rd Bombardment Wing Operations Order 8-54

TO: All Recipients of 303rd Bombardment Wing Operations Order 8-54

1. Attached is Amendment No. 2 to 303rd Bombardment Wing Operations Order 8-54, dated 16 February 1954.
2. All items become effective at 1430Z, 25 February 1954.
3. This amendment changes the instrument take-off and landing minimums for KC-97 aircraft.

BY ORDER OF THE COMMANDER:

1 Incl
1. Amend No. 2 to
303rd Bomb Wg
Ops O No. 8-54

Ira V. Matthews
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

54-6652-C *CONFIDENTIAL*

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~~CONFIDENTIAL~~

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
1430Z, 25 February 1954

AMENDMENT NO. 2

TO

OPERATIONS ORDER

NO. 8-54

ITEM 1: Change paragraph 5d, Annex C, to read as follows:

"d. Instrument take-off and landing minimums are as follows:

(1) B-47 aircraft.

Take-off Day and Night - 500 foot ceiling and 1 mile visibility, or published station minimums, whichever is higher. Landing minimums for enroute and TDY bases must be 1500 feet and 3 miles or published station minimums, whichever is higher. Alternates used must have a minimum ceiling of 3,000 feet and 5 miles visibility.

(2) KC-97 aircraft.

Take-off and landing minimums for KC-97 aircraft will be as prescribed by Air Force Reg 60-16, or published airdrome minimums, whichever is higher. An exception will be made to the above rule in event the individual pilot minimums as published by the 303rd Air Refueling Sq Commander are higher, they will apply.

Amend No. 2
to 303rd Bomb Wg
Oprs O 8-54
1 March 1954

54-1158-~~CONFIDENTIAL~~

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CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

3000

23 February 1954

SUBJECT: Amendment No. 1 to 303rd Bombardment Wing Operations Order 8-54

TO: All Recipients of 303rd Bombardment Wing Operations Order 8-54

1. Attached is Amendment No. 1 to 303rd Bombardment Wing Operations Order 8-54, dated 16 February 1954.
2. All items become effective at 1430Z, 23 February 1954.
3. This amendment changes the call sign prefix for aircraft, specifies crew rest for KC-97 crews, sets forth the altitude for B-47 aircraft around the area of Presque Isle, and directs that flight crew personnel have in their possession face masks and Arctic clothing.

BY ORDER OF THE COMMANDER:

1 Incl

1. Amend No. 1 to
303rd Bomb Wg
Oprs O No. 8-54

I. V. Matthews
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

54-618A-CONFIDENTIAL

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CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
1430Z, 23 February 1954

AMENDMENT NO. 1

TO

OPERATIONS ORDER

NO. 8-54

ITEM 1: Change paragraph 5c, Annex C, to read as follows:

"Call signs for B-47 aircraft will be Hatbox #1 thru #15 for each Task Force. Call signs for KC-97 aircraft will be Packrat #1 thru #7 for Task Force #1, Packrat #8 thru #13 for Task Force #2, and Packrat #14 thru #19 for Task Force #3. These call signs will be used for both CML and interplane communications."

ITEM 2: Reference Attachment 1 to Annex C, Plan Alfa Task Force #1, and Attachment 2 to Annex C, Plan Bravo Task Force #1, change call signs to read Hatbox in lieu of Jopson and Packrat in lieu of Extra in all applicable places.

ITEM 3: Add new paragraph 5c to Annex C to read as follows:

"B-47 aircraft must be above 37,000 feet five minutes prior to reaching Presque Isle radio and an altitude above 37,000 feet at least five minutes beyond Presque Isle radio."

ITEM 4: Add new paragraph 5f to Annex C to read as follows:

"KC-97 crews landing at Greenham Common will remain at Greenham Common and receive a minimum of 12 hours crew rest."

Amend No. 1
to 303rd Bomb Wg
Oprs O 8-54
23 Feb 54

54-665A-C *CONFIDENTIAL*

0559

CONFIDENTIAL

ITEM 5: Add new paragraph 5g to Annex C to read as follows:

"Squadron Commanders are responsible to insure that personnel from their organizations who are a part of the Goose Bay Enroute Maintenance Support and Control Team and all flight crew personnel have in their possession a face mask and Arctic clothing."

Amend No. 1
to 303rd Bomb Wg
Oprs 0 8-54
23 Feb 54

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CONFIDENTIAL

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CLASSIFICATION CONFIDENTIAL
 AUTHORITY COMDR 303 BNG
 DATE 16 FEBRUARY 1954
 INITIALS [Signature]

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Davis-Monthan Air Force Base
 Tucson, Arizona
 1500Z, 16 February 1954

OPERATIONS ORDER NO 8-54

CHART OR MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Henry G. Bussing
303rd Periodic Maintenance Squadron	Major Merton V. Smith
303rd Field Maintenance Squadron	Major Donal B. Cunningham
303rd A&EM Squadron	Lt Col Russell E. Dougherty
303rd Bomb Wg, Hq Sq Section	Major Robert W. Bouknecht
303rd Medical Group	Major William S. Gaines
303 Air Base Group	Colonel William J. Wigglesworth

1. GENERAL SITUATION: A requirement exists for a rotation movement of the 303rd Bombardment Wing, Medium, to the United Kingdom.

a. Enemy Forces:

- (1) See Annex B
- (2) Target Material: 5 copies annotated, 15 copies unannotated and 5 copies textual ACP material; 2 copies unannotated on each additional G2; 1 copy each ROF, 1 copy AOF, 1 copy each TAA-4 on assigned targets; and 1 copy each ROF and TAA-R for area W of 100 degrees E.

303rd Bomb Wg
 Otrs O No. 8-54
 16 Feb 54

CONFIDENTIAL

0561

CONFIDENTIAL

b. Friendly Forces:

(1) MTS:

- (a) Provide airlift support in accordance with paragraph 1B, 4 of Fifteenth Air Force Operations Order 8-54, 16 February 1954.

(2) North East Air Command:

- (a) Provide base facilities at Goose Bay.
- (b) Provide necessary search and rescue facilities over applicable portions of routes.

(3) Air Research and Development Command:

- (a) Provide base facilities at Griffiss Air Force Base

(4) 7th Air Division:

- (a) Assume operational control of the 303rd Bombardment Wing, Medium, while at TDY base.

2. MISSION: The 303rd Bombardment Wing, Medium will deploy to the United Kingdom for 90 days TDY. Departure from Davis-Monthan Air Force Base will be on the 4th, 5th, and 6th of March 1954 Greenwich Mean Time. Unit will conduct routine training while at temporary duty station.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron.

- (1) Provide 15 B-47E aircraft and 15 crews to be dispatched in accordance with Annex C. 5 aircraft will be equipped with external wing tanks.
- (2) Provide other necessary personnel and equipment to conduct primary mission and routine training while TDY in accordance with Annex A and D.

b. 359th Bombardment Squadron

- (1) Provide 15 B-47E aircraft and 15 crews to be dispatched in accordance with Annex C. 5 aircraft will be equipped with external wing tanks.

303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

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CONFIDENTIAL

0562

- CONFIDENTIAL
- (2) Provide other necessary personnel and equipment to conduct primary mission and routine training while TDY in accordance with Annex A and D.
 - c. 360th Bombardment Squadron
 - (1) Provide 15 B-47E aircraft and 15 crews to be dispatched in accordance with Annex C. 5 aircraft will be equipped with external wing tanks.
 - (2) Provide other necessary personnel and equipment to conduct primary mission and routine training while TDY in accordance with Annex A and D.
 - d. 303rd Air Refueling Squadron
 - (1) Provide one KC-97G aircraft and one crew for airlift of the advanced party in accordance with Annex C.
 - (2) Provide 19 KC-97G aircraft and 19 crews to be dispatched in accordance with Annex C.
 - (3) Provide other necessary personnel and equipment to conduct primary mission and routine training while TDY in accordance with Annex A and D.
 - e. 303rd Field Maintenance Squadron.
 - (1) Deploy to TDY station necessary personnel and equipment to support 65 aircraft during the period of TDY in accordance with Annex A and D.
 - (2) Provide personnel for enroute maintenance team in accordance with Annex D to this operations order.
 - f. 303rd Periodic Maintenance Squadron.
 - (1) Deploy to TDY station necessary personnel and equipment to support 65 aircraft during the period of TDY in accordance with Annex A and D.

303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

3

CONFIDENTIAL

0563

g. 303rd Armament and Electronics Maintenance Squadron.

- (1) Deploy to TDY station necessary personnel and equipment to support 65 aircraft during the period of TDY in accordance with Annex D to this Operations Order.

h. 303rd Bombardment Wing Headquarters Squadron Section

- (1) Deploy to TDY station necessary personnel to support Wing Headquarters while TDY in accordance with Annex A.

i. 303rd Medical Group

- (1) Deploy to TDY station medical personnel and equipment in accordance with provisions of paragraph 4b and 4c of SAC Regulation 160-2.

j. 803rd Air Base Group

- (1) Deploy to TDY station Air Police in accordance with provisions of Annex D.
- (2) Provide other necessary personnel. (See Annex D)

X. GENERAL INFORMATION:

- (1) X Day commences 0001Z, 3 March 1954 Greenwich Mean Time.
- (2) B-47 aircraft will depart in three flights of 15 aircraft. Each flight will be composed of five groups of three aircraft each. First flight will depart Davis-Monthan on 4 March at 0650Z. The two succeeding flights will depart at the same time on the two succeeding days. (See Annex C)
- (3) KC-97 aircraft (not including the advance party) will depart in one flight of seven aircraft and two flights of six aircraft. First flight will depart Davis-Monthan on 4 March at 0100Z (See Annex "C"). The two succeeding flights will depart at the same time on the two succeeding days. (See Annex C)

303rd Bomb Wg
Oprs O No. 8-54
16 Feb 54 -

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0564

- (4) MITS support schedule will be as outlined in Annex "D".
- (5) (a) Route Alfa: See Annex C.
(b) Route Bravo: See Annex C.
- (6) Route to TDY base for KC-97 aircraft: See Annex C.
- (7) Primary Alternates B-47: Limestone, AFB if fuel reserve over Presque Isle enroute Goose Bay is less than 31,000 pounds (Tip tank aircraft), 29,000 pounds aircraft without tips.
- (8) Weather minimum for clearance for deployment will be in accordance with 15th Air Force Message DOOP 156, 12 January 1954.
- (9) For clearance purposes B-47 aircraft must have 20,000 pounds minimum fuel reserve over Goose Bay and Greenham Common.
- (10) SAC will maintain overall operational control of all B-47 aircraft. Aircraft will not depart until receipt of an execution order from Headquarters SAC (Except ADVONS and Control Teams).
- (11) Coordination with CAC and ICAC will be unclassified.
- (12) Place Senior Control Officer in Limestone Control Tower during period of B-47 pass-over that station to direct pilots to proceed or land at Limestone or other designated alternate. (See Annex C)
- (13) Provisions of Air Force Regulation 60-8, 60-16, and SAC Regulation 55-18, 4 November 1953, will apply to the TDY routes.
- (14) Davis-Monthan is designated foreign clearance station for this move.
- (15) Wing Headquarters plus three Bombardment Squadrons will be stationed at Greenham Common. 303rd Air Refueling Squadron will be stationed at Mildenhall.
- (16) Let down plans for each enroute base and destination, take-off times, and general information are included in Airplane Commander's Flinsies. For other operational information see Annex C.

303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

- (17) SAC Control Teams will be dispatched in accordance with SAC Regulation 55-16 to be in place Goose Bay and Griffiss on or about 1 March 1954. (See Annex "C", Appendix 1 and Annex "D", Appendix 2) Control teams will be airlifted by MATS to Goose Bay and Griffiss Air Force Base. After completion of duty and when released by SAC, the control team will continue to United Kingdom with enroute Maintenance Support Team via MATS and 303rd AFS KC-97 as applicable.
- (18) Provide Class "X" control team at Davis-Monthan - Goose Bay and Griffiss in accordance with SAC Regulation 55-16.
- (19) The enroute maintenance teams will be airlifted to Goose Bay and Griffiss by C-124 aircraft of MATS to Goose Bay departing Davis-Monthan on 1 March 1954, to be in position 24 hours before scheduled arrival of first tactical aircraft. Upon completion of duties these teams will proceed to Greenham Common, or Mildenhall as appropriate. Reference Annex D, Appendix 2.
- (20) Advanced party will be airlifted by one KC-97 aircraft of the 303rd Air Refueling Squadron departing Davis-Monthan at 0001Z 15 February 1954. Route: Davis-Monthan - Goose Bay - Greenham Common, (See Fragmentation order).
- (21) Aircraft commanders of the KC-97's will provide two armed crew members or passengers for guard of each tactical aircraft when at stations where aircraft security is not accomplished by SAC Security Troops.
- (22) Aircraft Commanders of the B-47's will insure that their aircraft are properly guarded during ground operations. Security forces will be furnished by Enroute Base Facilities.

303rd Bomb Wg
Ops O No. R-54
16 Feb 54

- (23) This Wing will use a positive system of identification for aircraft access during ground operation. This system will provide for positive identification of:
- (a) TDY tactical unit personnel
 - (b) Authorized observer personnel
 - (c) Service and ground personnel furnished at bases at which aircraft land.
- (24) Aircraft Commanders will be in command of both crew and passengers while in flight.
- (25) PIO: Commander, 303rd Bombardment Wing, may make releases: In accordance with SAC Msg SA 1374 and SA 1291.
- (26) Reports:
- (a) As outlined in SAC Reg 55-11, 3 November 1953, Inclosures 1 thru 6 and 8.
 - (b) Position Reports: See Annex E.

4. LOGISTICAL MATTERS:

See Annex D.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

Comdr, SAC, Offut AFB, Nebr

Comdr, 15AF, March AFB, Calif

Comdr, 36ADiv, Davis-Monthan AFB, Ariz

Comdr, 303rd BW, Davis-Monthan AFB, Ariz

303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

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b. Communications:

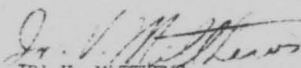
(1) See Annex E

JOHN K. HESTER
Colonel, USAF
Commander

ANNEXES:

- A - Personnel and Administration
- B - Intelligence
- C - Operations
- D - Logistical
- E - Communications

OFFICIAL:



IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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Oprs O No. 8-54
16 Feb 54

8

CONFIDENTIAL

0568

HEADQUARTERS 303RD BOMBARDMENT WING, (M)
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

ANNEX "A"

TO

OPERATIONS ORDER

NO. 8-54

Personnel and Administration

1. PERSONNEL:

- a. Personnel to deploy will be those as listed in Appendix 3 thru 5, of Annex "D".
- b. Determination of priority of movement will be as listed in Part IV-B of 303rd Bombardment Wing Mobility Plan.
- c. Personnel on leave who must accompany the Wing will be recalled for duty NLT 0730 hours, 23 February 1954.
- d. Personnel in the following categories will not normally accompany the Wing upon deployment:
 - (1) Officers who have submitted resignation under the provisions in paragraphs 6 or 7, AFR 36-12, 28 February 1952.
 - (2) Officers who have been recommended for elimination under AFR's 35-66, as amended, or 36-2, as amended.
 - (3) Officers who have been notified of nomination as a principal or alternate for assignment to one of the service schools, including USAFIT and pilot training, unless it can be determined that personnel will be available for such assignment on the established reporting date.

Annex A to
303rd Bomb Wg
Oprs O No. 8-54
16 Feb 54

0569

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- (4) Personnel undergoing investigation or trial by courts-martial.
 - (5) Airmen who are considered tentatively for aviation cadet training. These airmen are as follows:
 - (a) Airmen who have made application and have successfully passed the AC/OC examining board and are high school graduates.
 - (b) Airmen who have made application and have successfully passed their physical examination for flying and possess two or more years of college.
 - (6) Airmen who have made application for OCS and meet the provisions of paragraph 12F, AFR 53-2, 13 July 1951.
 - (7) Personnel granted deferment under the provisions of AFR 35-39.
 - (8) Personnel attending formal or special training courses. Key personnel, however, may be recalled if deemed necessary for mission.

e. Alloted quotas will be filled and requests for quotas for training for projected shortages will be continued during the entire period of TDY.

f. Subversive personnel, known or suspected, will be reassigned to nonsensitive duties and reported to COMDR SAC, ATTN: Deputy Inspector General for Security, in accordance with AFR 35-62, as amended, and SAC Regulation 125-7.

g. Uniform Compliance:

- (1) Personnel will conform to uniform regulations of COMDR 7th Air Division, when in the UK, and to uniform regulations of Commands of Griffiss AFB and Goose Bay while at these enroute bases.

Annex A to
303rd Bomb Wg
Oprs O No. 8-54
16 Feb 54

CONFIDENTIAL

0570

CONFIDENTIAL

- (2) The wearing of fatigue clothing is authorized when the performance of tasks enroute "for which Class 'A' uniform is not suitable" is necessary.

h. Unit Commanders will insure that all personnel who are scheduled to deploy on this move are briefed concerning the following:

- (1) Customs and courtesies of the United Kingdom.
- (2) Prohibitions and penalties relative to illegal commercial activities.

i. Personal affairs and casualty reporting will be in accordance with AFR's 30-11, as amended, and 34-43, and SAC Regulations 30-3, as amended, and 34-8.

j. Personal records will be processed and forwarded in accordance with current directives and SAC Regulation 35-3, as amended.

- (1) Personnel records will be carried to Mildenhall or Greenham Common by aircraft commanders, troop commanders, or senior cargo couriers, as appropriate.
- (2) Identification tags will be worn by all personnel at all times.

k. Unit Commanders will insure that all personnel of their units:

- (1) Are thoroughly familiar with matters concerning security.
- (2) Have screened their personal affairs files to insure that all entries are complete and correct.

2. MEDICAL:

a. All personnel involved in the movement will be immunized in accordance with the provisions of AFR's 160-101, and 102, and SAC Regulation 160 1. Unit Commanders will ascertain that immunization records of

Annex A to
303rd Bomb Wg
Ops O No. 8-54
10 Feb 54

CONFIDENTIAL

0571

CONFIDENTIAL

all personnel scheduled for this deployment are screened as a final check not later than 15 days prior to date of deployment and that all personnel are up to date on immunization.

b. Hospitalization and evacuation will be in accordance with normal procedures at enroute and destination bases. In an emergency, if determined by applicable base surgeon or deploying flight surgeon when available, evacuation, utilizing available aircraft, may be effected if a qualified attendant is furnished to accompany the patient(s). Patients will be hospitalized in a local dispensary if possible. Cases needing more definite treatment will be evacuated to the nearest established hospital.

3. ADJUTANT GENERAL:

a. Orders concerning movement will be issued by 36th Air Division, will indicate TDY, and will be prepared in accordance with paragraph 17, Chapter 3, AFM 30-3, May 1951. CIPAP will be included in the orders, and the purpose will be defined: "Purpose - SAC Rotational TDY." Orders will be unclassified unless otherwise stated in higher echelon operations orders.

b. Mail:

- (1) Applicable parts of AFR 182-4 will apply.
- (2) APO 167, c/o Postmaster, New York, New York, will be utilized for Greenham Common as the forward mailing address, using unit designation.
- (3) APO 127, c/o Postmaster, New York, New York, will be utilized for Mildenhall as the forward mailing address, using unit designation.

Annex A to
303rd Bomb Wg
Ops C No. 8-54
10 Feb 54

CONFIDENTIAL

0572

CONFIDENTIAL

4. COMPTROLLER:

a. Each squadron will certify to the disbursing officer, Davis-Monthan AFB, the names of those individuals whose pay records should be transferred and location to which those transfers should be made. These records will not be transferred to enroute bases.

b. Military pay records will be hand-carried by each person, except that the new pay records of crews and/or passengers assigned to one aircraft may be entrusted to the troop commander, aircraft commander, or senior cargo courier, as appropriate.

c. Emergency changes to military pay records and partial payments will be processed in accordance with SAC Regulation 173-1.

d. All personnel will be briefed by the Wing Comptroller on:

- (1) Responsibility for delivering Military Pay Records to Finance Officer at destination.
- (2) Finance service available enroute and destination.
- (3) Pertinent foreign currency data, including restrictions on use, import and export, exchange procedure, and use of Military Script.

e. Statistical reports will be submitted in accordance with SAC Manuals 171-1, 171-2 and 171-4, if applicable.

- (1) Reports will be submitted to Command channels established by this Operations Order.

f. Expense summary reports will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, as amended.

Annex 4 to
303rd Bomb Wg
Ops O No. 8-54
16 Oct 54

CONFIDENTIAL

0573

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g. Funding of movement will be accomplished in accordance with paragraph 2690, Section II, SAC Manual 172-1, July 1951, as amended. Citation of funds will be indicated in separate correspondence subsequent to the Executive Order. SAC Funding Serial Number is RO-31.

5. JUDGE ADVOCATE:

a. Personnel deploying on this Operations Order to the United Kingdom will be under the jurisdiction of the Commander 7th Air Division for purposes of courts-martial and Article 14, UCMJ.

6. MISCELLANEOUS:

a. Burial and graves registration will be in accordance with existing directives of the Commander 7th Air Division.

b. Units will deploy with necessary regulations, technical orders, stock lists, blank forms, and applicable directives required for operations at Mildenhall and Greenham Common.

OFFICIAL:

JOHN K. HESTER
Colonel, USAF
Commander

[Signature]
BOURNECHT
Major, USAF
Director of Personnel

DISTRIBUTION:

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APPENDICES:

1. Control Teams

Index A to
300rd Bomb Wg
Opr O. No. 8-54
15 Feb 51

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HEADQUARTERS 303RD BOMBARDMENT WING, (M)
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

APPENDIX 1

TO

ANNEX "A"

TO

OPERATIONS ORDER

NO. 8-54

Control Teams

(Ref: SAC Reg 55-16)

1. The Class "X" control team at Goose Bay will be composed of the following personnel:

Air Operations Officer	(3)	1416
Communications Officer	(1)	3034
Maintenance Officer	(1)	4344
Air Operations Specialist	(2)	27170
Weather Officer	(1)	2516

2. The Class "X" control team at Griffiss AFB will be composed of the following personnel:

Air Operations Officer	(2)	1416
Communications Officer	(1)	3034
Weather Officer	(1)	2516
Maintenance Officer	(1)	4344
Air Operations Specialists	(2)	27170
Cryptographer	(1)	29250

Approved to
303rd Bomb Wg
Capt C. H. 8-54
16 Feb 54

CONFIDENTIAL

0575

CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING,
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

ANNEX "C"

TO

OPERATIONS ORDER

NO. R-54

Operations

1. ROUTES:

a. Plan ALFA:

(1) B-47 aircraft

Davis-Monthan AFB 32-11N 110-54W

to

Level off: 33-20N 109-00W

to

Otto Range: 35-04N 105-55W

to

Lake of Ozarks: 38-15N 93-18W

to

Akron Airport: 41-05N 81-29W

to

Albany Range: 42-46N 73-53W

to

Presque Isle: 46-45N 68-04W

to

Seven Islands: 50-12N 66-09W

to

Annex C to
303rd Bomb Wg
Ops O No. R-54
16 Feb 54

CONFIDENTIAL

0576

CONFIDENTIAL

(RON) Goose AFB: 53-17N 60-21W

to

Level off: 54-35N 57-30W

to

Prince Christian Radio: 60-03N 43-12W

to

Barra Head: 56-47N 07-39W

to

Prestwick: 53-30N 04-35W

to

Manchester: 53-28N 02-15W

to

Greenham Common AFB: 51-22N 01-17W

- (2) B-47 altitudes will be as close to optimum as ARTC clearances permit.

- (3) KC-97 aircraft:

Davis-Monthan AFB 32-11N 110-54W

to

Benson: 31-58N 110-18W

to

Salt Flat Radio: 31-45N 105-05W

to

Tulsa: 36-13N 95-55W

to

Alton Radio: 38-55N 90-05W

Annex C to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

2

CONFIDENTIAL

0577

CONFIDENTIAL

to

Elmira Radio: 42-10N 76-53W

to

(RON) Griffiss AFB: 43-16N 75-24W

to

Millinocket Radio: 49-39N 68-40W

to

Ocean Station Coca: 52-45N 35-30W

to

Prestwick: 53-30N 04-35W

to

Mildenhall AFB: 52-22N 00-29E

- (4) KC-97 altitude for ZI route will be 13,000. Overseas route will be as follows:

9,000' - Griffiss AFB to Millinocket Radio to 46-10N 66-45W, thence,

11,500' - 46-10N 66-45W to Ocean Station Coca to Prestwick to Mildenhall.

b. Plan BRAVO:

- (1) B-47 aircraft:

Davis-Monthan AFB 32-11N 110-54W

to

Level Off: 33-20N 109-00W

to

Otto Range: 35-04N 105-55W

to

Annex C to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

3

CONFIDENTIAL

0578

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Lake of Ozarks: 38-15N 93-18W

to

Akron Airport: 41-05N 81-29W

to

Albany Range: 42-46N 73-53W

to

(RON) Limestone AFB: 46-55N 69-00W

to

Ocean Station Cocon: 52-45N 35-30W

to

Barra Head: 56-47N 07-39W

to

Prestwick: 53-30N 04-35W

to

Manchester: 53-28N 02-15W

to

Greenham Common: 51-21N 01-17W

(2) KC-97 aircraft:

Route same as in Plan ALFA

2. PRIMARY ALTERNATES:

a. B-47 aircraft:

Limestone AFB - Weather alternate or other alternates as
designated by the Senior Controller at Limestone.

Annex C to
303rd Bomb Wg
Oprs O No. 8-54
16 Feb 54

4

CONFIDENTIAL

0579

CONFIDENTIAL

b. KC-97 aircraft:

Limestone AFB - weather alternate or other alternate as designated by the Senior Controller at Griffiss AFB.

3. FUEL LOADS:

a. Plan ALFA:

(1) DMAFB to Goose Bay:

(a) B-47 aircraft without wing tanks. Total 84,953 pounds.

(b) B-47 aircraft with wing tanks. Total 92,137 pounds.

(2) Goose Bay to Greenham Common:

(a) B-47 aircraft without wing tanks. Total 86,953 pounds.

(b) B-47 aircraft with wing tanks. Total 91,818 pounds.

(3) DMAFB to Griffiss AFB:

(a) KC-97G aircraft. Total 44,990 pounds.

(4) Griffiss AFB to Mildenhall and Greenham Common:

(a) KC-97G aircraft. Total 55,020 pounds.

b. Plan BRAVO:

(1) DMAFB to Limestone:

(a) B-47 aircraft without wing tanks. Total 84,953 pounds.

(b) B-47 aircraft with wing tanks. Total 92,137 pounds.

(2) Limestone to Greenham Common:

(a) B-47 aircraft without wing tanks. Total 89,197 pounds.

(b) B-47 aircraft with wing tanks. Total 91,818 pounds.

4. TASK FORCE COMPOSITION AND ORDER OF FLIGHT:

a. Task Force Commanders, B-47 Aircraft:

Annex C to
303rd Bomb Wg
Ops O No. B-54
16 Feb 54

CONFIDENTIAL

0580

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- (1) Task Force #1, Colonel John K. Hester
 - (2) Task Force #2, Major Arthur J. Mills
 - (3) Task Force #3, Lt Col Robert A. Maucher
- b. Task Force Commanders, KC-97 Aircraft:
- (1) Task Force #1, Lt Col Henry G. Bussing
 - (2) Task Force #2, Major Elmer M. Powell
 - (3) Task Force #3, Major James A. Marr

c. Plan ALFA:

- (1) Task Force #1
(See attached schedule)

d. Plan BRAVO:

- (1) Task Force #1:
(See attached schedule)

5. GENERAL INFORMATION: (as pertains to this Annex only)

a. The Master Schedules as apply to Task Force #1 will apply to Task Forces #2 and #3, except that Zulu Date will increase one day for Task Force #2 and will increase two day for Task Force #3.

Example: Task Force #2 will depart DMAFB on X / 2.

Task Force #3 will depart DMAFB on X / 3.

b. Plan Alfa as referred to in this Annex will be the primary deployment plan. Plan Bravo will go into effect in event of inclement weather at Goose Bay for landing. Plan Bravo will (if aircraft are airborne) be put into effect by the 303rd Bomb Wing Controller at Limestone as 303rd Bomb Wing aircraft are over Limestone enroute to Goose Bay. In event Plan Bravo is to be executed upon departure from DMAFB, information

Annex C to
303rd Bomb Wg
Oprs O No. 8-54
16 Feb 54

CONFIDENTIAL

0581

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will be passed to the Task Force by the Senior 303rd Bomb Wing Controller at DMAFB. Any aircraft that lands at Limestone AFB for any reason will immediately go under Plan Bravo and will be controlled by 303rd Bomb Wing Controller at Limestone. Aircraft without wing tanks must have 29,000 pounds of fuel over Limestone or they will land at Limestone and go under Plan Bravo. B-47 aircraft with wing tanks must have 31,000 pounds of fuel over Limestone or they will land at Limestone and go under Plan Bravo.

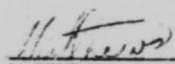
c. Call signs for B-47 aircraft will be ^{Hotbox} ~~Jeppen~~ #1 thru #15 for each Task Force. Call signs for KC-97 aircraft will be ^{Backrat} ~~Extra~~ #1 thru #7 for Task Force #1, ^{Backrat} ~~Extra~~ #8 thru #13 for Task Force #2, and ^{Backrat} ~~Extra~~ #14 thru #15 for Task Force #3.

Paragraph (d) d. Instrument take-off and landing minimums are as follows:
 changed by Ops Order
 8-54, 25 Feb 54 ~~Take-off Day and Night - 500-foot ceiling and 1-mile visibility,~~
~~or published station minimums, whichever is higher. Landing~~
~~minimums for enroute and TDY bases must be 1500-foot and 3 miles~~
~~or published station minimums, whichever is higher. Alternates~~
~~used must have a minimum ceiling of 3,000-foot and 5 miles~~
~~visibility.~~

Paragraphs (e) (f) and (g) added on reverse side of page, by Ops Order 8-54,
 23 February 1954

OFFICIAL:

JOHN K. HESTER
 Colonel, USAF
 Commander


 MATTHEWS
 Colonel, USAF
 Director of Operations

DISTRIBUTION:

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- 2 Attachments: 1. Plan Alfa Task Force #1
 2. Plan Bravo Task Force #1

Annex C to
 303rd Bomb Wg
 Oprs O No. 8-54
 16 Feb 54

7

CONFIDENTIAL

0582

e. B-47 aircraft must be above 37,000 feet five minutes prior to reaching Presque Isle radio and an altitude above 37,000 feet at least five minutes beyond Presque Isle radio."

f. KC-97 crews landing at Greenham Common will remain at Greenham Common and receive a minimum of 12 hours crew rest."

g. Squadron Commanders are responsible to insure that personnel from their organizations who are a part of the Goose Bay Enroute Maintenance Support and Control Team and all flight crew personnel have in their possession a face mask and Arctic clothing."

PLAN ALPHA 1000 FORCES II

NORMAL DEPARTURE									INCLEMENT WEATHER DEPARTURE					
Org	X-Day	Call Sign	Dept DMAFB	Arr Goose	Arr Griffiss	Dept Goose	Dept Griffiss	Arr UK	Dept DMAFB	Arr Goose	Arr Griffiss	Dept Goose	Dept Griffiss	Arr UK
360		Hatbox Jepson #1	0650 X / 1	1320 X / 1		0530 X / 2		1102 X / 2	0650 X / 1	1320 X / 1		0530 X / 2		1102 X / 2
360		Hatbox Jepson #2	0652 X / 1	1322 X / 1		0532 X / 2		1104 X / 2	0705 X / 1	1335 X / 1		0545 X / 2		1117 X / 2
360		Hatbox Jepson #3	0654 X / 1	1324 X / 1		0534 X / 2		1106 X / 2	0720 X / 1	1350 X / 1		0600 X / 2		1132 X / 2
360		Hatbox Jepson #4	0720 X / 1	1350 X / 1		0600 X / 2		1132 X / 2	0735 X / 1	1405 X / 1		0615 X / 2		1147 X / 2
360		Hatbox Jepson #5	0722 X / 1	1352 X / 1		0602 X / 2		1134 X / 2	0750 X / 1	1420 X / 1		0630 X / 2		1202 X / 2
359		Hatbox Jepson #6	0724 X / 1	1354 X / 1		0604 X / 2		1136 X / 2	0805 X / 1	1435 X / 1		0645 X / 2		1217 X / 2
359		Hatbox Jepson #7	0750 X / 1	1420 X / 1		0630 X / 2		1202 X / 2	0820 X / 1	1450 X / 1		0700 X / 2		1232 X / 2
359		Hatbox Jepson #8	0752 X / 1	1422 X / 1		0632 X / 2		1204 X / 2	0835 X / 1	1505 X / 1		0715 X / 2		1247 X / 2
359		Hatbox Jepson #9	0754 X / 1	1424 X / 1		0634 X / 2		1206 X / 2	0850 X / 1	1520 X / 1		0730 X / 2		1302 X / 2
359		Hatbox Jepson #10	0820 X / 1	1450 X / 1		0700 X / 2		1232 X / 2	0905 X / 1	1535 X / 1		0745 X / 2		1317 X / 2
358		Hatbox Jepson #11	0822 X / 1	1452 X / 1		0702 X / 2		1234 X / 2	0920 X / 1	1550 X / 1		0800 X / 2		1332 X / 2
358		Hatbox Jepson #12	0824 X / 1	1454 X / 1		0704 X / 2		1236 X / 2	0935 X / 1	1605 X / 1		0815 X / 2		1347 X / 2
358		Hatbox Jepson #13	0850 X / 1	1520 X / 1		0730 X / 2		1302 X / 2	0950 X / 1	1620 X / 1		0830 X / 2		1402 X / 2

Attachment #1 to Annex C to 303rd Bomb Wg Oprs 0 8-54, 16 Feb 54 Page 1 of 2 P

0584

PLAN ALFA TASK FORCE #1 (CONTD)

NORMAL DEPARTURE									INCLEMENT WEATHER DEPARTURE					
Org	X-Day	Call Sign	Dept DMLFB	Arr Goose	Arr Griffiss	Dept Goose	Dept Griffiss	Arr UK	Dept DMLFB	Arr Goose	Arr Griffiss	Dept Goose	Dept Griffiss	Arr UK
358		Jopson #14	0852	1522		0732		1304	1005	1635		0845		1417
			X / 1	X / 1		X / 2		X / 2	X / 1	X / 1		X / 2		X / 2
358		Jopson #15	0854	1524		0734		1306	1020	1650		0900		1432
			X / 1	X / 1		X / 2		X / 2	X / 1	X / 1		X / 2		X / 2
303AR		Extra #1	0100Z		1010Z		2300	1340	0100		2300			1340
			X / 1		X / 1		X / 1	X / 2	X / 1		X / 1			X / 2
303AR	1954	Extra #2	0110		1020		2315	1355	0115		2315			1355
			X / 1		X / 1		X / 1	X / 2	X / 1		X / 1			X / 2
303AR	March	Extra #3	0120		1040		2330	1410	0130		2330			1410
			X / 1		X / 1		X / 1	X / 2	X / 1		X / 1			X / 2
303AR	0001	Extra #4	0130		1050		2345	1425	0145		2345			1425
			X / 1		X / 1		X / 1	X / 2	X / 1		X / 1			X / 2
303AR		Extra #5	0140		1100		2400	1440	0200		2400			1440
			X / 1		X / 1		X / 1	X / 2	X / 1		X / 1			X / 2
303AR		Extra #6	0150		1110		0015	1455	0215		0015			1455
			X / 1		X / 1		X / 2	X / 2	X / 1		X / 2			X / 2
303AR		Extra #7	0200		1120		0030	1510	0230		0030			1510
			X / 1		X / 1		X / 2	X / 2	X / 1		X / 2			X / 2

Attachment #1 to Annex C to 303rd Bomb Wg Ops 0 8-54, 16 Feb 54 Page 2 of 2 Pgs

CONFIDENTIAL

0585

PLAN BRAVO TASK FORCE #1

Org	X-Day	Call Sign	NORMAL DEPARTURE				INCLEMENT WEATHER DEPARTURE			
			Dept DMAFB	Arr Limestone	Dept Limestone	Arr UK	Dept DMAFB	Arr Limestone	Dept Limestone	Arr UK
360		Jepson #1	0650 X / 1	1209 X / 1	0432 X / 2	1102 X / 2	0650 X / 1	1209 X / 1	0432 X / 2	1102 X / 2
360		Jepson #2	0652 X / 1	1211 X / 1	0434 X / 2	1104 X / 2	0705 X / 1	1224 X / 1	0447 X / 2	1117 X / 2
360		Jepson #3	0654 X / 1	1213 X / 1	0436 X / 2	1106 X / 2	0720 X / 1	1239 X / 1	0502 X / 2	1132 X / 2
360		Jepson #4	0720 X / 1	1239 X / 1	0502 X / 2	1132 X / 2	0735 X / 1	1254 X / 1	0517 X / 2	1147 X / 2
360		Jepson #5	0722 X / 1	1241 X / 1	0504 X / 2	1134 X / 2	0750 X / 1	1309 X / 1	0532 X / 2	1202 X / 2
359	0001 3 March 1954	Jepson #6	0724 X / 1	1243 X / 1	0506 X / 2	1136 X / 2	0805 X / 1	1324 X / 1	0547 X / 2	1217 X / 2
359		Jepson #7	0750 X / 1	1309 X / 1	0532 X / 2	1202 X / 2	0820 X / 1	1339 X / 1	0602 X / 2	1232 X / 2
359		Jepson #8	0752 X / 1	1311 X / 1	0534 X / 2	1204 X / 2	0835 X / 1	1354 X / 1	0617 X / 2	1247 X / 2
359		Jepson #9	0754 X / 1	1313 X / 1	0536 X / 2	1206 X / 2	0850 X / 1	1409 X / 1	0632 X / 2	1302 X / 2
359		Jepson #10	0820 X / 1	1339 X / 1	0602 X / 2	1232 X / 2	0905 X / 1	1424 X / 1	0647 X / 2	1317 X / 2
358		Jepson #11	0822 X / 1	1341 X / 1	0604 X / 2	1234 X / 2	0920 X / 1	1439 X / 1	0702 X / 2	1332 X / 2
358		Jepson #12	0824 X / 1	1343 X / 1	0606 X / 2	1236 X / 2	0935 X / 1	1454 X / 1	0717 X / 2	1347 X / 2
358		Jepson #13	0850 X / 1	1409 X / 1	0632 X / 2	1302 X / 2	0950 X / 1	1509 X / 1	0732 X / 2	1402 X / 2
358		Jepson #14	0852 X / 1	1411 X / 1	0634 X / 2	1304 X / 2	1005 X / 1	1524 X / 1	0747 X / 2	1417 X / 2
358		Jepson #15	0854 X / 1	1413 X / 1	0636 X / 2	1306 X / 2	1020 X / 1	1539 X / 1	0802 X / 2	1432 X / 2

Attachment #2 to 303rd Bomb Wg Oprs 0 8-54, Annex C, 16 Feb 54 Page 1 of 1 Page

0586

CONFIDENTIAL

HEADQUARTERS 303RD BOMB WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

ANNEX D

TO

OPERATIONS ORDER NO. 8-54

"ROTATIONAL TDY"

Materiel

1. SUPPLY

a. Commands and agencies responsible for logistical support of Griffiss AFB, New York and Goose Bay, Labrador will furnish supplies and service support required by 303rd Bomb Wing units to the extent available.

b. Units of the 303rd Bomb Wing will move with and receive supply support in accordance with the following:

- (1) B-47 Flyaway Kit as listed in the Mobility Plan, less the following:
 - (a) 24 J-47-25 engines
 - (b) 14 B-47 canopies
 - (c) 21 main landing gear tires
 - (d) 14 MLG built-up wheels
- (2) KC-97G Flyaway Kit as listed in the Mobility Plan, less the following:
 - (a) 10 MLG build-up wheels
 - (b) 4 NLG build-up wheels
- (3) UEE as listed in the Air Echelon of the Mobility Plan less the following:

Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0587

CONFIDENTIAL

- (a) B-4 stands
- (b) C-21B power carts
- (c) Airborne Infirmary

- (4) Supply support enroute will be from the Flyaway Kit or enroute base to extent available.
- (5) Supply support during TDY period will be from the Flyaway with daily replenishment requisitions to applicable Base

c. Supply Officer

Number of engines to be deployed in Flyaway Kits will be:

- (1) Three J-47-25 engines on dollies.
- (2) Five R-4360 complete power packs on dollies.

d. Officer in charge of enroute maintenance team at Griffiss AFB will assure that all reparable generated are carried to Mildenhall, and officer in charge of enroute maintenance team at Goose Bay will assure that all reparable generated are carried to Greenham Common.

e. Reparable items, other than engines, generated at Mildenhall and Greenham Common will be evacuated to the next higher echelon of supply channels within 72 hours after receipt of items.

f. Reparable engines, beyond the maintenance capability of Field Maintenance Squadron, will be evacuated to the next higher echelon of supply channels by Field Maintenance Officer within 72 hours after determination of repair capability.

g. All personnel will deploy with authorized organizational clothing and equipment, full complement of winter mandatory personal clothing, two sets of summer mandatory personal clothing, authorized arctic equipment as

Annex D to
Hq 303rd Bomb Wg
Ops O. No. 8-54
16 Feb 54

CONFIDENTIAL

0588

CONFIDENTIAL

deemed necessary, special purpose clothing for applicable specialties, and applicable tool kits.

h. Flight lunches will be food packet, combat in-flight, and will be provided by 803d Food Service Squadron in sufficient quantities to provide personnel to their final destination.

i. Tactical squadron commanders will ascertain that all personnel moving in their aircraft are equipped with appropriate emergency and survival equipment.

j. Supply support for specialized maintenance will be organized and operated in accordance with SAC Manual 65-2.

2. ARMAMENT-ELECTRONICS:

a. Units will crate all arms and ammunition for deploying troops, mark boxes as prescribed in Part V, C, 303rd Wing Mobility Plan, and insure that one "basic load" is deployed for each weapon deployed.

b. Commander, 303rd Armt & Elect Maintenance Squadron will ascertain that all conventional bomb racks are removed from all B-47 aircraft as determined by the tactical unit commander, and that forward bomb bays are prepared for installation of the factory-built 263 boxes.

c. All B-47 aircraft will deploy with 350 rounds of ammunition per installed gun.

d. Five conventional bombing configuration kits (for 500# bombs) will be deployed by each tactical squadron.

3. MAINTENANCE:

a. Requests for technical representatives to accompany deployment will be submitted in accordance with SAC Reg 66-4.

Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

3

CONFIDENTIAL

0589

CONFIDENTIAL

b. Maintenance support required at Griffiss AFB will be provided by maintenance personnel as listed in Appendix 4 to Annex D, selected items of Flyaway Kit on each day's increment of aircraft, and one heavy MATS transport with Flyaway Kit items, special tools, and two R-4360 engines.

c. Maintenance support required at Goose Bay will be provided by maintenance personnel as listed in Appendix 5 to Annex D, selected items of BSE and UEE, selected items of Flyaway Kit, items of Flyaway Kit on each day's increment of tactical aircraft, and three heavy MATS transport aircraft to be utilized for enroute support. Two mats heavies with BSE and 9 personnel will return to Davis-Monthan. Commander, 303rd Field Maintenance Squadron will designate an officer or senior NCO of his unit to be responsible for BSE items transported to Goose Bay, and will ascertain that such items are returned to Davis-Monthan upon completion of mission at Goose Bay. This officer will be responsible to officer in charge of enroute support team at Goose Bay until relieved by that officer.

d. The wing maintenance activities at Mildenhall and Greenham Common will be organized and maintained as prescribed in SAC Reg 66-12 and 66-14.

4. TRANSPORTATION:

a. Personnel from each organization are specified for each base by phase in Appendix 3 to Annex D.

b. Cargo from each organization is specified for each base by phase in Appendix 1 to Annex D.

c. Cargo will be prepared by shipment and documented as prescribed in Sections C, E, and G, Part V, 303rd Bombardment Wing Mobility Plan.

Annex D to
Hq 303rd Bomb Wing
Ops O No. 8-54
16 Feb 54

4

CONFIDENTIAL

0590

SAFETY FILM

CONFIDENTIAL

In addition, those organizations having cargo scheduled for both bases will mark boxes and/or pieces of equipment (B-47 - "Y" or KC-97 - "Y") as appropriate.

d. Airlift for cargo, both unit and support, scheduled to deploy is specified in Appendix 1 to Annex D.

e. Two unit personnel, for security purposes, will accompany each support aircraft carrying cargo. Wing headquarters staff section heads will provide qualified couriers to accompany classified cargo.

f. Personnel transported in unit aircraft will be limited by SAC Regulation 60-10 as amended.

g. The following will be submitted daily by the Commercial Transportation Officer, 803rd Air Base Group, by operational priority message to Commander SAC, ATTN: DM5A, with info copy to Commander 15AF, ATTN: DM5 and Commander 303rd Bomb Wing, APO 167, ATTN: Director of Material.

- (1) Total number of personnel and cargo scheduled to move each successive date of deployment in support aircraft.
- (2) Total number of personnel and weight of cargo actually departing daily from Davis-Monthan. This information will be as follows: type support aircraft; trip number; number of personnel airlifted each trip; weight of cargo airlifted each trip; date of departure and arrival of each trip; and total backlog on station.

Annex D to
Hq 303rd Bomb Wing
Ops O No. 8-54
11 Feb 54

CONFIDENTIAL

0591

CONFIDENTIAL

h. The procedures for movement of personnel and cargo outlined in
Section E, Part V, 303rd Bomb Wing Mobility Plan will apply.

FOR *J. M. Hennes* COL.
HENNEY
Lt Colonel, USAF
Director of Materiel

Annex D to
Hq 303rd Bomb Wing
Ops O No. 8-54
16 Feb 54

6

CONFIDENTIAL

0592

CONFIDENTIAL

HEADQUARTERS 303RD BOMB WING, MEDIUM
 Davis-Monthan Air Force Base
 Tucson, Arizona
 16 February 1954

APPENDIX 1

TO

ANNEX D

TO

OPERATIONS ORDER 8-54

"ROTATIONAL TDY"

Schedule of Cargo Movement by Tactical and Support Aircraft1. TACTICAL AIRCRAFT CARGO:

a. Each B-47 will carry the following survival equipment, other than personal flying clothing and equipment, in space other than bomb bay:

3 ea vest assy, B-5	12
3 ea radio s-t. AN/URC-4	45
3 ea armor, waist to thigh	21
3 ea armor, shoulder to waist	51
3 ea raft, pneumatic, one-man	63
3 ea suit, anti-exp, R-1	15
2 ea pouch, carrying	4
4 ea parachute, back	108
3 ea radar detectors	} special authority 178
1 ea radar meter	
2 ea parachute T-7	
2 ea raft, pneumatic, 1-man	
8 ea vest assy, B-5	
2 ea static lines	

Total
 Total for 45 A/C

497#
 22,365#

Appendix 1 to
 Annex D to
 Ops O No. 8-54
 16 Feb 54

CONFIDENTIAL

0593

CONFIDENTIAL

b. Each KC-97 will carry the following equipment, other than flying clothing and equipment:

(1) Combat and survival equipment:

57 ea Parachute, chest	1396
2 ea Parachute, chest (spares)	49
7 ea Parachute, back (crew)	189
64 ea Vest Assy, B-5	256
64 ea Suit, R-1	320
7 ea Radio Set, AN/URC-4	105
7 ea Raft, Pneumatic, 1-man	147
2 ea Raft, Pneumatic, 20-man	348
4 ea Kit, Emergency Sustenance, D-1	1100
7 ea Kit, Emergency Sustenance, E-1	280
1 ea Radio Set, AN/CRT-3	40
7 ea Escape & Evasion Packages	<u>14</u>
Total	4244#

Total for 20 Aircraft 84,880#

(2) 263 Equipment:

4 ea Water Jugs, 1-gal (crew)	60
6 ea Water Cans, 5-gal (psgr)	270
7 ea First-aid packs (crew)	5
2 ea Crash Axes	}
2 ea Aldis Lamps	
4 ea Flashlights	
	25

Appendix 1 to
Annex D to
Ops O No. 8-54
16 Feb 54

2

CONFIDENTIAL

0594

CONFIDENTIAL

1 ea Crew Mat	10
2 ea Raft, pneumatic, 20-man	<u>348</u>
Total	718 #

Total for 20 Aircraft	14,360 #
-----------------------	----------

(3) Total of equipment	99,240 #
------------------------	----------

c. Greenham Common Cargo (UEE):

- (1) All B-47 aircraft will deploy with Boeing built 263 boxes carrying 1500# minimum cargo each, according to the following schedule:

UEE	E-DAY	E / 1	E / 2
358th	5- B-47	5- B-47	5- B-47
	#1 - 358th UEE	#16 - 358th UEE	#31 - 358th UEE
	#2 - Flyaway Kit	#17 - Flyaway Kit	#32 - 358th UEE
	#3 - Flyaway Kit	#18 - Flyaway Kit	#33 - Flyaway Kit
	#4 - Flyaway Kit	#19 - PM UEE	#34 - Flyaway Kit
	#5 - 303 PM UEE	#20 - PM UEE	#35 - 303 PM UEE
359th	5- B-47	5- B-47	5- B-47
	#6 - Flyaway Kit	#21 - Flyaway Kit	#36 - Flyaway Kit
	#7 - Flyaway Kit	#22 - Flyaway Kit	#37 - Flyaway Kit
	#8 - Flyaway Kit	#23 - Flyaway Kit	#38 - Flyaway Kit
	#9 - Flyaway Kit	#24 - Flyaway Kit	#39 - 359th UEE
	#10 - 359th UEE	#25 - 359th UEE	#40 - 359th UEE
360th	5- B-47	5- B-47	5- B-47
	#11 - Flyaway Kit	#26 - Flyaway Kit	#41 - Flyaway Kit

Appendix 1 to
Annex D to
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0595

CONFIDENTIAL

#12 - Flyaway Kit	#27 - Flyaway Kit	#42 - Flyaway Kit
#13 - Flyaway Kit	#28 - Flyaway Kit	#43 - 360th UEE
#14 - Flyaway Kit	#29 - Flyaway Kit	#44 - 360th UEE
#15 - 360th UEE	#30 - 360th UEE	#45 - Eng and Tow B
Total for 54 Aircraft		69,500 "

2. MATS AIRLIFT SUPPORT CARGO:

- a. Commander, MATS, will provide airlift support as indicated in this paragraph.
- b. MATS aircraft remain under the operational control of COMMATS at all times.
- c. Aircraft commanders of MATS support aircraft will contact the senior SAC controller at each enroute stop for instructions.
- d. Route forecast facilities, loading facilities, and in-flight lunches will be provided by Davis-Monthan Air Force Base when departing this base.
- e. MATS Transport Operations SOP Number 2 will apply.
- f. Deployment of cargo by support airlift is phased according to MATS Operations Order which will arrive at a later date.

g. MATS cargo:

(1) Greenham Common:	68,662
(2) Mildenhall:	51,473

3. TOTAL CARGO TO UK BASES, UNIT AIRCRAFT AND MATS:

(1) Greenham Common:	261,527
(2) Mildenhall:	195,713

Appendix 1 to
Annex D to
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0596

CONFIDENTIAL

HEADQUARTERS 303RD BOMB WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

APPENDIX 2

TO

ANNEX D

TO

OPERATIONS ORDER NO. 2-54

"ROTATIONAL TDY"

Control and Enroute Support Teams

1. GOOSE BAY:

a. One heavy type support aircraft and three C-124 aircraft will depart on E-2 to Goose Bay with a control and maintenance team consisting of 114 personnel from the first phase of the air echelon of wing and supporting units, as listed in Appendix 4 to Annex D, plus special tools, two J-47 engines, selected spares from the Flyaway Kits, and 35,654 pounds of Base Support Equipment.

b. Upon completion of control and maintenance mission at Goose Bay, two C-124's with 11 personnel and all Base Support Equipment will return to Davis-Monthan AFB; remaining aircraft with 105 personnel and UEE equipment will proceed to Greenham Common, England.

2. GRIFFISS AFB:

a. One heavy type support aircraft will depart on E-2 to Griffiss AFB, New York, with a control and enroute maintenance team consisting of 29

Appendix 2 to
Annex D to
Opr O No. 8-54
16 Feb 54

CONFIDENTIAL

0597

CONFIDENTIAL

personnel from the first phase of the air echelon of wing and supporting units, as listed in Appendix 5 to Annex D, plus special tools, two R-4360 power packs, and selected spares from the Flyaway Kit.

b. Upon completion of Control and Maintenance Mission at Goose Bay, this aircraft with personnel and equipment will proceed to Mildenhall, England.

Appendix 2 to
Annex D to
Ops O No. 8-54
16 Feb 54

2

CONFIDENTIAL

0598

CONFIDENTIAL

HEADQUARTERS 303RD BOMB WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

APPENDIX 3

TO

ANNEX D

TO

OPERATIONS ORDER NO. 8-54

"ROTATIONAL TDY"

Deployment of Personnel by Organization

1. This appendix lists the air echelon phasing in the deployment of personnel of each assigned and supporting organization of this Wing. Air deployment will be made in three phases.

a. Phase I commences on E-Day and will continue thru E + 3.

During this period, all tactical aircraft are deployed. MATS close support aircraft, personnel carriers and cargo carriers (each carrying two personnel as cargo couriers) depart this station for the assigned forward bases.

b. Phase II commences on E + 6 and continues thru E + 8. MATS personnel carriers and cargo carriers (each carrying two personnel as cargo couriers) depart this station for the assigned forward bases.

c. Phase III commences on E + 11 and continues until all of the Air Phase is completed. MATS personnel and cargo carriers (each carrying two personnel as cargo couriers) depart this station for the assigned forward bases. This phase completes the Air deployment phases of this movement of the 303rd Bomb Wing to its assigned forward bases.

Appendix 3 to
Annex D to
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0599

CONFIDENTIAL

2. All B-47 aircraft assigned to the 303rd Bombardment Wing will be deployed to Greenham Common, England.

3. All KC-97 aircraft assigned to the 303rd Bombardment Wing will be deployed to Mildenhall, England. Six KC-97 will off-load personnel at Greenham Common.

4. Phased deployment of personnel.

a. Greenham Common

ORGN	1ST PHASE	2ND PHASE	3RD PHASE	TOTAL
Wg Headquarters	52	34	56	142
358th Bomb Sq	126	17	30	173
359th Bomb Sq	126	17	30	173
360th Bomb Sq	126	17	30	173
303rd FM Sq	47	28	58	133
303rd A&E Sq	105	79	119	303
303rd FM Sq	65	89	66	220
303rd Med Gp	15	0	0	15
Hq 803d ABGp	9	8	2	19
803d Ops Sq	6	3	1	10
803d Supply Sq	31	8	5	44
803d Food Serv Sq	40	17	12	69
803d Air Police Sq	42	57	12	111
803rd Instl Sq	7	9	3	19
803rd Mtr Veh Sq	12	26	2	40
Tech Rops	17	0	0	17
	<hr/> 826	<hr/> 409	<hr/> 426	<hr/> 1661

Appendix 3 to
Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0600

CONFIDENTIAL

b. Mildenhall:

<u>ORGN</u>	<u>1ST PHASE</u>	<u>2ND PHASE</u>	<u>3RD PHASE</u>	<u>TOTAL</u>
Wing Hqs		1	2	3
303rd LR Sq	243	23	41	307
303rd PM Sq	23	11	13	47
303rd A&E Sq	13	13	5	31
303rd FM Sq	32	44	23	99
303rd Med Gp	4	0	0	4
303rd Ops Sq		0	3	3
303rd Supply Sq	6	3	0	9
303rd Food Serv Sq	10	4	0	14
303rd Air Police Sq	14	11	6	31
Motor Vehicle Sq	11	7	3	21
Tech Rps	3	0	0	3
TOTALS	359	117	94	569

5. Tactical aircraft personnel loads:

a. Greenham Common (E Day thru E + 3):

(1) 45 B-47	178 pers
(2) 8 KC-97 personnel carriers	400 pers
(3) 7 KC-97 cargo carriers	0 pers
TOTAL	578 pers

b. Mildenhall (E-Day thru E + 3):

(1) 2 KC-97 personnel carriers	120 pers
(2) 3 KC-97 cargo carriers	39 pers
(3) 15 KC-97 (fr Greenham Common)	171 pers
TOTAL	330 pers

Appendix 3 to
Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0601

CONFIDENTIAL

c. Total unit personnel capability	908 pers
6. MATS aircraft personnel loads	
a. Greenham Common:	
(1) 2 Mats Heavies (EST for B-47)	105 pers
(2) MATS Support - 1st Phase	154 pers
(3) MATS Support - 2nd Phase	409 pers
(4) MATS Support - 3rd Phase	415 pers
TOTAL	<u>1083 pers</u>
b. Mildenhall	
(1) 1 MATS Heavy (EST for KC-97)	29 pers
(2) MATS Support (2nd Phase)	117 pers
(3) MATS Support (3rd Phase)	93 pers
TOTAL	<u>239 pers</u>
7. Total deployed by MATS and unit aircraft:	
a. Greenham Common:	1661
b. Mildenhall:	569
c. Totals:	<u>2230</u>

Appendix 3 to
Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

4

CONFIDENTIAL

0602

CONFIDENTIAL

HEADQUARTERS 303RD BOMB WING, MEDIUM
 Davis-Monthan Air Force Base
 Tucson, Arizona
 16 February 1954

APPENDIX 4

TO

ANNEX D

TO

OPERATIONS ORDER NO. 8-54

"ROTATIONAL TDY"

DEPLOYMENT OF ENROUTE SUPPORT TEAM

1. This appendix lists the personnel of each assigned organization of this wing to be deployed as members of the Enroute Support Team to Griffiss AFB. Personnel are to be selected from those listed for deployment in Phase I in Appendix 3 of this Annex.
2. Support aircraft used to deploy EST to Griffiss AFB will remain with the team and, upon completion of the enroute support mission, deliver personnel and equipment to Mildenhall RAF Station, England.
3. In addition to the personnel listed below, each KC-97 will have three maintenance personnel aboard to aid the specialists at the enroute base.
4. The following personnel for the enroute support team will deploy to Griffiss AFB:

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
4344	Left Maint Officer	1	303rd Maint Control
1416	Air Ops Officer	2	Wing Headquarters
2516	Weather Officer	1	9th Weather Squadron

Appendix 4 to
 Annex D to
 Hq 303rd Bomb Wg
 Ops O No. 8-54
 16 Feb 54

CONFIDENTIAL

0603

CONFIDENTIAL

70250	Senior Clerk	1	Hq Sq
43170	Aft Maint Supv	1	303rd Air Refueling Sq
3034	Communications	1	303rd Air Refueling Sq
43171B	Aft Maint Tech	1	303rd Air Refueling Sq
43154	Aft Electrician	2	303rd Fld Maint Sq
43152A	Turbo and Engine Change	3	303rd Fld Maint Sq
43156	Aft Instrument Mech	2	303rd Fld Maint Sq
42350	Aft Prop Spec	2	303rd Fld Maint Sq
42550/71	Aft Hydraulic Spec	2	303rd Fld Maint Sq
30150	Aft Radio	2	303rd AEM Sq
30151	Aft Radar	2	303rd AEM Sq
40471	Autopilot	2	303rd AEM Sq
27170	Air Operations Spec	2	303rd Air Refueling Sq
64151	Supply Spec	2	803rd Supply Sq 303rd Air Refueling Sq

29

Appendix 4 to
Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

2

CONFIDENTIAL

0604

CONFIDENTIAL

HEADQUARTERS 303RD BOMB WING, MEDIUM
 Davis-Monthan Air Force Base
 Tucson, Arizona
 16 February 1954

APPENDIX 5

TO

ANNEX D

TO

OPERATIONS ORDER NO. 8-54

"ROTATIONAL TDY"

Deployment of the Control and Enroute Support Team

1. This appendix lists the personnel of each assigned organization of this wing to be deployed as members of the Enroute Maintenance Team to Goose Bay. Personnel are to be selected from those listed for deployment in Phase I in Appendix 3 of this Annex.
2. Personnel deployed to Goose Bay will upon completion of the enroute support mission, proceed to Greenham Common RAF Station, England.
3. Support aircraft used to deploy EST to Goose Bay will remain with the team and, upon completion of the enroute support mission, deliver personnel and equipment to Greenham Common RAF Station, England.
4. The following personnel for the Enroute Support Team will deploy to Goose Bay:

AFSC

4316	Aft Maint Staff Off	1	Hq Squadron
4344	Aft Maint Officer	2	Fld Maint Hq Squadron
3034	Communications Officer	1	803rd Op Sq
2516	Weather Officer	1	9th Weather Sq

Appendix 5 to
 Annex D to
 Hq 303rd Bomb Wg
 Ops O No. 8-54
 16 Feb 54

CONFIDENTIAL

0605

CONFIDENTIAL

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
6424	Supply Officer	1	Hq Squadron
9356	Flight Surgeon	1	Medical Group
1416	Oprs Staff O	Control 3	Hq Squadron
70250	Senior Clerk	Team 2	Hq Squadron
43170	Aft Maint Supv	2	Hq Squadron Per Maint Squadron
43171J	Aft Maint Tech	17	5 on 358th, 359th, & 360th 2 Per Maint Sq
43151J	Aft Mech	18	5 on 358th, 359th, 360th 3 Per Maint Sq
43153	Aft Jet Eng Mech	22	5 on 358th, 359th, 360th 7 on Per Maint Sq
43154	Aft Electrician	7	4 Fld Maint Sq 3 Per Maint Sq
43156	Aft Instrument	3	2 Fld Maint Sq 1 Per Maint Sq
43153	Aft Jet Eng Change Crew	3	Fld Maint Sq
43151J	Aft Mech (Fuel Cell)	1	Fld Maint Sq
42450	Fuel Cell Repair	1	Fld Maint Sq
42550/71	Aft Hydraulic Spec	4	Fld Maint Sq
47151	Auxiliary Equip	1	Fld Maint Sq
43133	Appron Eng Mech	21	Per Maint Sq
43131J	Aft Mech Appron	1	Per Maint Sq
30150	Radio Maint	2	AEM Sq
30151	Radar Maint	2	AEM Sq
32150E	Bomb Nav Sys	8	AEM Sq
40471	Autopilot	2	AEM Sq

Appendix 5 to
Annex D to
Hq 303rd Bomb Wg
Ops O No 1 8-54
16 Feb 54

CONFIDENTIAL

0606

CONFIDENTIAL

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
64151	Supply Specialist	1	Supply Sq
	Tech Rep	1	Boeing Aircraft Co.
	Tech Rep	1	Sperry Gyroscope
	Tech Rep	1	General Electric
		<u>114</u>	

Appendix 5 to
Annex D to
Hq 303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

3

CONFIDENTIAL

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HEADQUARTERS 303RD BOMBARDMENT WING, ()
Davis-Monthan Air Force Base
Tucson, Arizona
16 February 1954

ANNEX "E"

TO

OPERATIONS ORDER

NO. 8-54

Communications-Electronics

1. GENERAL:

- a. Communications procedures as outlined in USAF Supplement to ACP 125A, SAC Reg 55-11, SAC CEI, 303rd Operations Memo 100-3, and current Radio Facility Charts will apply.
- b. Transmissions will be limited to the required position reports, and care will be taken to insure that sensitive items of information are not transmitted in the clear.
- c. At least one aircraft in each flight of three will be HF equipped.

2. IFF:

- a. From Davis-Monthan to destination IFF will be operated as follows:
Flight Commander Mode 3
Individual Aircraft Mode 1

3. CODES AND CIPHERS:

- a. B-47 Aircraft:
 - (1) Current copies of WFSAL 5104 will be used as required.
- b. KC-97 Aircraft:
 - (1) WFSAL 5104 and JAMP 158 will apply.

4. CALL SIGNS:

- a. SAC Daily Additive prefixed by AIR FORCE will be used for all air/ground communications enroute.
- b. B-47 aircraft will utilize JEPSON 1 thru 15 for interplane communication.

Annex E to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0608

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5. RECALL:

a. The nickname to effect recall of this mission will be "SWITCHBOARD".
i.e. "Switchboard Limestone" means return to Limestone, etc. Void date
of the recall word is 15 March 1954.

6. COMMUNICATIONS CONTROL STATIONS:

a. Communications control stations are listed as follows, and care
should be taken to contact appropriate primary and secondary stations in
order listed for relay of position reports:

- (1) 110 W Longitude to 90 W Longitude: Offutt, Prim; Ellsworth,
Secd.
- (2) 90 W Longitude to 70 W Longitude: Andrews, Prim; Offutt,
Secd.
- (3) 70 W Longitude to 30 W Longitude: Harmon, Prim; Goose Bay,
Secd; Injes, Alternate.
- (4) 30 W Longitude to Prime Meridian: Croughton, Prim; Injes,
Alternate.
- (5) Any AICS station may be used as alternate to above contact
stations.

7. CHANNELIZATION.

a. UHF

- (1) From Davis-Monthan AFB to Goose AFB or Griffiss AFB, channeli-
zations will be in accordance with 303rd Operations Memo 1001
- (2) Goose Bay, Griffiss AFB to Greenham Common or Mildenhall,
channelization will be as follows:

Annex F to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

0609

CONFIDENTIAL

CHANNEL	FREQUENCY	USE
1	257.8	FIR Common, Allied Tower Common.
2	352.4	Greenham Common Tower, (Primary).
3	271.6	Greenham Common GCA Search.
4	255.2	Greenham Common GCA Final.
5	344.0	GCA Common United Kingdom Search.
6	385.4	GCA Common United Kingdom Final.
7	321.0	Bomber Common, (Interplane Primary).
8	311.0	SAC Common, (Interplane Secondary).
9	339.6	Air Refueling Primary.
10	383.2	Brize Norton Approach Control Primary.
11	282.4	Brize Norton Approach Control Secondary.
12	281.0	Lakenheath Approach Control
13	272.0	Lakenheath GCA
14	352.0	Mildenhall Tower
15	281.6	Mildenhall GCA Search
16	294.0	Mildenhall GCA Final
17	267.0	Keflavik Approach (Iceland)
18	236.6	Narsarsua Tower (Greenland)
Guard	243.0	Military Emergency

b. VHF:

- (1) From Davis-Monthan AFB to Griffiss AFB, VHF Channelization will be in accordance with 303rd Operations Memo 100K-3.
- (2) Departing Griffiss AFB, VHF will be rechannelized as listed in "flimsy."
- (3) Crystals authorized in Inclosure 1 to letter DOCEC 413.4 Headquarters SAC, subject, "Compiled List of VHF Requirements."

Annex E to dated 13 May 1953 will be carried in KC-97 aircraft.
 303rd Bomb Wg
 Chrs O No. 8-54
 16 Feb 54

CONFIDENTIAL

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CONFIDENTIAL

c. HF:

- (1) Channelization of ART-13 equipped aircraft will be as listed in flimsy.
- (2) Channelization of 18S-4 equipped aircraft will be as contained in pilots flimsy.
- (3) In event direct communications with ICAO stations are necessary frequencies will be as listed in Area Radio Facility Charts.

8. GENERAL REPORTING PROCEDURES:

a. Flight Commanders will be responsible for making all CAA, ICAO, and HF TACTICAL POSITION REPORTS FOR HIS FLIGHT. Aircraft will be reported by additive call sign, and Flight Commander must be in contact with all aircraft reported for.

b. Individual aircraft in each flight will submit OPERATIONS NORMAL reports to the Flight Commander at 20 and 40 minutes past the hour on UHF frequency 321.0.

c. Each aircraft will be prepared to make CAA and HF reports if directed by the Flight Commander.

d. In Flight Reports:

- (1) Davis-Monthan to Goose AFB, Limestone, and Griffiss AFB.
 - (a) Normal CAA position reports, ADIZ, CADIZ and FIR calls will be made utilizing UHF/VHF, and HF as required.
 - (b) Tactical position reports will be sent to MACS control stations as outlined in procedure "BRAVO", 303rd Bombardment Wing Operations Memo 100-3 and SAC Regulation 55-11.
 - (c) Tactical reports will be addressed for relay to "GLOWORM".

Annex E to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

4

CONFIDENTIAL

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CONFIDENTIAL

- (d) Reports will be submitted according to the schedule contained in 303rd Bombardment Wing Operations Memo 100-1.
- (2) Goose AFB, Limestone AFB, Griffiss AFB to Greenham Common and Mildenhall.
 - (a) Tactical and ICAO Position Reports will be made in accordance with procedure "BRAVO" contained in 303rd Bombardment Wing Operations Memo 100-3.
 - (b) All tactical reports will be sent to appropriate AACS facility for relay to "GLOWORM," and OAC concerned.
 - (c) Reports will be submitted immediately after take-off and hourly thereafter at times directed by the AACS Communications Control Station.

9. EMERGENCY PROCEDURES:

- a. ACP 135, JNRP 300, and information in area facility charts.
- b. Emergency procedures contained in "North Atlantic and East Canada Radio facility charts and USAF Supplement to ACP 125" will apply.

10. NAVIGATIONAL AIDS:

- a. A complete listing of enroute navigational aids is included in individual pilot flimsies.
- b. Due to the limited frequency band utilized for LF radio beacons and ranges, the VHF Omni Range should be used as the primary navigational aid while approaching England. Following are the VOR installations available:

Annex E to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

CONFIDENTIAL

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<u>LOCATION</u>	<u>IDENTIFICATION</u>	<u>FREQUENCY</u>
Fairford	FF	114.9 Mc
Lakenheath	LK	116.9 Mc
London	MVA	112.5 Mc
Llanlwno (51°54'42"N 04°36'19"W)	MZC	113.1 Mc (For initial inbound fix)

11. ALTERNATE ROUTES AND/OR DESTINATION FOR B-47 AIRCRAFT:

a. In the event B-47 Aircraft proceed direct from Limestone to destination in United Kingdom or North Africa, reporting procedures outlined in paragraph 8 above will apply, and individual flimsies reflect additional channelization and reporting points as required.

OFFICIAL:

JOHN K. HESTER
Colonel, USAF
Commander

Holland
HOLLAND
Major, USAF
Communications Officer

DISTRIBUTION:

Same as Oprs O. 8-54

Annex E to
303rd Bomb Wg
Ops O No. 8-54
16 Feb 54

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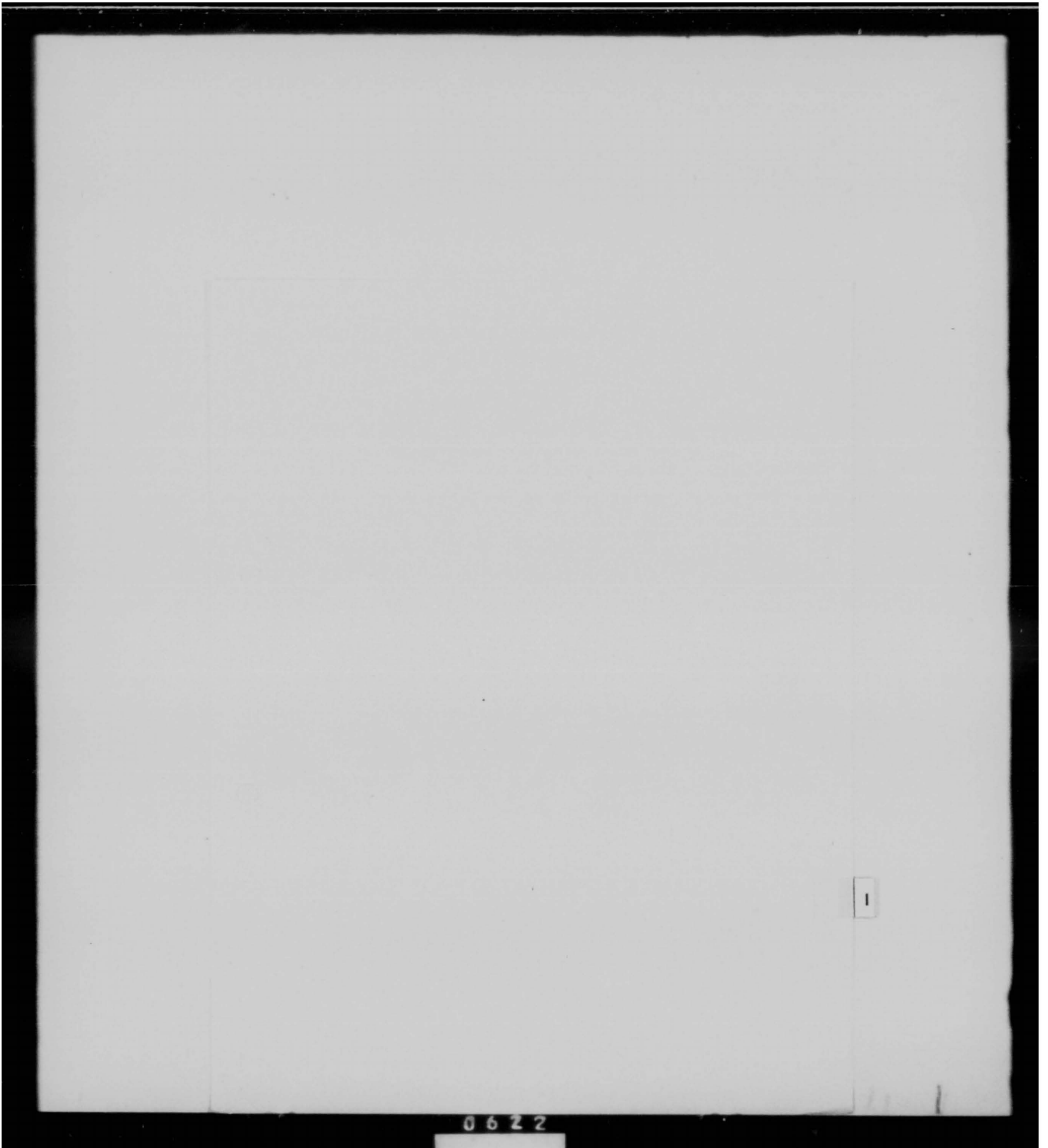
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Breakdown of Quality Control Inspections

March 1954

- 7 B-47 Periodic Inspections
- 5 KC-97 Dock Inspections
- 3 Flight Line, 1 B-47 and 2 KC-97
- 2 Flaperon Changes
- 2 Landing Gear Changes on B-47 type aircraft
- 9 Engine Changes, 5 B-47 and 4 KC-97
- 12 Aircraft Jacket Files
- 1 Landing Gear retracting mechanism change

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Breakdown of Unsatisfactory Reports

March 1954

8	Airframes
2	Power plants
7	Fuel
3	Hyd and Pneu
10	Instruments
3	Utility
2	Landing Gear
7	Electrical
22	Radio and Radar
15	Fire Control
36	Bomb Navigation
1	Maintenance Equipment

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C O P YInspection of Crash and Fire Equipment
3909th Air Base Group

Comdr, 303d Bomb Wing

Wing Inspector, 303d BW 23 Mar 54
Col Roberts/rp/607

1. In accordance with your instructions the Structural and Crash Station at Greenham Common RAF Station was inspected on 22 March 1954, by M Sgt Loy and M Sgt Tilley under the supervision of Lt Col Roberts.

2. The inspection revealed the following facilities and status of equipment for Firefighting and Crash Rescue:

a. M Sgt Lorian has had approximately 20 years experience and is assigned duty as Fire Chief, he has served in this capacity since 15 August 1953, at this station.

b. There are presently 79 permanently assigned airmen and 6 TDY personnel, which brings the Department up to required strength.

3. The findings are as follows:

a. Personnel assigned by AFSC:

AUTHORIZED 84 AIRMEN

15 AFSC 95170
34 AFSC 95150
35 AFSC 95130

ASSIGNED 79 AIRMEN

8 AFSC 95170
30 AFSC 95150
40 AFSC 95130
1 AFSC 95010

b. Equipment Assigned:

CRASH STATION

4 O11A Trucks
1 O10 Truck
1 155 Truck
1 150 Truck
1 1000 Gallon Water Distributor

FIRE STATION

3 590A Pumper
1 Jeep Radio Equipped

c. All equipment is in excellent condition. It being new or reconditioned at the time the Station was opened eight months ago. Two O-11-A Trucks were received here last week and are now in operation.

4. Training Program:

a. One training NCOIC, plus 1 training NCO is assigned on each shift.

KODAK SAFETY FILM

Subject: Inspection of Crash and Fire Equipment, 3909th Air Base Group

b. Each airman is required to receive 4 hours per day of academic training.

c. Total training received on B-47 approximately 60 hours and on KC-97 approximately 30 hours. The fire department personnel have never been inside a KC-97G or a B-47E Model Aircraft. All personnel assigned have flight line passes.

5. Communications:

a. Crash Station:

- (1) Intercom between tower and crash station.
- (2) Direct line from base operations control tower and fire station.
- (3) All crash alarms are in accordance with AFR 92-4.

b. Fire Station.

- (1) Direct line to crash station.
- (2) Fire call boxes throughout structural areas.

6. Discrepancies noted:

a. Messing facilities are not in accordance with AFR 146-20 and SAC Letter ALA, dated 3 Dec 1952, Subject: Utilization of Kitchens in Fire and Crash Stations.

b. One half of the personnel must go the mess at a time, leaving the Crash Station on short crews during meal time.

c. Required mess equipment is on requisition but a present time is on back order from Base Supply.

7. Recommendations and Comments:

a. That a cook be assigned to the fire and crash stations and hot food be transported to the personnel on duty by the Food Service Squadron in accordance with SAC Letter ALA, 3 Dec 1952.

b. That all fire and crash personnel be authorized to inspect or view crew positions on B-47E and KC-97G type aircraft, to facilitate more adequate rescue methods.

Subject: Inspection of Crash and Fire Equipment, 3909th Air Base Group

8. It is felt by the inspecting personnel that the Crash and Fire Department is adequately equipped to handle any emergency that might arise.

cc: Major Liebacher, AIO

CHARLES C. ROBERTS, Lt Col, USAF
Wing Inspector

L

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MAIN GATE
RAF
STATION
GUANTANAMO COAST

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HEADQUARTERS
303D
BOMBARDMENT WING, MEDIUM

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PERMANENT TYPE
TWO STORY CONCRETE
OFFICER BOQ

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PERMANENT TYPE
TWO STORY BUILDINGS
USED AS ALCOHOL BARRACKS
AND SQUADRON ORDERLY ROOMS

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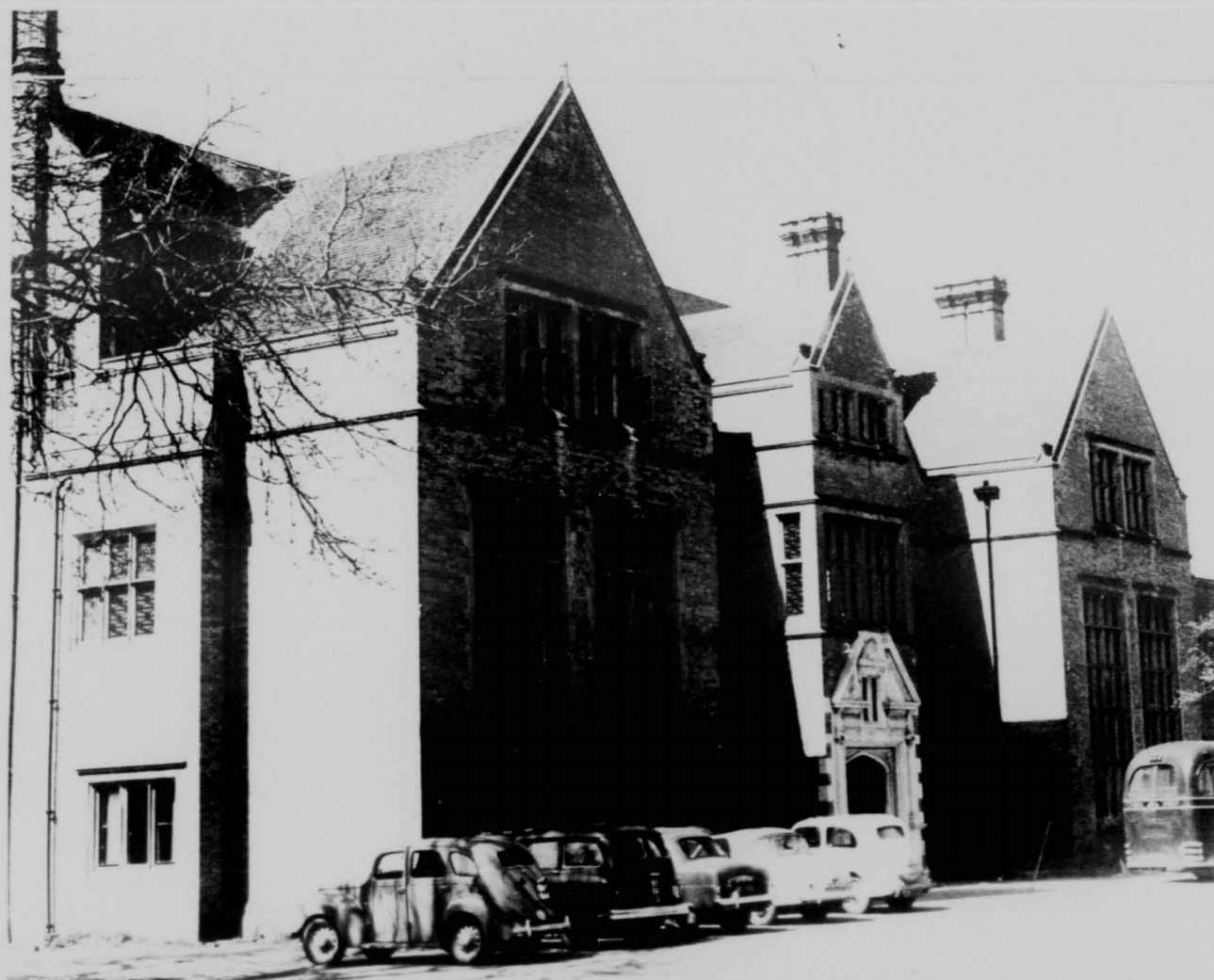
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GREENHAM COTTON LODGE
FOR FIELD GRADE AND STAFF OFFICERS

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HISTORY
OF THE
303RD BOMBARDMENT WING
(M)



APRIL 1954

DAVIS-MONTHAN AFB

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SECRET

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Classification
Auth. 36 ADIV
Date 1 Jul 54 *Lin*

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

1 April - 31 April

1954

Prepared for the 303rd Bombardment Wing, Medium, by Captain David D. Wood (Historical Officer) and S Sgt Robert L. Fritchard (Historical Technician).

30 June 1954

Wm. J. Wrigglesworth
WM. J. WRIGGLESWORTH
Colonel, USAF
Commander

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

RSI Cont No
S 06885

SECRET

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3-1953-2A

K-WG-303 #1
Apr 1954

TABLE OF CONTENTS

2

Title Page - - - - -	1
Table of Contents- - - - -	2
Poster of Key Personnel- - - - -	3
Foreward - - - - -	4

TEXT

<u>Organization and Command</u> - - - - -	5 - 7
<u>Personnel</u> - - - - -	8 - 11
<u>Operations</u> - - - - -	12 - 14
Operations and Training- - - - -	14 - 15
Observer Section - - - - -	15 - 16
Ground Training- - - - -	16
Gunnery- - - - -	17
Communications - - - - -	17 - 18
Flying Safety- - - - -	18 - 19
Operations Plans - - - - -	20
Special Weapons- - - - -	21
Munitions- - - - -	21 - 22
Intelligence - - - - -	22 - 24
<u>Material</u> - - - - -	
Logistics- - - - -	25 - 27
Quality Control- - - - -	28 - 29
Maintenance Control- - - - -	29 - 30
Supply - - - - -	31 - 32
<u>Wing Inspector</u> - - - - -	33 - 35

0651

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	JOHN K. HESTER	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID D. WOOD	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	DAVID A. NEILL	CAPTAIN
DIRECTOR OF OPERATIONS	ELDRIDGE G. SHELTON	LT COL
DIRECTOR OF MATERIEL	MAX W. HENNEY	LT COL
HQ SQ SECTION COMMANDER	DAVID A. NEILL	CAPTAIN
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING SQ COMMANDER	HENRY G. BUSSING	LT COL
303RD FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT SQ COMMANDER	RUSSELL E. DOUGHERTY	LT COL

FOREWARD

This history constitutes the sixteenth report since the conversion of the 303rd Bombardment Wing, Medium, to B-47 aircraft.

Activities in general and the current status of the "Combat Ready" Wing for the month of April 1954 are reflected herein.

CHAPTER
1

0654

ORGANIZATION AND COMMAND

0655

ORGANIZATION AND COMMAND^{1/}

The failure of runway and taxiway surfaces at Greenham Common RAF Station necessitated the move of all Wing activities to Fairford RAF Station during the period 1 April through 5 April 1954. This move was originally intended for a 15 day period, however, upon completion of repair work at Greenham Common, landing, take-off and taxi tests were made and it was determined to move the entire Wing to Fairford for the remainder of the temporary duty period.^{2/} No serious difficulties were encountered in the move other than the loss of flying training as a result of the interruption in maintenance activities.

There were no changes in the key personnel roster of the 303rd Bombardment Wing during the month of April 1954.

^{1/} Information reported by Captain David D. Wood, Adjutant.

^{2/} 303rd Bomb Wing General Order Number 9, 27 Apr 54, Appendix A.

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P E R S O N N E L^{1/}

On 3 April 1954, this headquarters received the April Cycle Promotion Quotas for airmen. Accompanying the quotas was the customary message which closed certain career fields for this cycle. Copies of the message were made and disseminated with other pertinent information concerning the promotion to organizations of the Wing. This headquarters made a further breakdown of the quotas allotted to all squadrons on a percentage basis. Each squadron was given an equal chance to promote to the lower two grades (A/1C and A/2C). The quotas received for the April Cycle Promotion Period were as follows:

<u>M SGT</u>	<u>T SGT</u>	<u>S SGT</u>	<u>A/1C</u>	<u>A/2C</u>
4	10	25	37	78

The organizations within the Wing submitted Data Sheets, Forms 20 and Service Records on the airmen recommended for promotion. The information was used by the promotion board to determine the most qualified and eligible for promotion. All promotion quotas were utilized.

Some difficulty was encountered during this promotion cycle due to the fact that the 303rd Bombardment Wing was divided on three operational locations. Personnel at Mildenhall RAF Station, Fairford RAF Station and Greenham Common RAF Station were notified of the promotion criteria. It was then decided that the promotion board would be held at Fairford RAF Station since the majority of personnel were stationed there. The promotion board convened at 1000 hours, 21 April 1954 in the 303d

^{1/} Information reported by Capt David A. Neill, Director of Personnel.

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Bombardment Wing Briefing Room, Fairford RAF Station. Promotion orders were issued and copies were forwarded to 36th Air Division, Davis-Monthan Air Force Base, Tucson, Arizona.

On 18 April 1954 this headquarters received authority from 36th Air Division for reorganization of the 303rd Bombardment Wing, Medium, under T/O&E 1-1047P dated 1 January 1954. The Personnel Section had copies of the T/O&E's photostated and disseminated to organizations of the Wing.

On 28 April 1954, Headquarters 303rd Bombardment Wing operating location at Greenham Common RAF Station was closed and moved to operational location, Fairford RAF Station.

April Airmen Secondary Proficiency Testing was held at Fairford RAF Station for the 43, 64 and 70 career fields. Personnel who missed the primary testing session due to lack of testing booklets were administered the test. A total of 127 airmen were administered the tests.

During the month four airmen were upgraded to the 3-skill level AFSC, 39 to the 5-skill level and 16 to the 7-skill level AFSC.

Five airmen assigned this organization departed the United Kingdom for the ZI on emergency leaves in April. In obtaining an air priority for these five airmen, it was necessary to contact the Personnel Movements Branch, Headquarters 7th Air Division. After an air priority was received, the orders which sent them to the United Kingdom were indorsed back to the ZI. Airmen reported to Prestwick, Scotland for further MATS transportation to the ZI.

The MIRS figure for this reporting period was 67.2 percent.

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OPERATIONS

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1/ O P E R A T I O N S

The Wing moved all operations activities from Greenham Common to Fairford RAF Station during the period, 1 April through 5 April 1954. This move was necessitated through failure of runway and taxiway surfaces at Greenham Common. ^{2/} This move was originally intended for a fifteen day period; however, upon completion of repair work at Greenham Common, landing, take-off, and taxi tests were made and it was determined to move the entire Wing to Fairford for the remainder of the temporary duty period. No serious difficulties were encountered in the move other than the loss of flying training as a result of the interruption in maintenance activities.

The Wing Directorate of Operations effected a complete reorganization in order to comply with General Order #2 dated 15 June 1953, Headquarters SAC. This reorganization was effective at 0001Z on 23 April 1954.

O P E R A T I O N S A N D T R A I N I N G ^{4/}

A very definite and favorable trend in availability of aircraft for flying was noted which attributed to advanced scheduling of maintenance and flying. This effect became apparent during the latter part of the month when improved availability of flyable aircraft resulted in the following accomplishments: A total of 1593 hours of B-47 time was flown

-
- ^{1/} Information reported by Lt Col E. G. Shelton, Director of Operations.
 - ^{2/} Photographs of runway failure and repair work at Greenham Common, Appendix B thru D.
 - ^{3/} 303rd Bomb Wing Operations Directorate Organizational Chart, Appendix D.
 - ^{4/} Information reported by Lt Col P. A. Fitter, Oprs and Tng Officer.

for an average of 37:05 hours per aircraft of the 43 aircraft possessed and 36:20 hours per crew of the average 45.5 crews available. A further breakdown shows 186 routine sorties, 64 special training sorties and 16 test flights. Air refueling accomplishments of B-47 crews resulted in a total of 107 wet hookups with 25 of these being heavy gross weight transfers. One refueling mission of an emergency nature was accomplished with precision and allowed for the safe landing of the B-47 after emergency procedures resulted in the extension of the landing gear.

OBSERVER SECTION^{5/}

The Wing Observer Section was completely reorganized in the Directorate reorganization effective 23 April 1954.^{6/} The addition of a target prediction team is expected to improve the target materials available to the combat observers and materially assist them in improvement of CEA's and CEP's.

The accomplishments of the Wing Observers during this period are tabulated as follows: Total Radar RBS runs made was 548 with 160 of these for record. This resulted in a record radar RBS CEA of 2367 feet and CEP of 1950 feet. This is an improvement over the previous month. Due to poor weather over the RBS site, visual RBS runs were limited to a total of eight for a record visual CEA of 1517 feet and a CEP of 1175 feet. A total of 381 hours target study was accomplished in connection with the above bombing activities. The improvement of Radar CEA and CEP is attributed to this increased target study.

^{5/} Information reported by Lt Col H. M. Light, Wing Staff Observer
^{6/} Organizational Chart for Observer Branch, Appendix E.

Navigation accomplishments for this period yielded a night celestial CEA of 16.7 nautical miles and day celestial CEA of 19.5 nautical miles. These CEA's were the result of 33 night celestial legs, 16 day celestial legs and five radar legs.

The ability of the Wing to put a maximum number of aircraft over the target with operational bombing equipment was considerably improved over the previous period. This is substantiated by the high number of radar bombing runs accomplished during April.

Certain limitations were imposed through weather over the bomb sites and the accomplishment of Operations Order 108-54 ordered by 7th Air Division. ^{7/} This operation required 21 B-47 type aircraft and 12 KC-97 aircraft for GCA saturation missions on the 8th and 9th of April. Weather conditions over Heston Bomb Plot were so poor throughout the period that it precluded the accomplishment of visual bombing requirements.

GROUND TRAINING ^{8/}

The heavy flying schedule and consequently the heavy maintenance load coupled with the movement of the Wing and limited facilities again curtailed Ground Training activities. Phase training under 36th Air Division Policy Letter was not feasible under the existing conditions. A limited program of physical conditioning was completed due to instructor shortage.

Ground Training accomplishments for the period included 8,383 man-hours of military training, 825 man-hours of special subjects training and 1647 man-hours of ground school including target study for combat crews.

^{7/} 303rd Operations Order 108-54, 6 April 1954, Appendix F.

^{8/} Information reported by Maj R. Dean Harmon, Ground Training Officer.

G U N N E R Y ^{9/}

Considerable improvement was effected during this period in the average fire-out and over-all effectiveness of gunnery missions. Modifications to the feed system of the A-5 turret have apparently eliminated most of the difficulties encountered in recent gunnery missions. The average fire-out attained was 68 percent for 38 missions flown. Of the 38 missions, 17 were 100 percent fire-out missions.

On several missions during the period some misfire ammunition was encountered. Reason for misfires is attributed to faulty primers as this ammunition had been in outside storage for a considerable period prior to delivery to this Wing.

C O M M U N I C A T I O N S ^{10/}

At the beginning of this period, as the result of the Unit Simulated Combat Mission flown in March, a project was initiated to investigate the maintenance factors involved in the failure of AN-76/12 rendezvous equipment. It was determined that a pre-flight inspection and calibration of the AN-76/12 equipment is required to render it effective for rendezvous purposes. This procedure was tested during the latter part of the month and indications are that this SOP will materially improve the effectiveness of this equipment.

Captain Claude Boys was detailed to conduct a survey of Sidi Slimane Air Base communications facilities. This survey determined that facilities

^{9/} Information reported by 2nd Lt Lyle Stouffer, Wing Gunnery Officer.

^{10/} Information reported by Maj Mark F. Holland, Wing Communications Off.

were adequate for the conduct of a Unit Simulated Combat Mission to be flown to that station in May. Preparation of Communications flimsies for the mission was begun during this period.

Communications flimsies for two saturation missions were prepared and distributed and briefings for these missions were conducted. Communications folders were prepared and distributed to Wing Control teams for use in forthcoming Wing missions.

FLYING SAFETY ^{11/}

Two Flying Safety meetings were held during this period and distribution made of all available flying safety publications. The following Wing Flying Safety publications were revised, republished and distribution made to activities concerned: 303rd Bombardment Wing ^{12/} Regulation 62-3, Ground Handling of Aircraft; 303rd Bombardment Wing ^{13/} Operations Memo 55B-5, Go-Around Procedures for KC-97 aircraft. A total of 15 flying safety messages were reproduced and distributed to activities concerned. A Flying Safety Committee meeting was held to discuss flying safety conditions of common interest to the Wing and the Air Base Group. Additional safety discussions were held by the flying squadrons.

A daily inspection of the runway and taxiway was made by the Wing Flying Safety Officer, the Airdrome Officer and the Base Operations Officer. Gravel on the taxiway is a continuing problem which requires

^{11/} Information reported by Maj Conrad A. Anderson, Wg Flying Safety Off
^{12/} 303rd Bomb Wing Regulation 62-3, 18 May 54, Appendix G.
^{13/} 303rd Bomb Wing Operations Memo 55B-5, 5 Apr 54, Appendix H.

constant sweeping and policing. Approximately six weak spots developed in the taxiways from the high tire loading of the B-47's. All spots were properly marked and repair being conducted on spots which will least hamper operations.

An unprecedented incident occurred to Captain Douglas wherein he could not lower his forward main gear by normal or emergency landing gear systems. Fast coordination and teamwork in getting a KC-97 tanker (Captain Waggoner and crew) to refuel the B-47 prevented what would have been a major accident. Additional efforts at lower altitude brought the landing gear down so that a safe landing could be made. Initial steps were taken to submit Captain Waggoner's crew as 303rd Bombardment Wing Crew of the Month, and to submit a recommendation that Captain Douglas and Captain Waggoner receive a USAF Well Done Award.^{14/}

Maintenance records on B-47E 51-2414A, involved in a major accident at Goose Bay during deployment, were received from Headquarters Fifteenth Air Force. These records have been thoroughly reviewed to determine responsibility for the maintenance error causing the accident. The error was determined to have happened during compliance with Technical Order 01-20EW-309. The person performing the faulty maintenance has not been specifically identified.

^{14/} Letter 3COMDR, Hq 303rd Bomb Wg, M, subject: Well Done Award Program, with photos, Appendix I.

OPERATIONS PLANS ^{15/}

The period opened with the completion and distribution of recapitulation data for the Unit Simulated Mission flown in March. Immediately thereafter, the Operations Plans Branch was split with one officer and one airman operating at Fairford and the balance of the branch continuing to operate at Greenham Common RAF Station. This split operation continued until 27 April 1954 when the branch completed the move to Fairford RAF Station.

Operations Orders and amendments published and distributed during this period were as follows:

Amendment No. 2, 303rd Operations Plan 50-53, 2 April 1954
(Classified Top Secret).

303rd Operations Plan 65-53, 1 March 1954 (Classified Top Secret).

303rd Operations Order 106-54, 8 April 1954. ^{16/}

Flight planning and briefing for Operations Plan 65-53 was completed for all crews assigned targets as of 24 April 1954. Eighth Air Force Operations Order 50-54 and Fifteenth Air Force Operations Order 40-54 were received 28 April and work began immediately on 303rd Bombardment Wing Operations Plans to implement them.

^{15/} Information reported by Lt Col A. W. Henke, Chief Operations Plans.

^{16/} 303rd Operations Order 106-54, 8 Apr 54, Appendix J.

21

SPECIAL WEAPONS ^{17/}

The Special Weapons Branch provided aircraft for special weapons loading exercises for a total of 34 aircraft days. Air Force Depot Squadrons using the aircraft were the 1st, 2nd, 4th and 8th AFDS.

Implementation of 7th Air Division and 303rd Bomb Wing Operations Orders 100-54 required the joining action of this Wing, the 3919th Air Base Group and the Second Air Force Depot Squadron. The purpose of this operation was to maintain proficiency of the 303rd Bombardment Wing and the 2nd AFDS personnel in support of special weapons operations and emphasis placed on the necessity of close coordination required in EMP operations. Eight B-47 aircraft were prepared on 29 April for subsequent loadings on 30 April. A total of 13 bomb assemblies were accomplished with 13 loadings effected on 30 April aboard the eight aircraft designated. Performance of IFI's, IFE's, post-load, pre-takeoff, in-flight, pre-landing and post-landing checks were accomplished by seven lead and combat ready crews in accordance with SAC Atomic SCP 55-6.

MUNITIONS ^{18/}

Munitions expenditures during this period were limited to 20mm cannon ammunition. Weather conditions prevented any appreciable use of bombs for visual bombing practice. The original stock of 20mm ammunition was exhausted during this period and arrangements were made to

^{17/} Information reported by Maj Francis E. Hawke, Wg Special Weapons Off.

^{18/} Information reported by Capt David Q. MacCalla, Wg Munitions Officer.

0670

22

effect resupply from Brize Norton and Upper Heyford RAF Stations. Initial stocks of ATO units were obtained and made available to the Bomb Squadrons.

INTELLIGENCE ^{19/}

Major activity of the Intelligence Division in April 1954 was directed toward planning, briefing combat crews for a Unit Simulated Combat Mission, and special projects.

The Intelligence Division remains under strength with five airmen shortages; two administrative specialists, one draftsman and two intelligence specialists.

The Intelligence Division moved from Greenham Common RAF Station to Fairford RAF Station on 2 April 1954. Two personnel remained at Greenham Common to work on posting of the EWP map. These two personnel moved to Fairford RAF Station on 29 April 1954.

The Target Intelligence Branch was withdrawn from the jurisdiction of the Intelligence Division, renamed the Target Development Section, and placed under the Observers Branch. This was in accordance with reorganization of the Directorate of Operations.

The Intelligence Estimates Section concentrated its major effort on EWP Operations Order 65-53. Refinements were made on the general briefing for the Wing staff. The difficulties encountered by maintaining two offices and having the requirement to brief the Wing staff in

^{19/} Information reported by Maj W. R. Blackburn, Chief Intelligence Div.

0671

both places were overcome by making general briefing maps at Greenham Common and Fairford RAF Stations. Both of these maps were completed with accompanying intelligence situations.

The facilities at Fairford were inadequate to maintain a large situation and briefing map for crew members. Individual route maps for each crew, which were started in the latter part of March, were completed.

Additional background material on geography was collected and incorporated into the briefing notes. Triplicate overlays for flak, fighters, and radar were made for use in the crew briefing. This procedure gave Intelligence the capability of briefing or target studying three crews simultaneously.

Wing missions also required much of the effort of the section. The section participated in the preparation for the briefing of two saturation missions, and stood by for interrogation of Hot News reports after the mission.

An eight foot square portable briefing board was constructed. The facing of this board was cellotex, hinged in the center, and suspended 24 inches above the ground on two supports. Because of the mobility of this panel, it has been a valuable addition to intelligence equipment.

An Intelligence Annex for the May USCM was prepared. Preparations for the intelligence interrogation team were initiated.

Considerable time was expended on planning and preparation for the forthcoming May E and E Exercise.

24

Another project of major importance was the establishment of a Wing map stockpile. An emergency requisition was couriered to Aeronautical Chart and Information Service Store, Sealand RAF Station, and the maps transported back on a truck. Maps were subdivided into three major groupings. The first were maps to be used for the redeployment to Davis-Monthan Air Force Base, Arizona, the second maps for the Wing stockpile, and the third, maps to be distributed to the squadrons for normal training missions. Stateside route charts, which could not be furnished by Sealand before departure of the Wing, were ordered by TWX directly from the Map Store in St Louis, Missouri.

During the month of April, other commitments of the Wing precluded effecting a maximum ground training program for combat crew personnel. A tentative schedule was prepared to be put into use in the event the situation should change. The ground training conducted during this month consisted of two hours of Psychological Warfare.

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LOGISTICS^{1/}

The first SAC-J2 report was forwarded to Fifteenth Air Force 1 April on returning to the Zone of Interior. Due to deteriorating of runway at Greenham Common RAF station, a temporary move to Fairford was necessitated for approximately 15 days. In cooperation with Base Transportation Section, local buses were contracted for moving 764 personnel supported by baggage trucks from the Base Motor Pool. To transport equipment and supplies six 25 foot Kentucky Stake Trucks of the 3rd Motor Transport Squadron were used for six days with an average of two loads per day, moving 170,000 pounds of freight.

Upon the decision to permanently move to Fairford for the remainder of the TDY, the remainder of the equipment and personnel, with exception of Engine Buildup, was moved by contract buses and base vehicles.

Major Waters and M Sgt Failor were placed on TDY to 7th Air Division from 12 April to 15 April for the purpose of planning USCM maneuver to North Africa.

A draft copy of the 303rd Air Refueling Mobility Plan was drawn up and submitted to Fifteenth Air Force for review and comment.

^{1/} Information reported by Capt W. J. Holt, Wing Logistics Officer.

0676

28

QUALITY CONTROL^{2/}

During the month of April the Quality Control Section conducted special projects on maintenance of aircraft forms, including class room and individual instructions. These instructions covered all phases of maintaining aircraft maintenance forms and records. All aircraft Form I, Part II's, Part III's, and Part IV's of the Wing were inspected by the Quality Control Section with individual instructions to each crew chief on the maintenance of his aircraft forms. A special inspection of this nature on aircraft forms will be conducted by the Quality Control Section every 45 days. Due to the very humid climatological conditions of the Wing's present station assignment, Fairford RAF Station, and a very high number of landing gear malfunctions encountered by the Wing during the month of April, a special project of instruction on the adjustment, testing and operation of the landing gear systems was conducted by the Quality Control Section, with M Sgt E. H. Loy of this Section supervising. During the month of April the Quality Control Section conducted a total of 257 individual inspections^{3/}. This number of inspections is almost tripled as compared with only 86 inspections for the month of March.

During the month of April a total of 11 B-47 and nine KC-97 aircraft were scheduled for test flight by the Flight Test Section of Quality Control. Crews of all aircraft flown were briefed before flight by the Flight Test Control Officer. All aircraft were monitored until released to the assigned Squadron for operation.

^{2/} Information reported by Maj J. P. Pendleton, Quality Control Officer.
^{3/} Breakdown of inspections as completed by Quality Control Section in April 1954, Appendix K.

28

Unsatisfactory Reports for the month of April increased by over 100 percent above March, with a total of 270 plus 4 Emergency UR's.^{4/} All UR's were typed and processed by the UR Unit of the Quality Control Section.

Numerous red border technical orders, interim and formal, have been received by this section. The interim technical orders were reproduced in sufficient copies and distributed to the affected organizations. The formal technical orders which were forwarded from Davis-Monthan Air Force Base were distributed to affected organizations. In addition to red border technical orders, 16 copies of stock list 5-00-1 were received from Davis-Monthan. Two copies were furnished each organization of the 303rd Bombardment Wing.

MAINTENANCE CONTROL^{5/}

During the month of April, the Reports and Analysis Branch ceased operations at Greenham Common RAF Station and moved to Fairford RAF Station. During the month a new Wing Regulation 66-12, Maintenance Programming, was published. Steps were also taken to break down and analyze all maintenance man-hours expended by each Field Maintenance and Armament and Electronics Shops toward flight line and periodic inspection so that an accurate analysis can be made by shop of cost of flying hour.

The move from Greenham Common RAF Station to Fairford RAF Station necessitated dividing the Job Control Unit; the section at Fairford

^{4/} Breakdown of Unsatisfactory Reports for April, Appendix L.
^{5/} Information reported by Maj Henry McManus, Maintenance Control Off.

0678

operating under Major Sawyer and that at Greenham Common under 1st Lt Dean. The physical plant at Fairford was quite good with the exception of telephone and radio communications, but two weeks of emphasis on these shortages eased the difficulties. The Control Unit itself operated from an elevated console complete with dispatch boards, parking plan, field phones and radio net. The Work Order Section shared an office with Major Sawyer and 1st Lt Dean adjacent to the Control Room.

Activity in the Aircraft Records unit during the first days of the month was hampered due to the move from Greenham Common to Fairford, however, the improved facilities at Fairford afforded smoother operation of the section. During the first two weeks of the month, the Section received 20 technical orders applicable to the aircraft of the Wing. This resulted in 860 SAC Forms 85 being initiated, with the total number initiated during the month exceeding 1200. The 30 technical orders received by the Wing during the month of April exceeded that received during any previous one month period. The Wing average TOC rate for the month of April is as follows: B-47 aircraft, 694 technical orders not complied with, 16.2 average open technical orders per aircraft and a 9.9 technical order working average per aircraft.

Supply action on aircraft spares declined sharply during April. The major reason for this declination was not having the flyaway kits at Fairford. By 5 April, base assets were so depleted that 45 percent of the items requested were being extracted to Greenham Common where the flyaway bins were located and a special shuttle service was

31

established to deliver parts from that base to Fairford. Although the AOCF rate was only 44 aircraft days, much maintenance time was lost awaiting delivery of the parts. After the flyaway bins were transferred to Fairford, this problem no longer existed.

Total supply action during April was not exceptionally good, however, it was adequate to support the total flying requirements. After the arrival of the flyaway kits at Fairford, the percentage of positive supply action increased to and remained at approximately 72 percent, the major portion of those items back ordered being requested from Armament and Electronics.

Pre-issues and bench stocks were transferred to Fairford from Greenham Common and upon arrival of the better portion of the 303rd personnel, SAC Manual 65-2 was put completely into effect. As the reparable section of Base Supply became cognizant of their responsibilities as prescribed in SAC Manual 65-2, better supply support of components was realized. Approximately 150 requests for aircraft spares were submitted daily averaging about 30 more than normal at Davis-Monthan Air Force Base.

^{6/} SUPPLY

The redeployment move from Greenham Common to Fairford during the month of April presented numerous supply problems. In view of the extreme shortage of furniture and flight line equipment at Fairford, it

^{6/} Information reported by Capt A. L. Holcomb, Wing Supply Officer.

0680

was necessary to transfer a large amount of this equipment from Greenham Common. Unit supply personnel were required to close out the supply accounts at Greenham Common and open new accounts at Fairford. This created an undue hardship on each unit concerned and the transition period extended over approximately two weeks. Despite the short notice and requirement to establish a planned move, a minimum amount of time was lost in the utilization of equipment during this entire move.

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WING INSPECTOR

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WING INSPECTOR^{1/}

The Wing Inspector Section conducted a vigorous follow-up program on corrective action taken to correct administrative deficiencies noted in Fifteenth Air Force Annual General Inspection. Efforts were concentrated in the following organizations during the month of April: 303rd Air Refueling Squadron, 358th Bombardment Squadron and 359th Bombardment Squadron.

Personal conference periods were held at Greenham Common RAF Station and Fairford RAF Station by Lt Col Roberts on 23 April 1954. There were no complaints or grievances to record.

The Wing Inspector Section moved from Greenham Common to Fairford on 26 April 1954.

Daily assistance was rendered to Squadron Commanders when required on administrative problems and interpretation of various directives.

^{1/} Information reported by Lt Col Charles O. Roberts, Wing Inspector.

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INDEX OF APPENDICES

APPENDIX

TITLE

- A. 303d Bomb Wing General Order Number Nine, 27 April 1954.
- B. Photographs of Runway Failure, Greenham Common RAF Station.
- C. Photographs of Runway Repair Work, Greenham Common RAF Station.
- D. 303d Bomb Wing Operations Directorate Organizational Chart.
- E. Organizational Chart for Observer Section.
- F. 303d Bomb Wing Operations Order 108-54, 6 April 1954.
- G. 303d Bomb Wing Regulation 62-3, 18 May 1954.
- H. 303d Bomb Wing Operations Memo 55B-5, 5 April 1954.
- I. Well Done Award Program with Photographs.
- J. 303d Bomb Wing Operations Order 106-54, 8 April 1954.
- K. Breakdown of Quality Control Inspections for April 1954.
- L. Breakdown of Unsatisfactory Reports for April 1954.

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HEADQUARTERS
303D BOMBARDMENT WING, MEDIUM (SAC)
APO 167, US AIR FORCE

GENERAL ORDERS)
NUMBER 9)

27 April 1954

1. Headquarters, 303d Bombardment Wing, Medium, will close at Greenham Common RAF Station, Berkshire, England, at 2400 hours, 27 April 1954, and open at Fairford RAF Station, Glos, England, at 0001 28 April 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

David D Wood
DAVID D WOOD
Captain, USAF
Adjutant

DISTRIBUTION: "B"

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B

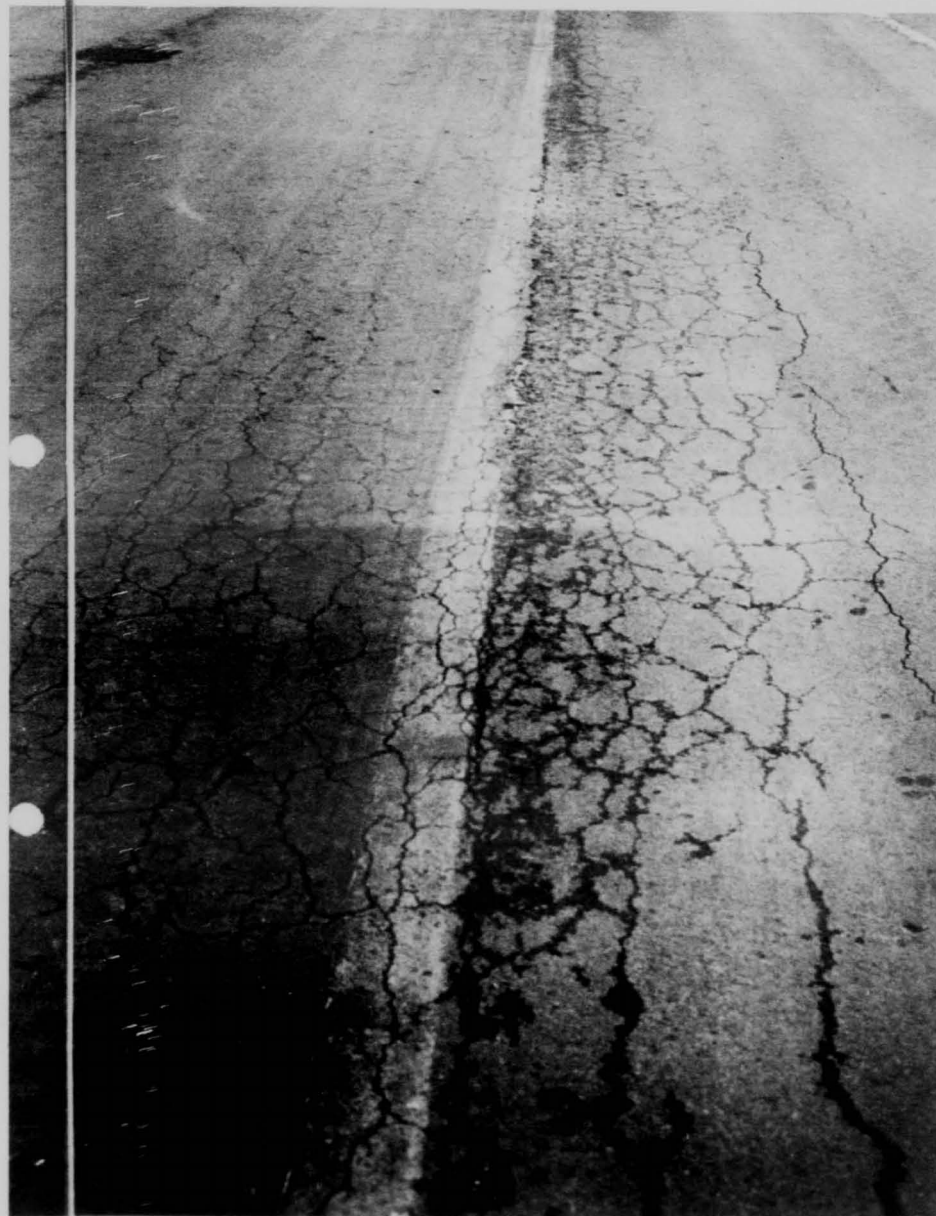
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Breakdown and failure of runway and taxi surfaces at
Greenham Common RAF Station, United Kingdom.

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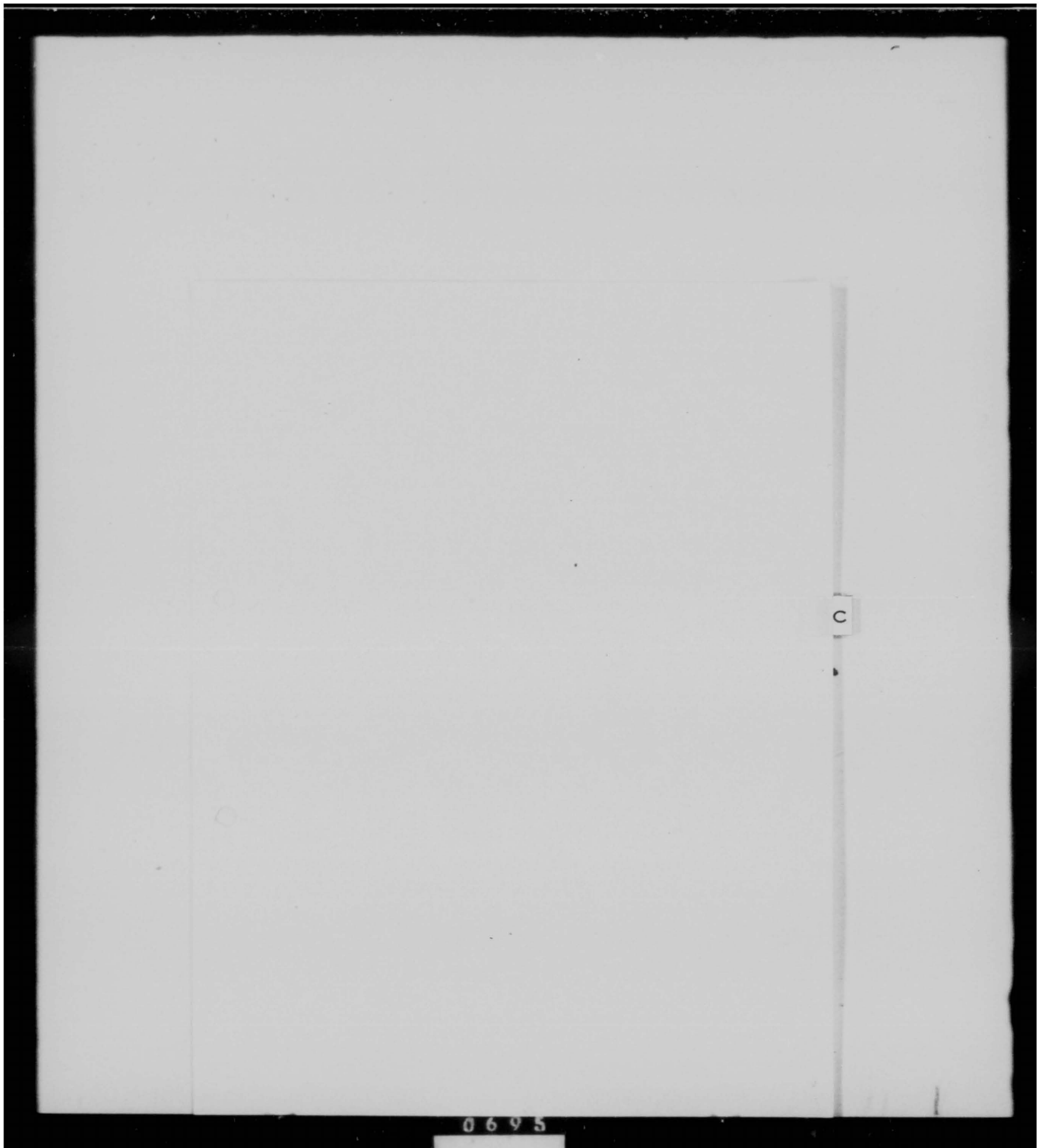


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Between hardstand #14 & #17 - Showing materials removed from failed area. Note heavy amount of clay.

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2400 ft. - Lay down of black top in 2" layers.

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2000 ft. - Longitudinal shot looking east on runway, showing rolling of concrete sub-grade and additional repair work.

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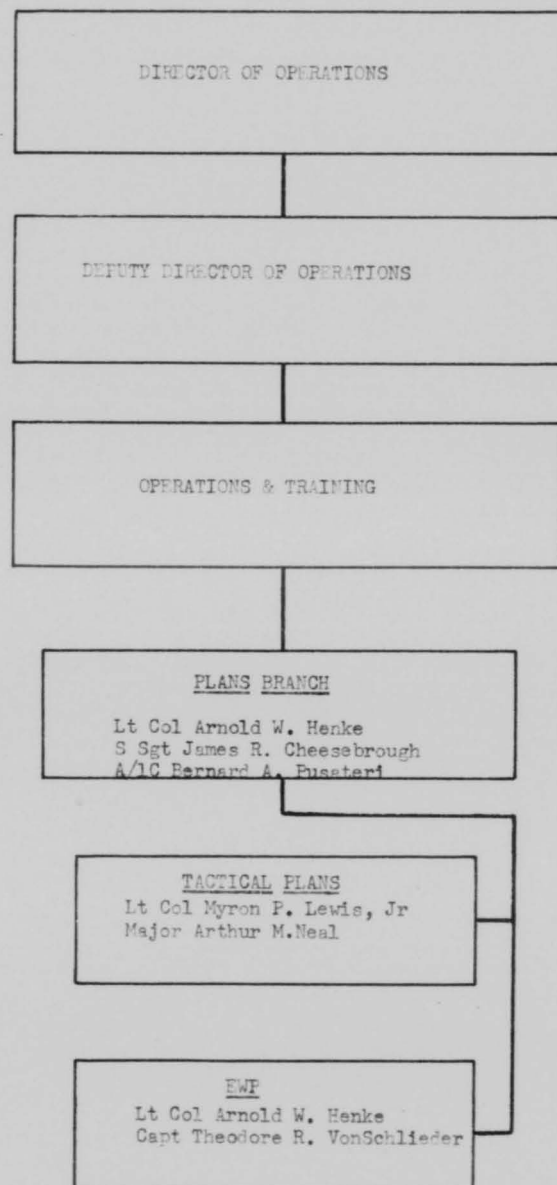


2400 ft. Showing finish rolling of new black top.

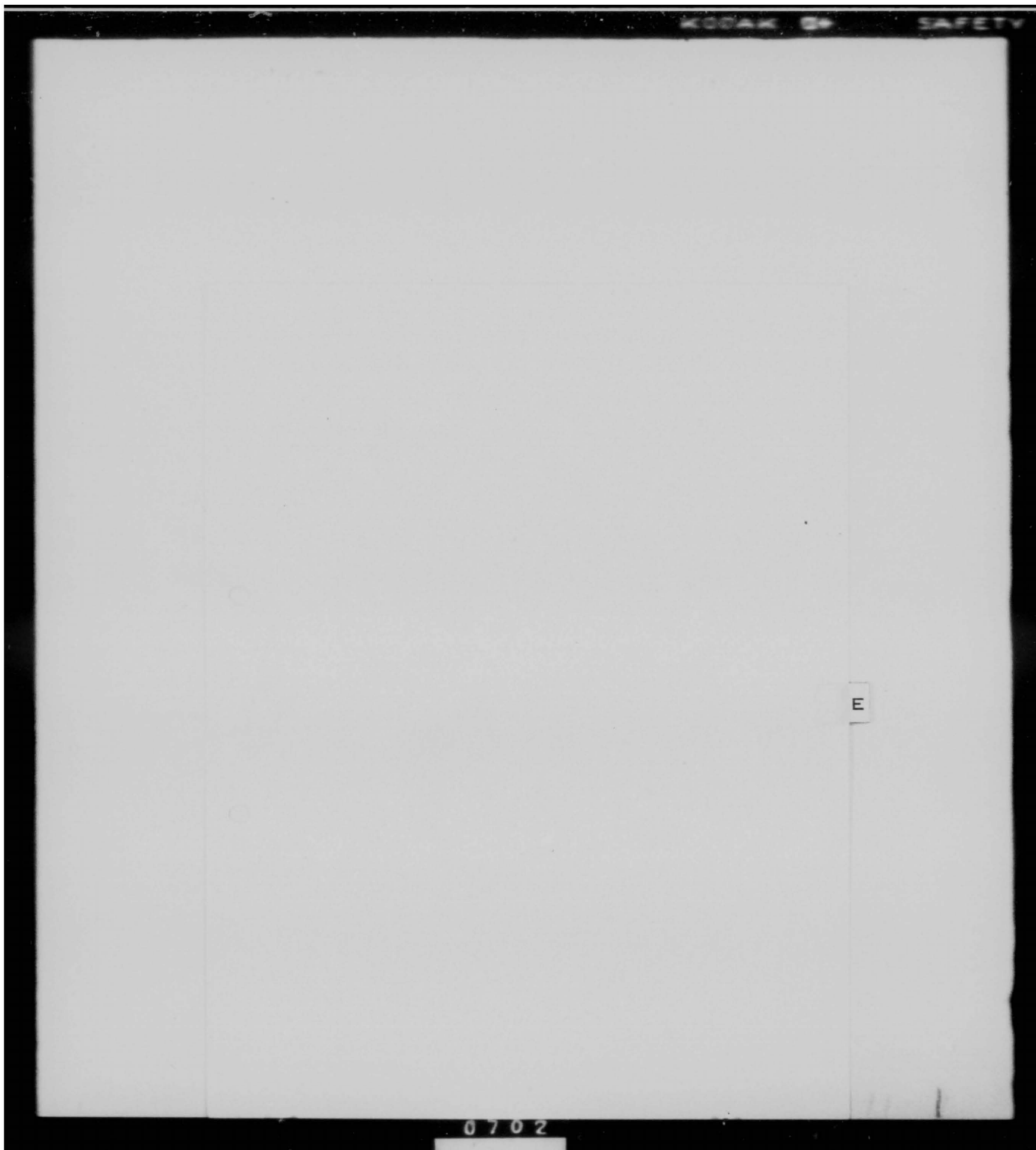
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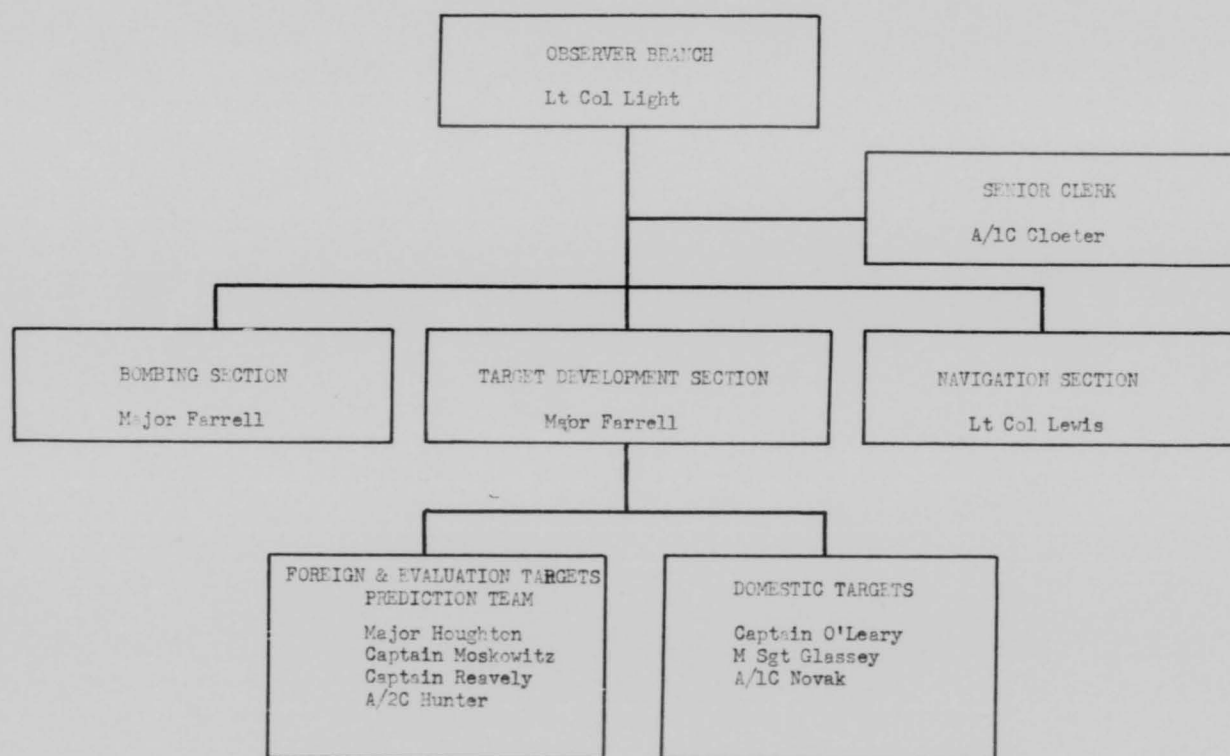
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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 167, c/o Postmaster
New York, New York
00012, 6 April 1954

OPERATIONS ORDER 108-54

CHART OR MAP REFERENCE: As required.

TASK ORGANIZATION:

358th Bombardment Squadron	Lt Col Albert J Bowley
359th Bombardment Squadron	Lt Col Herbert W Reinhardt
360th Bombardment Squadron	Lt Col Robert A Maucher
303rd Air Refueling Squadron	Lt Col Henry G. Bussing
303rd Periodic Maintenance Squadron	Major Merton V Smith
303rd Field Maintenance Squadron	Major Donal B Cunningham
303rd A&M Maintenance Squadron	Lt Col Russell J Dougherty
3910th Air Base Group	Col L M Thomas
3919th Air Base Group	Col Jerome Tartar

1. GENERAL SITUATION: 7th Air Division has directed the 303rd Bombardment Wing to test the capability of letdown and GCA approach procedures in the Midland and East Anglia areas.

a. Intelligence

(1) Enemy forces omitted.

(2) Friendly forces:

(a) 1979 AACs Squadron will maintain and operate Brize Norton and Lakenheath Radar Approach Centers.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

0705

2. MISSION: The 303rd Bombardment Wing will dispatch 15 B-47 type aircraft and 10 KC-97 type aircraft on X day to test and develop capability of the Brize Norton and Lakenheath Approach Centers for landing aircraft under IFR conditions at a minimum acceptable time interval.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron:

- (1) X-day, provide 5 aircraft and crews plus 1 ground spare.
- (2) Takeoff times and control times for Fairford and Lakenheath Approach Control will be included in the order of execution.

b. 359th Bombardment Squadron:

- (1) X-day, provide 5 aircraft and crews plus 2 ground spares.
- (2) Takeoff times and control times for Fairford and Lakenheath Approach Control will be included in the order of execution.

c. 360th Bombardment Squadron:

- (1) X-day, provide 5 aircraft and crews plus 2 ground spares.
- (2) Takeoff times and control times for Fairford and Lakenheath Approach Control will be included in the order of execution.

d. 303rd Air Refueling Squadron:

- (1) X-day, provide 10 KC-97 aircraft and crews plus 2 ground spares.
- (2) Takeoff times and control times for Fairford and Lakenheath Approach Control will be included in the order of execution.

e. 303rd Periodic Maintenance Squadron:

- (1) X-day, provide necessary support for 15 B-47 and 10 KC-97 type aircraft.

2

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

0706

f. 303rd Field Maintenance Squadron:

- (1) X-day, provide necessary support for 15 B-47 and 10 KC-97 type aircraft.

g. 303rd A.M. Maintenance Squadron:

- (1) X-day, provide necessary support for 15 B-47 and 10 KC-97 type aircraft.

h. 3919 Air Base Group:

- (1) Provide necessary base support for execution of this mission.

i. 3910 Air Base Group:

- (1) Provide necessary base support for execution of this mission.

3A. GENERAL INSTRUCTIONS:

- (1) X-day for this mission is 8 April 1954, with an alternate date of 9 April 1954.
- (2) Execution order will include the exact time of this mission and order of approach control to be saturated, including control times for Fairford VOR and Lakenheath VOR.
- (3) Maximum 50-8 requirements will be accomplished subsequent to the saturation mission, as scheduled by the respective squadrons.
- (4) First aircraft (B-47 and KC-97) scheduled over designated fix will time flight so as to arrival at the designated control time. Other aircraft will be scheduled to arrive over fix at minimum time interval to achieve maximum saturation. It is emphasized

3

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

0707

that compression of time interval to a minimum is desired.

- (5) Minimum weather conditions for this test will be 1,000 feet and 2 miles. Flying Safety will be paramount and all runs will be accomplished at discretion of the aircraft commander.
- (6) AN/ARN-6 radio compass will not be utilized during test.
- (7) Primary hold fix to be utilized by all aircraft will be Fairford VOR for Brize Norton Radar Approach control and Lakenheath VOR for Lakenheath Radar Approach Control.
- (8) Hold pattern over Fairford VOR will be 090 mag degrees inbound non standard to the left. Hold pattern over Lakenheath VOR will be 145 mag degrees inbound standard.
- (9) In event the surveillance radar become inoperative during test, approach control will clear aircraft to descend as rapidly as possible utilizing remaining navigational aids available.
- (10) B-47 and KC-97 aircraft will be stacked with 1,000 feet separation. Base altitude for first KC-97 is 4,000 feet and first B-47 is 20,000 feet. From 30,000 up separation will be 2,000 feet.
- (11) Landings may be made at Mildenhall and Fairford at completion of exercise or aircraft may proceed on other assigned training mission at discretion of Squadron Commander.
- (12) B-47 aircraft will execute low approaches at Lakenheath, Fairford, and Greenham Common. KC-97 aircraft will execute low approaches to Mildenhall and Brize Norton. Aircraft will not descend lower

4

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order no. 108-54
6 April 1954

0708

than 250 feet or GCA minimum, whichever is higher, except low approach at Greenham Common will be 500 feet above field elevation.

- (13) Brize Norton and Lakenheath Radar Approach Control's will clear area of USAF traffic 15 minutes before start of exercise and during exercise except in emergency.
- (14) Selection of the Rapcon to be saturated first will depend upon the weather condition. Upon completion of exercise at the first rapcon, aircraft will proceed to the second rapcon to make good the special control time and to repeat the procedure of maximum saturation at the primary fix and further clearnace for low approaches.
- (15) Stacking and letdown instructions will be issued by the Brize Norton and Lakenheath Radar Approach Control's as follows:
After aircraft at Base altitude has departed holding fix, approach control will issue a block clearance for all aircraft to descent 1,000 feet. Each aircraft will acknowledge in ascending order. Descent will not be initiated until the aircraft has acknowledged.
- (16) GCA instructions will be discontinued when aircraft reach GCA minimum and pilots will either change to control tower frequency if landing, or to the approach control frequency when leaving area.

5

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

0709

(17) Aircraft leaving the Brize Norton or Lakenheath complex after a normal west approach will proceed as follows:

- (a) From Fairford: Climb on a heading of 265 mag degrees until 10 miles west of Fairford, thence on a heading of 360 mag degrees until clear of area.
- (b) From Lakenheath: Climb to 1,000 feet above terrain as soon as possible, turn and climb on a heading of 340 degrees until clear of area.
- (c) From Mildenhall: Hold 500 feet above terrain for one minute, then climb on a heading of 200 degrees until clear of area.
- (d) From Greenham Common: Left turn, climb to above airways altitude and remain clear of area.
- (e) United Kingdom civil airways will not be overflown between 3,000 feet and 11,000 feet.

(18) Missed Approach: The GCA final controller and/or the pilot will declare a missed approach. GCA will advise approach control who will hold the stack until aircraft on missed approach turns final at which point stack will be released. Aircraft already on penetration will continue approach while GCA directs missed approach aircraft in a left or right rectangular pattern for second approach. Missed approach altitude will be traffic altitude.

- (a) Upon completion of second approach, aircraft will depart the area in accordance with instructions listed in 3X (16) above.

6

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

0710

- (19) All aircraft will utilize UHF radio for primary communication. HF will be utilized for communication on frequency 3023.5 KCS. VHF may be utilized by KC-97 aircraft in event of UHF failure.
- (a) Emergency air/ground communication will be through ARN-14 (OMNI REC) 181.5 MCS.
- (20) Lost Communication:
- (a) Receiver failure: If no transmission is received for any five minute interval while holding, aircraft will clear the area and try to establish communication on an alternate frequency. If unable to receive instructions enter stack one hour after original stack time at original assigned altitude and execute ADF letdown.
- (b) Transmitter failure: If transmitter fails, the aircraft commander will continue to follow instructions. All aircraft above the aircraft that fails to acknowledge will hold until next time that approach control clears the stack to descend at which time the normal procedure will be resumed.
- (21) Direct communication authorized between all participating agencies.
- (22) E-47 take off will be at 5 minute intervals in the following order:
- | | | |
|----------------------|----------------------|----------------------|
| <u>358th Bomb Sq</u> | <u>359th Bomb Sq</u> | <u>360th Bomb Sq</u> |
| 1-4-7-10-13 | 2-5-8-11-14 | 3-6-9-12-15 |

- (23) The 358th Bomb Squadron spare will stand by with engines started until first 5 aircraft are airborne. 359th Bomb Squadron and 360th Bomb Squadron spares will stand by with engines started until the next 10 aircraft are airborne. All spares will be in radio contact with the tower until relieved by the tower officer.
- (24) The Commander 303rd Air Refueling Squadron will be responsible for briefing of 303ARS Personnel and full compliance with 7 ADiv Operation Order No. 108-54 dated 6 April 1954 as applicable.
- (25) B-47 briefing for this mission will be 7 April 1954, 1000 hours in the 359th Bomb Squadron Briefing Room.

4. ADMINISTRATION AND LOGISTICS: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command

- (1) Commander 7th Air Division, South Radslip, England
- (2) Commander 303rd Bombardment Wing, Fairford, England

b. Communications

- (1) UHF frequencies for facilities will be as listed in the Communications Flimsey.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:

Comdr 7ADiv - 2
Comdr 303EW - 1
DCC 303EW - 1
DO 303EW - 1
Ops & Tng 303EW - 1
Wing Hist 303EW - 4
Comdr 358ES - 2
Comdr 359ES - 2
Comdr 360ES - 2

JOHN K HESTER
Colonel, USAF
Commander

8

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

0712

Comdr 303ARS - 1
Comdr 303 Fld Maint Sq - 1
Comdr 303 Fld Maint Sq - 1
Comdr 303 A B Sq - 1
Comdr 3919th AFG - 1
Comdr 3919th AFG - 1

OFFICIAL:

E. G. Shelton

E G SHELTON
Lt Col, USAF
Deputy Director of Operations

9
HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 108-54
6 April 1954

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

62-3
5 Pages
Page 1

REGULATION)
NUMBER 62-3)

18 May 1954

FLYING SAFETY

Operation and Movement of Aircraft on the Ground

(This regulation supersedes 303rd Bomb Wg Regulation 62-3, 16 Apr 54)

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

2. SCOPE: The provisions of this regulation are applicable to all organizations assigned or attached to the 303rd Bombardment Wing, Medium.

3. PROCEDURE: a. No person, except pilots checked out in the particular aircraft, or pilots undergoing training under the supervision of designated Instructor Pilots or Aircraft Commanders, will taxi aircraft assigned to the 303rd Bombardment Wing, Medium.

b. No person will start, operate, warm up, or test engines installed on unit aircraft except:

- (1) Pilots checked out in the particular aircraft, or pilots undergoing training under the supervision of designated Instructor Pilots, Aircraft Commanders or Tech Representatives.
- (2) Qualified mechanics who have:
 - (a) Familiarized themselves with the Handbook of Operations and Flight Instruction for the aircraft and engine involved with Technical Order O2A-1-29, Technical Order O1-1-50, and SAC Regulation 55-22.
 - (b) Received practical instruction in starting and ground operations of engines on aircraft involved, including normal and emergency brake action, and fire shut down procedures, and demonstrate their proficiency and knowledge to the satisfaction of a qualified Aircraft Commander or Instructor Engineer. Certification of the mechanic's proficiency will be signed by the checking Aircraft Commanders and Instructor Engineers. Checking will be designated and Instructor Flight Engineer will be designated by the Squadron Commander on Squadron Orders.
 - (c) Having been authorized to perform such duties, by order of the Squadron Commander, copies will be distributed to the:

0715

62-3
5 Pages
Page 2

1. 303rd Maintenance Control.
2. 303rd Bomb Wing Maintenance Officer.
3. Base Operations Officer.
4. Squadron Operations Officer.
5. 303rd Ground Training Office.
6. Person concerned. (This copy may be reduced to wallet size for convenience in carrying. It will be carried on all flights when the mechanic concerned is away from his home base.
7. A copy of the orders will be posted on Organizational and Engineering Bulletin Boards.
8. 303rd Bomb Wing Flying Safety Office.

c. Tow Vehicle Operators:

- (1) Only qualified personnel will be utilized as drivers of towing vehicles.
 - (a) Squadron Commanders will publish orders designating those persons authorized to operate tow vehicles.
 - (b) Persons operating tow vehicles will have in their possession administrative evidence of their qualifications.

d. Wing and Nose Walkers:

- (1) Only personnel qualified as prescribed in paragraph F will be utilized as Wing and Nose Walkers.

e. Movement and Parking of Aircraft:

- (1) The following minimum personnel requirement is established for towing of B/RB-47 and C/KC-97 aircraft:
 - (a) One man at each wing tip (or 100 feet ahead of wing tip).
 - (b) One man positioned in front of aircraft so as to be visible at all times to the wing walker, tow tractor operator, and a man in the airplane commander's seat. This man will act as signal man and will direct towing of the aircraft.
 - (c) One man to operate tow tractor.
 - (d) One man in Aircraft Commander's seat to operate brakes.

62-3
5 pages
Page 3

- (e) One man in co-pilot's seat to observe and maintain hydraulic pressure.
- (2) On C/KC-97 aircraft, interphone communication will be maintained between the man in the airplane commander's seat and the tow tractor operator by means of headsets, microphone and extension cord. The auxiliary power plant will be in operation during all towing operations to avoid dissipation of aircraft battery.
- (3) Aircraft being taxied within a congested area (parking area, or within 100 feet of an obstruction) will utilize wing walkers and a nose signal man as described above.
- (4) Boundary lines consisting of a broken double line will be painted wherever taxiing or towed aircraft will pass in front of, behind or between parked aircraft, outlining parking areas beyond which no portion of a parked aircraft will extend, and an aircraft movement lane beyond which no portion of the moving aircraft is to extend.
NOTE: THIS SYSTEM OF MARKING MAY NOT APPLY TO AIR BASES OTHER THAN DAVIS-MONTHAN AFB.
- (5) Wing Walkers will walk directly on the boundary line, facing the aircraft, and at a minimum distance of 100 feet ahead of the aircraft, giving necessary signals to maintain proper alignment. At any time a Wing Walker observes that there may be less than 15 feet clearance between the moving aircraft and an obstruction, he will stop abreast of the obstruction, giving appropriate signals until the moving aircraft has cleared the obstruction. NOTE: UNDER NO CIRCUMSTANCE WILL AN AIRCRAFT BE TAXIED OR TOWED WITHIN 5 FEET OF AN OBSTRUCTION. The person taxiing or towing the aircraft will then hold position until the Wing Walkers are again re-positioned 100 feet in front of the aircraft. This will allow sufficient time for relay of proper signals, and emergency stop, if required.
- (6) Care will be taken in parking aircraft that no portion extends over the designated boundary lines. (Refueling pits are also considered aircraft parking areas).
- (7) If necessary to temporarily park the aircraft for maintenance or other purposes, and the aircraft extends over the taxiway, a safety observer will be placed at that portion of the aircraft extending over the taxiway. This observer will, at anytime a taxiing aircraft approaches, warn the Wing and Nose Walkers by waving a red flag during daylight hours, and a flashing red light during hours of darkness.

62-3
5 Pages
Page 4

- (8) Aircraft parked in refueling pits will have a minimum of one man posted at all times to check clearance between taxiing aircraft and the parked aircraft. Aircraft parked at night in the refueling pits will have clearance and navigation lights on, and personnel with signal wands or flashlights to properly clear aircraft that may taxi or be towed past.
- (9) During hours of darkness, Wing and Nose Walkers will be equipped with two operable signal wands, or flashlight. No one will attempt to guide or park an aircraft at night with only one signal wand or flashlight.
- (10) The uniform system of hand signals, as described in the attachment to AFR 62-10, will be used for guidance of aircraft movement on the ground.
- (11) Tactical Squadron Commanders will be responsible for furnishing Wing and Nose Walkers for their assigned aircraft.

f. Training:

- (1) All pilots and maintenance personnel associated with operation and movement of aircraft on the ground will undergo refresher training at least once every six months on ground operating procedures. A test will be administered at completion of refresher training to insure current proficiency.
- (2) The training program will include instruction on the applicable sections of the following directives.
 - (a) AFR 62-10, dated 22 August 1952 (attachment 1, "System of Hand Signals Covering Operation and Movement of Aircraft on the Ground.
 - (b) SAC Regulation 55-22, dated 2 November 1951.
 - (c) 30th Bombardment Wing Regulation 62-3, dated 18 May 1954.
- (3) A certificate of training of each individual will be furnished the Wing Ground Training Office.

4. RESPONSIBILITY: a. Squadron Commanders will insure compliance with the provisions of this regulation.

b. The Wing Operations and Material Officer will insure adequacy of associated training program.

62-3

5 pages

Page 5

c. The Wing Ground Training Officer will monitor the training program for maintenance of training records.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID A. NEILL
Captain, USAF
Adjutant

Clifford Y.F. Liu
CLIFFORD Y.F. LIU
1st Lt, USAF
Assistant Adjutant

DISTRIBUTION: E

H

0720

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55B-5
4 Pages
Page 1

OPERATIONS MEMO)
NUMBER 55B-5)

5 April 1954

OPERATIONS

Takeoff and Landing Procedures

(This Oprs Memo supersedes Oprs Memo 55B-5, dated 30 October 1953)

1. PURPOSE: To establish safe takeoff and landing procedures for B-47 type aircraft.
2. SCOPE: This Operations Memorandum applies to all pilots operating B-47 type aircraft.
3. PROCEDURE: a. Takeoff:
 - (1) Takeoffs are prohibited if cross wind component exceeds 20 knots at 90 degrees.
 - (2) Hooded takeoffs are prohibited, however, simulated instrument takeoffs may be accomplished providing:
 - (a) Applicable procedures have been co-ordinated between pilots prior to takeoff.
 - (b) The instrument pilot will make a visual takeoff transitioning to instrument flying when safely airborne and aircraft is under control.
 - (c) Takeoff procedures and responsibilities will be explained by the Aircraft Commander prior to any takeoff.
 - (3) Takeoff data for takeoff on a wet runway will be corrected as follows and fuel weights reduced accordingly:
 - (a) Increase chart critical field length by 2.5 percent.
 - (b) Increase chart takeoff ground run by 2.5 percent.
 - (c) Decrease critical engine failure speed by 10 knots.
 - (d) Increase both critical field length and takeoff ground run by 15% if numerous puddles over half inch deep are present on the runway. It will be the responsibility of the Operations and Training Officer to advise Base Operations when in the interest of Flying Safety the water is becoming too deep and should be swept off the runway.

55B-5
4 Pages
Page 2

b. Touch and Go Landings:

- (1) Touch and go landings may be accomplished providing; landings are under the supervision of a B-47 instructor pilot who is fully qualified in touch and go landing techniques.
- (2) Prior to engaging in touch and go landings the following requirements must be met:
 - (a) Cross wind component will not exceed 20 knots.
 - (b) Instructor pilots and pilots will be indoctrinated on compressor stall potential, recognition, and corrective procedures.
 - (c) Proper positioning of the engine stall prevention switch. (If OAT is 60°F or below, engine stall prevent switch will be ON).
 - (d) Engine acceleration check will be made prior to initial takeoff. If there is an acceleration time difference in excess of two seconds between any two engines, no touch and go landings will be attempted. (Acceleration checks will be made with engine stall prevention switch in both on and off position if landing temperatures are forecast to fall within a questionable range 65°F 55°F).
 - (e) After landing roll has been established on touch and go landings, throttles will be advanced so that engine power may be momentarily symmetrically stabilized at approximately 60% power prior to advancing throttles to the takeoff power.
 - (f) Best flare speed as listed in the Technical Order 01-20ENB-1 will be adhered to without exception.
 - (g) While touch and go landings are being performed, the before landing check list will be initiated after roll out on downwind leg is completed and the aircraft is straight and level.

c. Full stop landing:

- (1) The pilot will notify the Control Tower of an intended full stop landing upon entering the traffic pattern.

55B-5
4 Pages
Page 3

- (a) During the hours of darkness a 30 minute notice will be given the tower so that the brake chute pick up vehicle may be properly positioned.
- (2) No landing will be made if the cross wind component is in excess of 20 knots.
 - (a) Should diversion become necessary due to surface winds or weather, Jopson Control will be contacted by the pilot through any communication facility available for instructions.
- (3) The brake chute will be deployed on each full stop landing.
 - (a) If the velocity of the surface wind is 15 knots or more the aircraft will proceed to the end of the active runway and the brake chute will be jettisoned on the active runway opposite the brake chute pick up vehicle.
 - (b) If the velocity of the surface wind is less than 15 knots the aircraft will proceed to the end of the active runway, execute a turn off on to the runup apron and jettison the brake chute as near the brake chute pick up vehicle as possible.
 - (c) If the drag chute fails to deploy, and the pilot decides to go around, the co-pilot will immediately pull and hold out the drag chute jettison handle until the go-around has been accomplished and the aircraft is again on the ground.
 - (d) Co-pilot may make landings from the rear seat provided the aircraft commander is combat ready. The aircraft commander will closely monitor altitude and pattern speeds, especially on final approach. He will be prepared to take control of the airplane at any time during approach and landing when in his opinion a dangerous condition is developing.
- (4) Transition landings will not be made with a gross weight in excess of 110,000 pounds minimum fuel. Reserve will be 10,000 pounds on the runway.

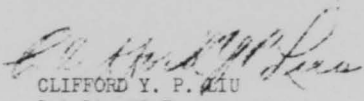
55B-5
4 Pages
Page 4

4. RESPONSIBILITY: It will be the responsibility of each Squadron Commander concerned to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ELDRIDGE G. SHELTON
Lt Col, USAF
Director of Operations


CLIFFORD Y. P. LIU
1st Lt, USAF
Assistant Adjutant

DISTRIBUTION: E

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0725

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

3COMDR

SUBJECT: Well Done Award Program

TO: Commander
36th Air Division
Davis-Monthan Air Force Base
Tucson, Arizona

1. In accordance with the Well Done Award Program as outlined in the Department of the Air Force Letter AFMFS-5A and SAC message DOPS 200.6, dated 21 October 1953, I recommend Captain William E. Waggoner and Captain Logan A. Douglas for recognition by the SAC Heads Up Flying Club, and also as candidates for the USAF Well Done Award.

2. A B-47E aircraft of the 303rd Bombardment Wing piloted by Captain Logan A. Douglas, while on an engineering test flight on 24 April 1954, started a descent from 35,000 to 10,000 feet for a gear timing check. When gear handle was placed in down position, forward gear failed to extend. Gear was re-cycled with negative results. The gear handle was placed in the neutral position and ELGE system actuated. After first stroke a spongy feeling occurred in ELGE system. This feeling was relieved each time by placing the gear handle in the up position. The above operation was repeated at least six times during descent to 10,000 feet with continued negative results. A climb was made to 14,000 where the co-pilot went into the tunnel to visually check the gear doors. They were in a cracked open position. An emergency was then declared and a climb made to 32,000 feet to conserve fuel. At this time, the Wing Control Room personnel, at the direction of the Wing Commander, contacted the 303rd Air Refueling Squadron Operations at Mildenhall, England, and directed the immediate dispatch of a KC-97 tanker to rendezvous with the B-47 over Fairford, in accordance with an existing Wing SOP on emergency refueling. Captain William E. Waggoner, who had just departed his home station on a routine refueling mission, received an emergency call to refuel the B-47 over Fairford, England. With all possible speed Captain Waggoner proceeded to the designated rendezvous point where the B-47 was now at 32,000 feet trying to lower his gear by a combination of G forces and ELGE system. An immediate contact was made with Captain Douglas in the B-47. Through very skillful flying on the part of both pilots a rapid hookup and transfer of 34,000 pounds of fuel was made to the B-47. The fuel remaining in the B-47 prior to refueling was approximately 7,700 pounds. After refueling, a penetration and GCA low approach was made to enable technicians in the tower to make a visual check. On the first pass over the tower

0726

Hq 303rd Bomb Wg, M, 3COMDR Subject: Well Done Award Program

technicians noted that the bomb bay spoiler doors were open. The pilot was instructed to re-cycle the bomb bay doors, but the spoiler doors remained open, and no effect noted on landing gear extension. While still at 2,000 feet altitude, he was instructed to pull the main landing gear circuit breaker and exert maximum pressure on the ELGE system. This was done while the aircraft was in a slight turn, the gear broke loose and was lowered and locked with the ELGE system. All indications plus visual check from the tower showed the gear safe to land. A normal landing was then made.

3. The records and qualifications of these individuals are such that they are deserving of the award and letter of commendation from the Chief of Staff, USAF.

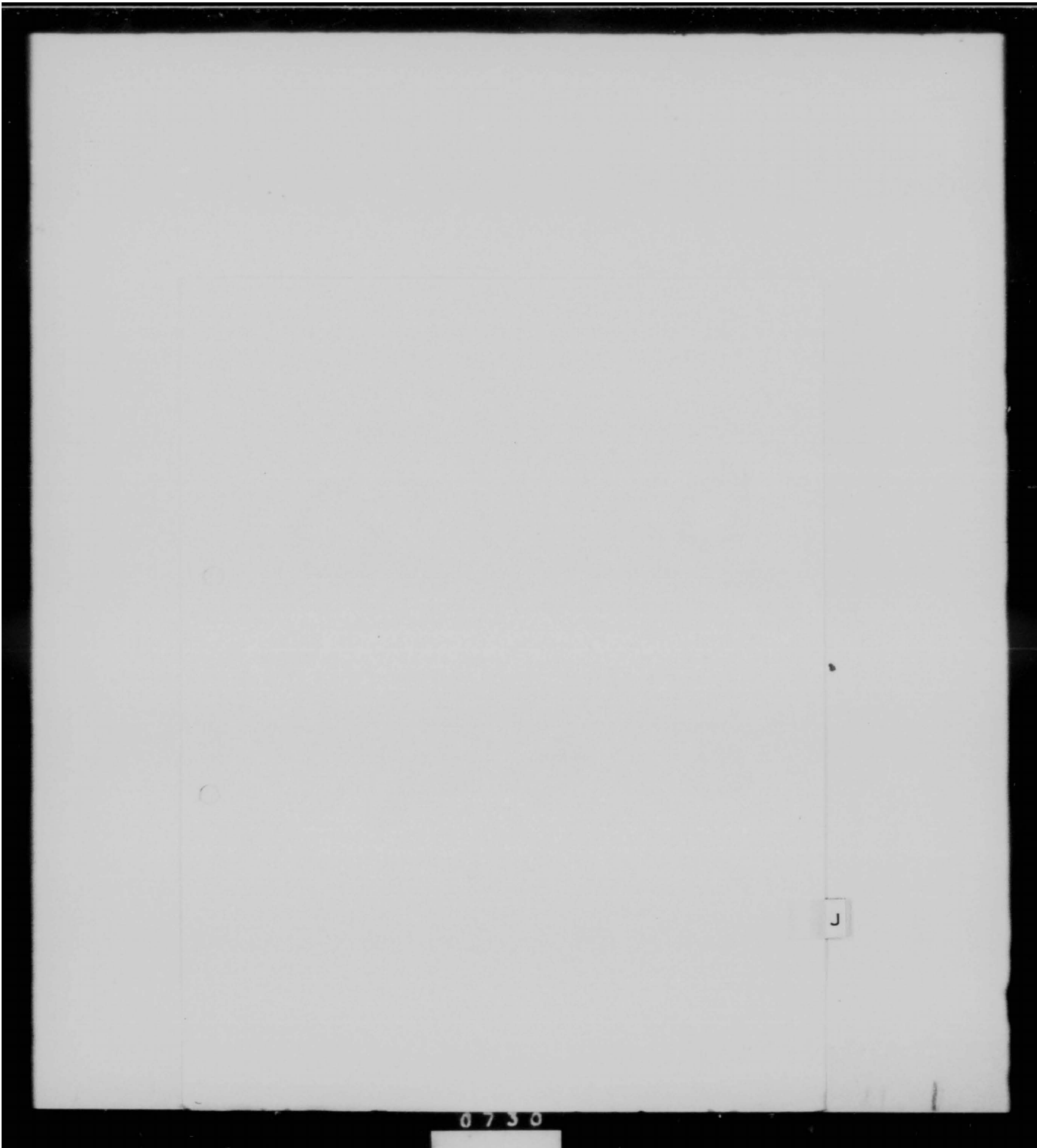
1 Incl
1. Photo (in trip)

WM. J. WRIGGLESWORTH
Colonel, USAF
Commander

Captain William E. Waggoner (left), 303rd Air Refueling Squadron, and Captain Logan A. Douglas (right), 358th Bombardment Squadron, whose coordination and teamwork paid off in averting a major aircraft accident while on TDY in the United Kingdom have been recommended for recognition by the SAC Heads Up Flying Club, and also as candidates for the USAF Well Done Award.



0729



0730

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 167, c/o Postmaster
New York, New York
00012, 8 April 1954

OPERATIONS ORDER 106-54

CHART OR MAP REFERENCE:

NS-103, LRG-1, RC-2230, JN-21,
WAGs 229, 230, 231, 252, 253, 254, 313, 319, 320, 344, 345, 347, 420,
422, 423.

TASK ORGANIZATION:

354th Bombardment Squadron	Lt Col Albert J Bowley
359th Bombardment Squadron	Lt Col Herbert W Reinhardt
360th Bombardment Squadron	Lt Col Robert A Maucher
303rd Air Refueling Squadron	Lt Col Henry G Bussing
303rd Periodic Maintenance Squadron	Major Merton V Smith
303rd Field Maintenance Squadron	Major Donal B Cunningham
303rd A&EM Maintenance Squadron	Lt Col Russell E Dougherty
3910th Air Base Group	Col L M Thomas
3919th Air Base Group	Col Jerome Tartar
3909th Air Base Group	Col G G Robinson

1. GENERAL SITUATION: To prescribe a procedure to be followed when a weather situation develops or is forecast to develop necessitating other than routine precautions in the safe guarding of personnel and equipment and in the operation, mooring, and parking of USAF aircraft.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 106-54
8 April 1954

- a. Intelligence
 - (1) Enemy Forces: Omitted.
 - (2) Friendly Forces: Omitted.
- 2. MISSION: The 303rd Bombardment Wing will safeguard all assigned B-47 and KC-97 aircraft upon receipt of a storm warning.
- 3. TASKS FOR SUBORDINATE UNITS:
 - a. 353th Bombardment Squadron:
 - (1) Secure all not incommission aircraft.
 - (2) Provide crews and prepare to evacuate all incommission aircraft.
 - (3) Take off will be at minimum interval consistant with Flying Safety.
 - (4) Tactical aircraft will be given priority of take off.
 - (5) Make up and maintain complete Aircraft Commanders folder.
 - (6) Maintain up to date procedure for alerting personnel.
 - b. 359th Bombardment Squadron:
 - (1) Secure all not incommission aircraft.
 - (2) Provide crews and prepare to evacuate all incommission aircraft.
 - (3) Take off will be at minimum interval consistant with Flying Safety.
 - (4) Tactical aircraft will be given priority of take off.
 - (5) Make up and maintain complete Aircraft Commanders folder.
 - (6) Maintain up to date procedure for alerting personnel.

c. 360th Bombardment Squadron:

- (1) Secure all not incommission aircraft.
- (2) Provide crews and prepare to evacuate all incommission aircraft.
- (3) Take off will be at minimum interval consistant with Flying Safety.
- (4) Tactical aircraft will be given priority of take off.
- (5) Make up and maintain complete Aircraft Commanders folder.
- (6) Maintain up to date procedure for alerting personnel.

d. 303rd Air Refueling Squadron:

- (1) Secure all not incommission aircraft.
- (2) Provide crews and prepare to evacuate all incommission aircraft.
- (3) Take off will be at minimum interval consistant with Flying Safety.
- (4) Tactical aircraft will be given priority of take off.
- (5) Make up and maintain complete Aircraft Commanders folder.
- (6) Maintain up to date procedure for alerting personnel.

e. 303rd Periodic Maintenance Squadron:

- (1) Provide necessary support to fly incommission aircraft.
- (2) Secure aircraft and equipment to remain on the ground.
- (3) Maintain up to date procedure for alerting personnel.

3

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 106-54
8 April 1954

f. 303rd Field Maintenance Squadron:

- (1) Provide necessary support to fly incommission aircraft.
- (2) Secure aircraft and equipment to remain on the ground.
- (3) Maintain up to date procedure for alerting personnel.

g. 303rd A&EM Maintenance Squadron:

- (1) Provide necessary support to fly incommission aircraft.
- (2) Secure aircraft and equipment to remain on the ground.
- (3) Maintain up to date procedure for alerting personnel.

h. 3919th Air Base Group:

- (1) Provide necessary base support for execution of the mission.

i. 3910th Air Base Group:

- (1) Provide necessary base support for execution of the mission.

j. 3909th Air Base Group:

- (1) Provide necessary base support for execution of the mission.

3X. GENERAL INSTRUCTIONS:

a. Criteria for issuance of storm warnings are:

(1) General Storm Warning:

- (a) Surface winds of more than 30 knots (steady or in gusts).
- (b) Temperatures of less than 0°C between 1 May and 31 October.
- (c) Minimum temperature of -10°C (14°F) or less, when such a minimum is attained by 10° drop, or more, within a 6 hour period.
- (d) Forecast of possibility of freezing precipitation or hail.
- (e) Forecast of one inch or more of rain, or two inches or more of snow to fall within a 12 hour period.

4
HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 106-54
8 April 1954

- (f) Forecast thunderstorm activity (with or without hail).
- (g) Forecast visibilities of one mile or less.
- (2) Local Storm Warning: Same as paragraph 3a above.
- (3) Severe Storm Warning:
 - (a) Surface wind or more than 60 knots (steady or in gusts).
 - (b) Forecast of hail under conditions of temperature, turbulence and moisture which may be expected to produce unusually large hailstones in great concentration.
 - (c) Temperatures of less than -15°C (5°F) at any time.
- b. Following people will be notified by the Control Room upon receipt of a storm warning:
 - (1) Wing Commander
 - (2) Director of Operations
 - (3) Tactical Squadrons
 - (4) Director of Materiel
 - (5) 303rd Air Refueling if applicable
 - (6) 303rd Periodic Maintenance Squadron
 - (7) 303rd Field Maintenance Squadron
 - (8) 303rd A&EM Maintenance Squadron
- c. Following steps will be taken by the 303rd Bombardment Wing upon receipt of a general, local, or severe storm warning in accordance with the applicable classification specified below:
 - (1) Take necessary and reasonable precautions to safeguard personnel, equipment and aircraft.

(2) If the alert is a result of a severe storm warning, these additional steps will be taken:

(a) All tactical units affected will immediately assemble necessary flight crews and accomplish preflight of incommission aircraft.

(b) Maintenance or other personnel available will be utilized in mooring and parking of aircraft not incommission. This is not to be construed as permitting indiscriminate taxiing or moving of aircraft by unqualified personnel.

d. Orbit:

(1) Aircraft will be flown to orbit area, maintaining radio contact with other aircraft in the area.

(2) A flight leader will be designated by each tactical squadron.

(3) The flight leader of each tactical flight will maintain HF contact with A/G station AJC-3 and UHF contact with the designated ATCC. Other aircraft in the flight will receive instructions from the flight leader on a SAC tactical frequency (to be specified prior to take off).

(4) Priority of take off will be given to tactical aircraft.

e. Evacuation:

(1) Aircraft will be dispatched with least possible delay to evacuation base designated.

- (2) Immediately upon arrival at the evacuation base, individual aircraft commanders will be responsible for advising operation control, Headquarters 7th Air Division with a request to be relayed to Headquarters 303rd Bombardment Wing, Medium.
- (3) Priority of take off will be given to tactical aircraft.
- f. The conditions may progress from alert to orbit to evacuation or regress as may be determined by Director of Operations 7th Air Division. Tactical Squadrons of the 303rd Bombardment Wing, Medium, will be notified by Jopson Control. No aircraft will be dispatched to orbit and/or evacuate site unless specifically directed by this headquarters.
- g. Orbit and Evacuation Areas:
 - (1) Primary Orbit Areas Conventional Tactical Aircraft.
 - (a) Chateauroux:
 - 1. Homer - see latest Radio Facility Chart for frequency and identification.
 - 2. Altitude - 12,000 feet or above.
 - 2. Pattern - left hand, race track. Outbound from homer - 153° TC length of legs - 20NM.
 - (b) Bordeaux (Mérignac)
 - 1. Homer - see latest Radio Facility Chart.
 - 2. Altitude - 12,000 feet or above.
 - 2. Pattern - left hand, race track, outbound from homer - 130° TC length of legs - 20NM.

(c) Toulouse (Blagnac):

1. Homer - see latest Radio Facility Chart.
2. Altitude - 15,000 feet or above.
3. Pattern - left hand, race track, outbound from homer - 90° TC length of legs - 20NM.

(2) Primary Orbit Area Jet Aircraft.

(a) Paris (Only):

1. Homer - see latest Radio Facility Chart. Identification OE.
2. Altitude - 30,000 feet or above.
3. Pattern - left hand, race track. Outbound from homer - 100° TC. Length of legs 35NM.

h. Primary Evacuation Bases:

(1) Tactical Aircraft:

- (a) Jet Aircraft - Neubiberg Germany.
- (b) Other aircraft - Sidi Slimane or Wheelus.

i. In proceeding from orbit area to evacuation bases, the following provisions will apply:

- (1) Aircraft will not overfly Spain or Portugal.
- (2) French coast departure points will be as follows:
 - (a) To Sidi Slimane and Wheelus - Marseille.

j. Seventh Air Division or this headquarters will designate alternate orbit and/or evacuation areas if the primary areas cannot be used.

8

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 106-54
8 April 1954

0738

k. No attempt will be made in this Operations Order to cover every situation. As an indication of expected radius of action, when potential tornadoes are forecast for an area, all 7th Air Division Bases in the area and within 50 miles of the area will be instructed by Headquarters to take action in accordance with evacuation procedures.

4. ADMINISTRATION AND LOGISTICS: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command:

- (1) Commander, 7th Air Division, South Ruislip, England.
- (2) Commander, 303rd Bombardment Wing, Medium, Greenham Common, England.

b. Communications:

- (1) HF air/ground transmissions will be in accordance with 303rd Bombardment Wing Operations Memo 100-34, 1 March 1954.
- (2) Aircraft will utilize assigned tactical call signs for inter-plane communications.
- (3) Recall will be effected by use of a code name that will be furnished prior to take off.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:

Comdr 7ADiv - 2
Comdr 303BW - 1
DCO 303BW - 1
DO 303BW - 1
DM 303BW - 1
Ops & Tng 303BW - 1
Wg Hist 303BW - 4
Comdr 358BS - 2
Comdr 359BS - 2
Comdr 360BS - 2

JOHN K HESTER
Colonel, USAF
Commander

9

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 106-54
8 April 1954

Comdr 303ARS - 1
Comdr 303 Pd Maint Sq - 1
Comdr 303 Flg Maint Sq - 1
Comdr 303 A&EM Sq - 1
Comdr 3910th AEG - 1
Comdr 3919th AEG - 1
Comdr 3909th AEG - 1

OFFICIAL:

E. G. Shelton
E G SHELTON
Lt Col, USAF
Director of Operations

10

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 106-54
3 April 1954

0740

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0741

Breakdown of Quality Control Inspections

April 1954

11	B-47 Periodic Inspections
9	KC-97 Dock Inspections
19	Flight Line, 5 KC-97 and 14 B-47
23	Engine Changes, 2 KC-97 and 21 B-47
2	Housekeeping Inspections
63	Aircraft Form I, Part II's, III's, and IV's, as Special Project
4	Special inspections on Personal Equipment
1	Special Inspection on a B-47 Flaperon damaged enroute from Base Supply to the aircraft
28	Retraction Test Inspections
43	Aircraft inspected for special TWX instructions
43	Aircraft inspected for Special TOC
11	Aircraft Record Jacket Files

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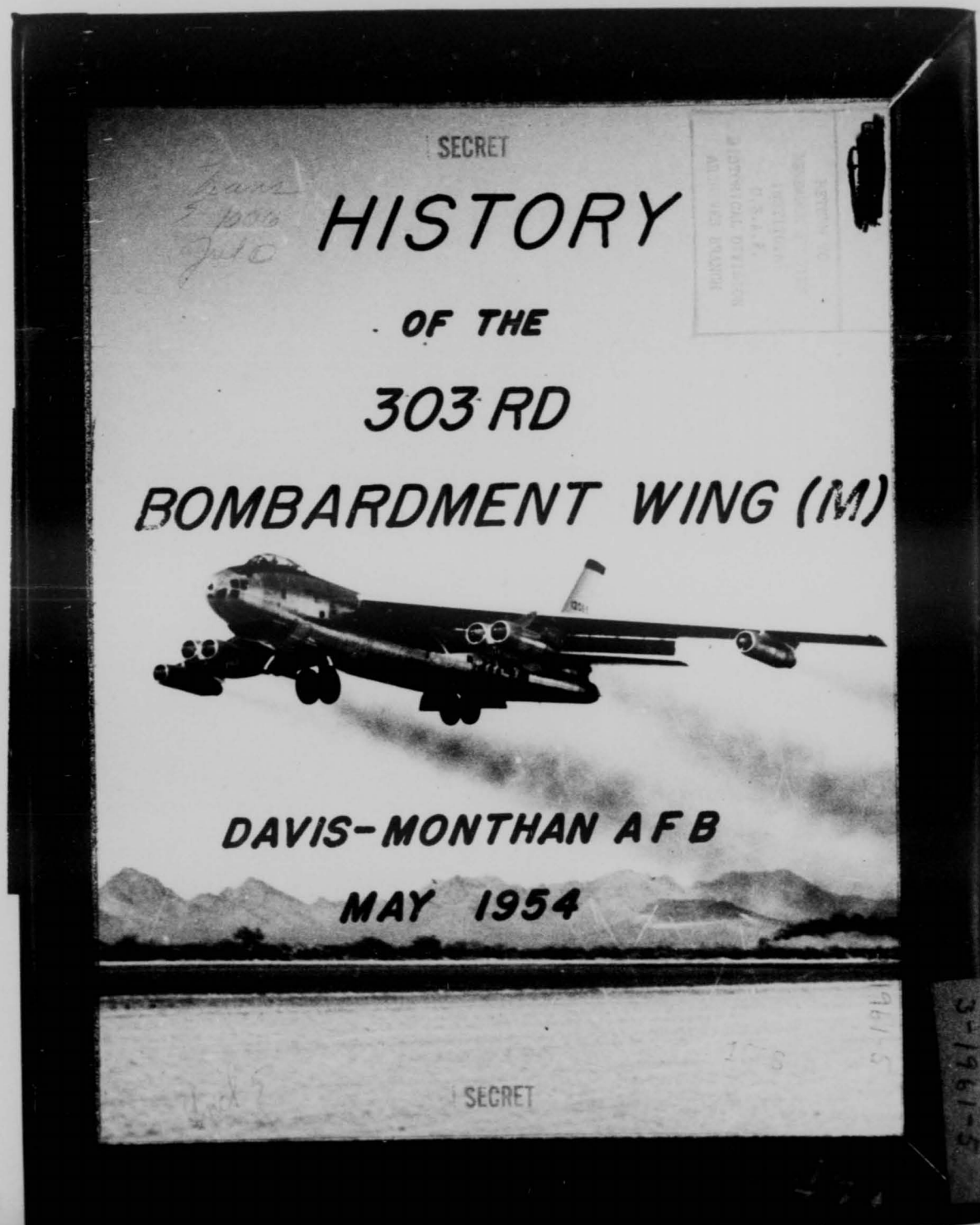
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Breakdown of Unsatisfactory Reports

April 1954

6 Airframes
10 Power Plant
12 Fuel Systems
4 Hyd and Pneu
32 Instrument
3 Landing Gear
19 Electrical
10 Utility
28 Radio and Radar
46 Fire Control
7 Weapons and Releases
88 Bomb-Navigation
3 Photo
4 IFR
1 Maintenance Equipment
1 Publications
2 R-4360-59 Engines (Emergency)
1 Aircraft Bulkheads covering 13 aircraft (Emergency)
1 Consolidated UR on fwd main landing gear systems (Emergency)

0744



SECRET

SECRET

Classification
Auth. 36 ADIV
Date 9 JUL 54

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

1 May - 31 May

1954

Prepared for the 303rd Bombardment Wing, Medium, by Captain David D. Wood (Historical Officer) and S Sgt Robert L. Pritchard (Historical Technician).

9 July 1954

M. J. Wigglesworth
M. J. WIGGLESWORTH
Colonel, USAF
Commander

(36th Air Division, Fifteenth Air Force, Strategic Air Command)

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SECRET

0750

TABLE OF CONTENTS

Title Page - - - - -	1
Table of Contents- - - - -	2
Roster of Key Personnel- - - - -	3
Foreward - - - - -	4
TEXT	
<u>Organization and Command</u> - - - - -	5 - 8
<u>Personnel</u> - - - - -	9 - 12
<u>Operations</u> - - - - -	13 - 15
Operations and Training- - - - -	15 - 16
Observer Section - - - - -	16 - 17
Ground Training- - - - -	17
Gunnery- - - - -	18
Communications - - - - -	18 - 19
Flying Safety- - - - -	19 - 21
Operations Plans - - - - -	21 - 23
Special Weapons- - - - -	23
Munitions- - - - -	23 - 24
Intelligence - - - - -	24 - 25
<u>Material</u> - - - - -	
Logistics- - - - -	26 - 28
Quality Control- - - - -	28 - 30
Maintenance Control- - - - -	30 - 31
Supply - - - - -	32
<u>Wing Inspector</u> - - - - -	33 - 35

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	JOHN K. HESTER	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID A. NEILL	CAPTAIN
WING INSPECTOR	CHARLES C. ROBERTS	LT COL
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	DAVID A. NEILL	CAPTAIN
DIRECTOR OF OPERATIONS	ELDRIDGE G. SHELTON	LT COL
DIRECTOR OF MATERIEL	MAX W. HENNEY	LT COL
HQ SQ SECTION COMMANDER	DAVID A. NEILL	CAPTAIN
358TH BOMB SQUADRON COMMANDER	ALBERT J. ROWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING SQ COMMANDER	HENRY G. BUSSING	LT COL
303RD FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT SQ COMMANDER	RUSSELL E. DOUGHERTY	LT COL

FOREWARD

This history constitutes the seventeenth report since the conversion of the 303rd Bombardment Wing, Medium, to B-47 aircraft.

Activities in general and the current status of the "Combat Ready" Wing for the month of May 1954 are reflected herein.

0753

CHAPTER
1

0754

ORGANIZATION AND COMMAND

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ORGANIZATION AND COMMAND ^{1/}

In accordance with 7th Air Division Operations Order 111-54, a USCM for the 303rd Bombardment Wing was executed on 9 and 10 May 1954. The mission was scheduled as a 100 percent maximum effort and was executed in that manner. The mission was very successful and demonstrated a high level of combat capability in the Wing. Of the 43 aircraft available in the United Kingdom, 42 were airborne on the mission. Although one air abort occurred due to canopy malfunction the aircraft was repaired and airborne within 30 minutes of last scheduled take-off and was effective over target although not in assigned position. Excellent bombing results were attained; all refuelings were completed successfully. Of 42 aircraft striking 27 assigned targets in seven target complexes, 37 were effectively scored by radar scope photos. The 38th aircraft had 100 percent functional radar but lack of interpretable photography of the aiming point precluded a score by photos. Wing CEA was 1392 feet and its CEP 1310 feet for these 37 photo scored runs. The range of scores made by the effectively scored radar systems was 000 feet to 3775 feet. This was 90.4 percent effectively scored K-Systems. Three additional aircraft made malfunction type runs resulting in 97.6 percent effective aircraft, radar-wise, over the target. The 42nd aircraft utilized the Buddy System and dropped its simulated weapon while flying off the Wing of the Buddy aircraft in the formation. The mission was the best the Wing

^{1/} Information reported by Capt David A. Neill, Adjutant

had ever flown, and a message of congratulation was sent from General Walter C. Sweeney, Jr, Commander Fifteenth Air Force, to Colonel John K. Hester, Commander 303rd Bombardment Wing, congratulating all concerned^{2/} for the highly successful manner in which the operation was performed.

Major activity for the remainder of the month of May was expended toward preparation of the redeployment of the Wing to the Zone of Interior.

There was one change in the key personnel roster for the month of May. Captain David A.Neill was appointed Adjutant for the 303rd Bombardment Wing, Medium, vice Captain David D. Wood, relieved.^{2/}

^{2/} Message of congratulation from Gen W. C. Sweeney, Comdr 15AF, Appendix A.
^{3/} 303d Bomb Wg General Order No. 10, 2 May 54, Appendix B.

CHAPTER
2

0758

PERSONNEL

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PERSONNEL^{1/}

On 5 May 1954, this headquarters was advised of the May Proficiency Testing for the 27, 29, 46, 47, 60, 62, 73 and 76 Career Fields which was scheduled for the period beginning 15 May 1954 and lasting through 20 May 1954. Organizations within the Wing submitted the names of those airmen eligible for this examination. Group headquarters at Fairford RAF Station, England, conducted the testing session.

During the month four airmen were upgraded to the 3-level AFSC, 39 to the 5-skill level and 16 to the 7-skill level.

Two airmen assigned this organization departed the United Kingdom for the ZI on emergency leaves during the month. In obtaining an air priority for these two airmen it was necessary to contact the Personnel Movements Branch, Headquarters 7th Air Division. After an air priority was received, the orders which sent them to the United Kingdom were indorsed back to the ZI. Airmen reported to Prestwick, Scotland for further MATS transportation to the ZI.

During the month this headquarters began preparations for the return of the 303rd Bombardment Wing back to Davis-Monthan Air Force Base, Tucson, Arizona.^{2/} Members of this headquarters and those of the Air Base Group at Fairford set up policies and made arrangements for the outgoing processing line.^{3/}

^{1/} Information reported by Capt David A. Neill, Director of Personnel.
^{2/} Letter 3MDC, subject, General Instructions on Redeployment, Appendix C.
^{3/} Disposition Form, subject, Redeployment Information, Appendix D.

It was decided that baggage and personnel would process at Hangar No. 2, Fairford RAF Station. Changing of script and collecting pay records was to be accomplished at Base Operations before departure of the aircraft. Personnel and logistics were to handle the processing of the aircraft personnel along with members of the Air Base Group.

The MIRS figure for this reporting period was 68.2 percent. It is believed that the MIRS figure will steadily increase in coming months due to upgrading from the 3-skill level to the 5-skill level AFSC.

4/ SOP for Accounting for Personnel Returning from TDY, Appendix E.

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OPERATIONS

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OPERATIONS^{1/}

In accordance with 7th Air Division Operations Order 111-54 and 303rd Bombardment Wing Operations Order 111-54 dated 1 May 1954^{2/}, the USCM for May and deployment to North Africa was accomplished. It involved a deployment to North Africa for all 303rd Bomb Wing aircraft, the B-47's to fly a USCM enroute; the KC-97's were dispatched to Wheelus Air Force Base to be in place no later than the 4th of May 1954. This mission was to be triggered by Headquarters Strategic Air Command between 7 and 11 May 1954. The mission was executed on 9 and 10 May 1954. This mission was scheduled as a 100 percent maximum effort and was executed in that manner^{3/}. The mission provided excellent practice for all echelons of the Wing in preparation for and accomplishment of its EWP mission.

OPERATIONS AND TRAINING^{4/}

During the month of May the 303rd Bomb Wing flew a total of 1907 hours in B-47 aircraft with 268 sorties for an average time of 7:07. The average time per aircraft for the month was 41:20. KC-97 aircraft of the 303rd Air Refueling Squadron flew a total of 836 hours averaging 4:49 per sortie with the average time per aircraft of 41:40 for the month. The increase in sortie length was due to cool temperatures.

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- 1/ Information reported by Lt Col E. G. Shelton, Dir of Operations.
 2/ 303d Bomb Wing Operations Order 111-54, 1 May 54, Appendix F.
 3/ Recap of USCM for May and Deployment to North Africa, Appendix G.
 4/ Information reported by Lt Col P. A. Fitter, Chief Ops and Tng.

at the operating base Fairford RAF Station, England, allowing heavier gross weight take-offs with resultant heavier fuel loads and an increase in the number of air refueling sorties flown.

5/ OBSERVER SECTION

In the month of May, 383 RBS runs were accomplished. This was a decrease from the total number of runs made in April. The decrease was due to the fact that April was a free month under SAC Regulation 50-8. During May, it was necessary to fly more diversified missions, not concentrating almost exclusively on RBS. One hundred and 49 of the total 383 RBS runs were Record Radar RBS with a CEA of 2309 and a CEP of 1870 feet. May's CEA reflects an improvement over April. Sixty-eight of the total 383 RBS runs were Record Visual RBS with a CEA of 860 feet and a CEP of 708 feet. This represents an improvement of 138 feet over April's Visual RBS CEA.

The most successful Unit Simulated Combat Mission in the history of the 303rd Bombardment Wing was flown early in May. Bombing results were excellent. The Wing CEA for 37 radar camera attacks on 26 different DGZs was 1310 feet. For this one mission alone, 410 hours of target study was accomplished on seven target complexes within France. Two hundred and 50 radar scope photos were annotated and made a part of the 42 target folders that were built up from quantities of raw materials made available to the 303rd Bombardment Wing by 7th Air Division Intelligence and the Fairford TIC. The support provided the 303rd Photo

5/ Information reported by Maj John E. Farrell II, Asst Wing Staff Obsvr.

Interpreter team while at Sidi Slimane Air Force Base, by the Reconnaissance Squadron enabled them to score and report results in the B-51 report in extremely rapid fashion. This mission was by far the highlight of the month. Additional target study on local RBS sites accomplished by the tactical squadrons totaled 548 hours.

The last week in May was culminated by preparations to return to the ZI while at the same time obtaining a high percentage of SAC 50-8 requirements.

GROUND TRAINING ^{6/}

A total of 34,296 manhours of Ground Training was accomplished during the month of May. ^{7/} A large percentage of the training was accomplished at Squadron level, other training was completed through scheduled classes actual participation, and through proficiency testing as used by the 7th Air Division where personnel are given credit for a course if they make a grade of 75 percent or more on the test.

Ground training conducted by the 36th Air Division is divided into three phases. Phase I training was to be accomplished in Air Crew training by 1 May 1954, however, due to numerous difficulties encountered at the TDY station, it was impossible to have this training accomplished on time. Make-up classes have been scheduled for Air Crew personnel who still lack Phase I training requirements.

Upon arrival in the Zone of Interior, Phase training by the 36th Air Division will again be conducted for Air Crew and Non-Air Crew personnel of the Wing.

^{6/} Information reported by Major James A. Marr, Ground Training Officer.
^{7/} Breakdown of Ground Training accomplished for May 1954, Appendix H.

GUNNERY^{8/}

A total of 62 aerial gunnery sorties were accomplished during the month of May. Of these missions, 21 were 100 percent fire-out. Overall fire-out percentage for the month of May was 70 percent.

The most common malfunction of the A-5 gunnery system during the month of May was one not previously encountered. It was caused by moisture collecting on relay contacts inside the electric gun chargers, shorting out the charging circuit, preventing operation of the guns in each instance that this condition was discovered. Nearly all of the cases of this particular malfunction were encountered during the period 3 May through 9 May when there was heavy and continuous rainfall a great majority of the time. UR's were submitted in each case and recommendations that a corrective device or means be incorporated into the system were also submitted.

COMMUNICATIONS^{2/}

A communications annex and communications flimsy for Operations Order 111-54, the Wing Deployment and USCM to Sidi Slimane, North Africa, was prepared and published during the early part of May. All aircrews were briefed on the enroute reporting procedures and the air refueling portion of the mission. Two officers of the 303rd Bomb Wing were sent to Sidi Slimane as communications representatives on the control team for the Wing Deployment there. Captain Boyd, Communications

^{8/} Information reported by 2nd Lt Lyle Stouffer, Wing Gunnery Officer.
^{2/} Information reported by Maj Mark F. Holland, Wing Communications Off.

Officer, was placed on the control team at Fairford RAF Station for the duration of this mission. All aircrews were interrogated subsequent to their landing at Sidi Slimane.

A communications annex and flimsy for Operations Order 23-54, the Redeployment to Davis-Monthan Air Force Base, was also prepared. All the Radio Facility Charts necessary for the redeployment to Davis-Monthan were obtained from the Sealand Air Depot and distributed to the tactical squadrons. General briefing for the redeployment and also specialized briefing on communications was conducted by Major Holland, 303rd Bomb Wing Communications Officer. Captain Boyd departed Fairford RAF Station for Davis-Monthan Air Force Base on the advance party for the purpose of coordinating communications matters and to act as the operations representative. Work was initiated on the installation of additional telephones required by the Wing.

FLYING SAFETY^{10/}

Flying Safety Publications for the month of May were distributed to the Squadrons and Staff Officers. The number of copies available was extremely limited. All incoming incidents and TIX's (Pertaining to accidents) were reproduced and distributed to the applicable squadrons.

A correction factor for wet runways on take-off performance was obtained from the Boeing Technical Representatives and published in Wing Operations Memo 55B-5. A program was put in effect to determine the

^{10/} Information reported by Maj Conrad A. Anderson, Wg Flying Safety Off.

23

actual effect of wet runways on take-off performance. It was not possible to obtain conclusive results, due to variables in individual aircraft performance, different pilot technique, lack of accurate measurement devices, and in that only few take-offs were made from a wet runway. Findings tended to confirm the factors supplied by Boeing that 2.5 percent should be added to take-off distance and to critical field length (or 15 percent if puddles 1/2 inch deep were on the runway) for wet runways.

To assure better visibility of night take-offs an interim program was initiated at Fairford RAF Station to use a line of flare pots on each side of the runway at the quarter line and a double line of flare pots at the center line. This procedure had been used with good results at Goose Bay on the deployment mission.

An airdrome hazard not encountered in the Zone of Interior operations is that the majority of ground equipment is painted olive drab instead of chrome yellow. During hours of darkness additional caution is needed for ground operations of aircraft to prevent collision with camouflaged equipment.

At Fairford only one end of the runway was "sterilized" (marked as an overrun, not to be used for landings). As no runway lights were permitted along the sterilized area, arrangements were made to put a line of flare pots across the threshold, so that pilots making night landings could determine the length of useable runway remaining, so that excessive braking would not be unnecessarily used. GCA touch down point was changed from 1800 feet to 1000 feet from the end of the runway. Use of higher

0769

approach (best flare) speeds with a 1800 foot touch down point would have resulted in dangerously long landings.

Pilots were given special schooling on exhaust gas temperature range stabilization, and effect on engine performance. Emphasis was placed on take-off decision at quarter line speed rather than at center line speed, and a procedure was established of marking both quarter line and center line for night take-offs by a line of flare pots at each side of the runway. Action was taken to indoctrinate all maintenance personnel concerned in proper calibration of EGT gauges and tabbing of engines.

Two incidents occurred on B-47 brake chute failure while in the United Kingdom. In both cases the aircraft was stopped with no damage other than excessive wear on tires, due to use of emergency braking. In the first incident no reason for the failure was evident. In the second case the failure was due to the bridle strap being frozen over the pilot chute, preventing it from deploying.

All crew members of the 303rd Bomb Wing received briefing on flying hazards that they would encounter on their return flight to Davis-Monthan Air Force Base, Arizona.

The Commander's narrative reports on major aircraft accidents involving aircraft B-47E 2416 and B-47E 2414 were edited into final form.

OPERATIONS PLANS ^{11/}

The initial draft of Operations Order 50-54 (Top Secret) was completed and forwarded for staff review and coordination. The final

^{11/} Information reported by Lt Col A. W. Henke, Chief Operations Plans.

draft was approved on 25 May 1954, and typing was started on stencils and continued on the Navigator's and Flight Engineer's Logs. Two additional typists were fully utilized for three days on this project. Flight planning for crews on their assigned targets directed by Operations Order 50-54 was started on 17 May 1954. By 25 May, a total of 22 crews had completed all phases of their assigned target study. On 31 May a total of 34 crews had completed all phases with six crews remaining uncompleted. A great amount of difficulty was encountered in scheduling of crews for flight planning and target study.

Seventh Air Division Operations Order 111-54 directing a deployment and USCM to North Africa was received on 1 May 1954. The 303rd Bomb Wing Operations Order was formulated and published on 5 May after the Wing Commander's meeting held 3 May. General briefing for the combat crews was conducted in the Base Theatre on 5 May for this mission. The planned take-off date was set for 7 May 54. On 6 May, Lt Col Lewis, Major Neal and S Sgt Cheesebrough of the Operations Plans Section departed Fairford, England for Control Team duties at Wheelus Air Force Base and Sidi Slimane Air Force Base. The period of TDY for these personnel was 10 days.

Critique of this mission was conducted on 19 May and the final information for the USCM Recap Sheets was assembled by Col Lewis in preparation for completion. The forms for USCM recap, as required by Headquarters SAC, were not available in the United Kingdom which necessitated obtaining them from Sidi Slimane Air Force Base.

Seventh Air Division Operations Order 23-54 was received on 18 May directing the redeployment of the 303rd Bombardment Wing to the Zone of Interior. The Wing Commander's meeting was held on 19 May to discuss all problems concerning the redeployment and the 303rd Bomb Wing Operations Order 23-54 was published on 21 May 1954.^{12/}

^{13/} SPECIAL WEAPONS

Conversion from the MK 6 Mod 3 to the MK 6 Mods 4 and 5 Bombs began on 1 May 1954. Combat crew members refresher training in Special Weapons continued to reflect the Mod 3 bomb with special emphasis being placed on the new fuse and equipment.

In accordance with 303rd Bomb Wing Operations Order 252-54, 30 combat crews participated in a Special Weapons exercise on 31 May 1954. The combat crews accomplished 30 loadings and 30 post-loading checks on MK 6 Mod 4 bombs. In addition to the loadings and post-loading operations, the crew members performed 60 IFI's and 60 IFE's and the normal in-flight checks required when carrying atomic weapons.

^{14/} MUNITIONS

During the month of May the following munitions were expended: 96/500 lbs sand-filled bombs, 680 ATO bottles and 27,825 rounds of TP99 20MM ammunition.

All bombs during the month of May were released over Ksar-Es-Souk Range, French Morocco, and all 20MM ammunition was fired over the high seas.

^{12/} 303rd Bomb Wg Operations Order 23-54, 21 May 54, Appendix I.
^{13/} Information reported by Maj Francis E. Hawke, Wing Special Weapons Off.
^{14/} Information reported by Capt David Q. MacCalla, Wg Munitions Officer.

Thirty-five crews accomplished Assisted Take-Offs during the period 1 May through 31 May 1954.

15/
I N T E L L I G E N C E

Major activity of the Intelligence Division in May 1954 was directed towards special briefings, EIP planning, target study, combat crew briefings and mobility.

The Intelligence Division remains under strength six airmen; one draftsman, one administration specialist, and four intelligence technicians. One administration specialist and one intelligence specialist were assigned to the section in May.

The most significant activity for the month was the Unit Simulated Combat Mission (USCM). An intelligence team was deployed to Sidi Slimane, North Africa and Wheelus Air Force Base, Tripoli, Libya for approximately one week. This team organized facilities for the interrogations of crews and the submission of Intelligence reports. Intelligence interrogations and reporting was accomplished efficiently and effectively.

The Intelligence Section also participated in the briefings of the USCM for tankers and bombers. In addition, it provided the Director of Intelligence, the NCOIC of Intelligence, and the Estimates Intelligence Officer to two reporting teams for the control and submission of the combat reports, SAC Manual 55-8A.

Considerable effort was expended on the preparation of an E & E Exercise which was scheduled for 13 - 15 May. Participation of the

15/ Information reported by Maj W. R. Blackburn, Chief Intelligence Div.

303rd Bombardment Wing in this exercise was cancelled, because of the commitments in the USCM.

A new EWP was received in early May. After the trip from French Morocco, North Africa, target and area research was begun on the new EWP. Instructions for the construction of two EWP briefing maps were sent to the 303rd Intelligence Section, Rear Echelon, Davis-Monthan Air Force Base. A portable briefing map was constructed for possible briefings at 8th Air Force or 15th Air Force.

A total of 516 man-hours of combat crew training was accomplished during the month of May. In addition, a complete appraisal of the combat crew program was made. The foundation of a permanent training program was firmly established by the following: establishment of a standard format for all Intelligence lectures to be prepared; assignment to each officer in the section the responsibility of the preparation of a proportionate number of lectures on a permanent basis, being prepared to give the lectures, and responsibility for being prepared as an alternate instructor on a second group. A work schedule and time limit was assigned for completion of all phases of lecture preparation. Dry runs for lectures were also scheduled for critiquing lecture information and lecture presentation.

Other projects included the preparation of the section for the visit of General LeMay; inventory of Top Secret material; procurement of re-deployment maps, new EWP maps, and additional maps needed for normal squadron usage; return of 7th Air Division classified material; and preparation for the return trip to Davis-Monthan Air Force Base.

CHAPTER
4

0775

M A T E R I E L

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LOGISTICS^{1/}

The draft copy of the 303rd Air Refueling Mobility Plan was returned from Fifteenth Air Force with a cover letter of recommended changes. All changes were incorporated into the draft copy and then master sheets were cut getting ready to publish final copy of the plan. The final printing was completed and the books assembled ready for distribution.

A move to Sidi Slimane was drafted and approved by all agencies concerned. After postponements the move was approved and executed. With the aid of the base facilities and equipment of the Bomb Wing at Sidi Slimane, the move was completed with very excellent results.

During the month preparations were made in the United Kingdom and at Davis-Monthan for the return of the Wing to its home base at Davis-Monthan. The second SAC-J2 report was sent in to Fifteenth Air Force on 4 May 1954. After this the approval of transfer of property between 320th and 303rd Bombardment Wings caused many more changes in computations. On 24 May the final computations were made and submitted and all plans finalized.

QUALITY CONTROL^{2/}

Again during the month of May the Quality Control Section went all out in its support to the Wing. Special projects were again conducted on the maintenance of aircraft forms. Further instructions were

^{1/} Information reported by Capt W. J. Holt, Wing Logistics Officer.
^{2/} Information reported by Maj Billie J. Barry, Chief of Maintenance.

conducted on the maintenance, operation, and adjustment of aircraft landing gear systems, with a special project on landing gear system micro-switches. A majority of the landing gear malfunctions encountered during the month of May were attributed to the freezing of the micro-switches at high altitudes. A special test called "Operation Cold Switch" was conducted by M Sgt Loy of this Section. During this test a new micro-switch was exposed to hours of freezing temperatures with various oils and lubricants of different weights for the purpose of finding a material that could be used for a lubricant and a seal against moisture that would withstand the various temperature and atmospheric changes of high altitudes. During this test it was found that "Dow Corning Compound Number 4" was the most ideal lubricant and moisture proofing compound that could be used. However, special care must be taken in the application of "Dow Corning" as this is a non-electrical conductor and none of this compound should be allowed to get on the contact points of the switch. Micro-switches of all aircraft in the Wing encountering landing gear malfunctions were cleaned and sealed with "Dow Corning" compound. Personnel of the Field Maintenance, Periodic Maintenance, and the three Bomb Squadrons were instructed in the application of this compound. Two airmen and one officer of this section were deployed to an advance base in North Africa for a special mission conducted by the Wing. The mission was accomplished with 100 percent of assigned aircraft over the target, landing at the advance base, and returning to the TDY base well within the allotted time

allowed for the mission. During the month of May the Quality Control Section conducted a total of 168 individual inspections.^{2/}

The flight test section of Quality Control had two new officers assigned as flight test control officers for the Wing. Capt Roy M. Click, assigned as flight test officer for the B-47 aircraft and Capt Orla E. Martin was assigned as flight test officer for the KC-97 aircraft.

A total of 19 aircraft were scheduled for test flights during the month of May. All crews were briefed before flight by the flight test control officer. All aircraft flown were maintained until released for operation to the assigned squadron.

Unsatisfactory Reports for the month of May reached a total of 150^{4/} by the 15th of the month which was the cut-off date for processing UR's for that month before deployment of the Wing to its home station.

MAINTENANCE CONTROL^{5/}

During the month of May the Control Unit continued to operate both day and night shifts with the day-time personnel.

Considerable value was gained by the installation and employment of the "Yesterday," "Today," and "Tomorrow" charts showing the up-to-the-minute status of the aircraft scheduled to fly. The constant monitoring of these boards was largely responsible for our raising the confirmed flying schedule against aircraft flown rate to 92 percent for the month. During the last week of the month, attention was turned to the preparations

^{2/} Breakdown of Inspections by Quality Control Section for May, Appendix J.

^{4/} Breakdown of Unsatisfactory Reports for May, 1954, Appendix K.

^{5/} Information reported by Maj Henry McManus, Maintenance Control Officer.

for redeployment to the ZI. 1st Lt Dean returned to the ZI on 25 May to prepare the control room and other maintenance control facilities for the redeployment.

The Tech Order Compliance and Aircraft Records Unit concentrated on bringing up-to-date all the records for the B-47E aircraft, prior to return to the ZI. During the latter part of May, all aircraft records were distributed to the respective squadrons for the return journey. This section prepared and packed all office supplies, in anticipation of returning to the ZI. 1st Lt Dean made ready the TOC and Aircraft Records Unit on his early redeployment to the ZI. The pre-dock meetings are now being conducted in a more coherent manner. The new pre-dock meetings bring together all personnel, pertaining to the maintenance and operation of the aircraft. The Technical Order Compliance rate for the Wing during the month of May: 1083 total TO's, 24.8 average, 13.5 working average.

The analysis section during the month of May initiated procedures to provide a complete analysis of the man-hours expenditures of ABE and Field Maintenance Squadrons by shops. This breakdown should enable Maintenance Control to better plan on the capabilities of these units to support the flying program.

In compliance with Maintenance Instruction Letter CO-54 dated 8 February 1954, the scores on all assigned B-47 and KC-97 aircraft were compiled for the period 15 March thru 15 April 1954, and final review revealed that aircraft B-47E 51-2445, 359th Bombardment Squadron, with 216 points, and KC-97G 52-849, 303rd Air Refueling Squadron, with 212 points, won the competition for this period.

6/ Letter 3MDCM, subject, Aircraft Achievement Award, 13 May 54, Appendix L.

SUPPLY^{7/}

-The month of May brought preparations by Wing Supply for the clearing of all hand receipts by the Unit Supplies. Contact was made with the 320th Bombardment Wing advance party at Brize Norton and a schedule was set up with Base Supply for the turn-in of property that was to be transferred to the 320th Bombardment Wing. These items consisted basically of the same items that were received from the 22nd Bombardment Wing, i.e., B-4 stands, configuration kits, UPM/11 calibrator and delay line. The transfer of large flyaway kit items to the 320th Bombardment Wing was hampered because of the 320th Bombardment Wing having B-47B model aircraft and many of the B-47B model parts the 303rd Bombardment Wing had could not be used on their aircraft.

Supply effectiveness from Base Supply had greatly increased but numerous deliveries of aircraft spares to the aircraft still exceed the 30 minute time limit as specified in SAC Manual 65-2. This was due to the wide dispersal of Base Supply warehouses.

Three wave guides, for which ANFE requirements existed, were shipped from the ZI aboard General Terrill's aircraft but were sub-items and could not be used.

As of the last of May no aircraft parts requisitioned from the ZI had been received in the United Kingdom through normal supply channels.

^{7/} Information reported by Capt A. L. Holcomb, Wing Supply Officer.

33

CHAPTER
5

0782

MINO INSPECTOR

0783

WING INSPECTOR^{1/}

A follow-up inspection of corrective action taken to correct administrative deficiencies noted in the Fifteenth Air Force Annual General Inspection was made during the month of May in the following organizations: 360th Bombardment Squadron, 303rd Armament and Electronics Maintenance Squadron, 303rd Periodic Maintenance Squadron, and 303rd Field Maintenance Squadron.

A personal conference period was held by Lt Col Roberts on 26 May. There were no complaints or grievances to record.

Daily assistance was rendered to Squadron Commanders in reference to administrative problems and interpretation of requirements of various directives.

Lt Col Roberts was designated as Executive Officer to Lt Col Ward to assist the Director of Personnel and the Mobility Officer in the redeployment of the 303rd Bombardment Wing in other than tactical aircraft.

^{1/} Information reported by Lt Col Charles C. Roberts, Wing Inspector.

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INDEX OF APPENDICES

APPENDIX

TITLE

- A. Message of congratulation from Gen W. C. Sweeney, Comdr 15AF.
- B. 303d Bomb Wg General Order No. 10, 2 May 1954.
- C. Ltr 3BDC, Subj, General Instructions on Redeployment.
- D. Disposition Form, Subj, Redeployment Information.
- E. SOP for Accounting for Personnel Returning from TDY.
- F. 303d Bomb Wg Operations Order 111-54, 1 May 1954.
- G. Recap of USCM for May and Deployment to North Africa.
- H. Breakdown of Ground Training accomplished for May 1954.
- I. 303d Bomb Wg Operations Order 23-54, 21 May 1954.
- J. Breakdown of Inspections by Quality Control Section for May, 1954.
- K. Breakdown of Unsatisfactory Reports for May, 1954.
- L. Ltr 3BDCM, Subj, Aircraft Achievement Award, 13 May 1954.

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FM COMDR AF 15 MARCH AFB CALIF
TO COMDR BOMBG 303 FAIRFORD ENG

/UNCLASSIFIED/ C20. COMMANDER HESTER FROM COMMANDER SWEENEY.

I HAVE JUST BEEN BRIEFED ON THE RESULTS OBTAINED BY THE 303D
BOMB WING ON OPERATION FULL HOUSE. I WISH YOU WOULD PASS TO ALL
CONCERNED MY HEARTY CONGRATULATIONS FOR THE HIGHLY SUCCESSFUL
MANNER IN WHICH THAT OPERATION WAS PERFORMED. WE ARE COUNTING
UPON YOU TO PRODUCE EQUALLY WELL ON THE FORTHCOMING DEPLOYMENT
HOME.

17/2100Z MAY JWPRH

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HEADQUARTERS
303D BOMBARDMENT WING, MEDIUM (SAC)
APO 129, US AIR FORCE

GENERAL ORDERS)
NUMBER 10)

2 May 1954

1. CAPT (7324) DAVID A NEILL AO 591 008, USAF(AFMs) this hq
is aptd "Adjutant for 303d Bomb Wg M", IACD, vice CAPT (7024) DAVID
D WOOD, AO 771 605 reld.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID D WOOD
Captain, USAF
Adjutant

Clifford Y F Lin
CLIFFORD Y F LIN
1st Lt, USAF
Asst Adjutant

DISTRIBUTION: "I"

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 129, c/o Postmaster
New York, New York

3MDC

8 May 1954

SUBJECT: General Instructions on Re-Deployment

TO: See Distribution

1. GENERAL:

a. In order to permit an expeditious and orderly departure of the Wing, each commander will designate an officer to be responsible for ascertaining that all unit and individual accounts are cleared, all buildings and equipment are properly policed and returned to custody of issuing authority, all grounds and areas of unit responsibility are properly policed, all personnel are available for processing at scheduled time, and all unit supplies and equipment are delivered to unit aircraft and/or placed in the Commercial Transportation Cargo Assembly area. This officer will be the last man in his unit to leave the station; name of officer and office telephone number will be submitted to the Director of Materiel, 303rd Bomb Wing, ATTN: Wing Logistics Officer NLT 1200 hours 15 May 1954. Names of responsible individuals, as defined in this paragraph, in 803rd Air Base Group units will be as follows:

- (1) Hq Air Base Gp: 1st Lt Leroy W. Elmquist
- (2) 803d Ops Sq: S/Sgt Philip J. Guinard
- (3) 803d Supply Sq: T/Sgt Walter Simmons
- (4) 803d Food Service Sq: M/Sgt Chester C. Buckley
- (5) 803d Air Police Sq: Capt Sterling B. Harwell
- (6) 803d Installations Sq: 1st Lt Wayne Robison
- (7) 803d Motor Vehicle Sq: T/Sgt Kimmons

2. PERSONNEL:

a. Unit Commanders, and those responsible personnel named in paragraph 1, will submit a roster of all personnel (exclusive of crews and crew chiefs to depart in B-47's) in the priority desired to depart. Rosters will reach the office of the Director of Personnel 303rd Bomb Wing NLT 1600 hours 18 May 1954. Once submitted, this priority listing of names will not be changed, except in emergency, and then only with the approval of the Director of Personnel.

0792

Hq 303d Bomb Wg, 3MDC, Subject: General Instructions on Re-Deployment

b. Subsequent to receipt of the MATS Operations Order, aircraft loadings will be determined by name and distribution made to units concerned.

c. Leaves and passes will be so arranged that all personnel will be on the station 1 June 1954. Personnel alerted for a subsequent day's processing will be restricted to a specified area so they can be located if the need arises.

d. Chief of Maintenance will submit to the Director of Personnel NLT 18 May 1954 names of personnel on duty at Fairford to accompany KC-97 Enroute Support Team, and names of personnel for B-47 Enroute Support Team. This latter team is a "Stand-by" team limited to 38 personnel. Names will not be changed except in emergency, and then only with approval of the Director of Personnel.

e. Director of Operations will submit to the Director of Personnel NLT 18 May 1954 names of personnel on duty at Fairford for Control Element of KC-97 Enroute Support Team and Control Element of B-47 Enroute Support Team. Names will not be changed except in emergency, and then only with approval of Director of Personnel.

3. MATERIEL:

a. Unit Commanders, and those responsible personnel named in paragraph 1, will submit a loading list of materiel by priority, indicating box number, weight and cube to the Director of Materiel, ATTN: Wing Logistics Officer NLT 1200 hours 22 May 1954. Also will be indicated, by box number, materiel to be loaded on B-47 aircraft.

b. When preparing cargo for re-deployment, unit Mobility Officers will comply strictly with Part V-C, 303rd Bomb Wing Mobility Plan, paying particular attention to paragraph 3. In addition, Unit Mobility Officers will require a signature from the Commercial Transportation Officer or his representative for each increment of cargo delivered to the assembly area. A loading list will be prepared for each load of cargo delivered to the assembly area.

BY ORDER OF THE COMMANDER:

Clifford Y.P. Liu
CLIFFORD Y.P. LIU
1st Lt, USAF
Asst Adjutant

DISTRIBUTION:

- (1) All Sqdns 303d BW (10 ea)
- (2) Hq 803d ABGp (10 ea)
- (3) 803d Ops Sq (10 ea)
- (4) 803d Sup Sq (10 ea)
- (5) 803d Food Service Sq (10 ea)
- (6) 803d AP Sq (10 ea)
- (7) 803d Installations Sq (10 ea)
- (8) 803d Motor Veh Sq (10 ea)

D

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C O P Y

3PDC

Redeployment Information

Hq Sq Section
 358th Bomb Sq
 359th Bomb Sq
 360th Bomb Sq
 303d Fld M Sq
 303d Per M Sq
 303d A E M Sq

Dir of Pers
 303d Bomb Wg

14 May 54

1. Reference ltr 3PDC, Subject, General Instructions for Redeployment, dated 8 May 1954. Paragraph 2a as pertains to preference rosters of personnel will be disregarded. The Wing Logistics Officer will provide your organization with a departure schedule indicating thereon the number of personnel to depart your unit by day and by flight number. You will be advised by telephone by the Director of Personnel or Wg Logistics Officer as to where and when personnel will report for out-going processing, baggage weighing, transportation to the line, hour and date of aircraft departure, etc.
2. The Outgoing Processing Line will be established and operated by the Base Adjutant. Processing is expected to be relatively simple. Specific information concerning processing will be passed to you at an early date.
3. Finance advises that script will be converted to U. S. currency on the processing line. The maximum amount to be converted will be the average month's pay of the individual concerned. Note: Pounds sterling will not be converted on the processing line; this may be done at Finance only. Therefore, it is the responsibility of each individual to convert his English money at Finance. No other arrangements are to be made. Any amount of money in excess of the average months pay of an individual should be converted to Traveler's Cheques.
4. New travel orders will not be issued redeploying personnel to the ZI. The original travels orders directing movement to the U. K. are adequate for return travel. They need not be indorsed.
5. The Wing Commander has authorized ordinary leave privileges upon return of the Wing to the ZI. Personnel may proceed on leave from an enroute ZI base provided such personnel are on leave orders issued by this headquarters prior to departure of the Wing. Troop Commanders will be given specific instructions regarding off-loading personnel enroute for purpose of leave. Squadron Commanders are not authorized to exceed the customary "15% on leave, 10% on pass" policy. Note: It is desirable that personnel going on leave immediately upon arrival in the ZI be placed on Wing Special Orders not later than 31 May 54 at Fairford. It is anticipated that the Wing Special Orders Section will close down on or about 3 June 54.

0795

6. In order that the Wing Logistics Officer may prepare the departure schedule referred to in paragraph 1, the memo, it is necessary for him to know the exact number of people involved in the redeployment. Therefore, request you advise the Director of Personnel by 1200 hrs, 18 May 1954, the specific number of personnel at Fairford who will be redeployed by support aircraft. Do not include in this figure the number of personnel returning via B-47 aircraft or any of the personnel at Mildenhall. The 303d AR Squadron, in cooperation with this headquarters, is charged with the responsibility of redeploying all personnel at Mildenhall.

7. As the need arises you will be given detailed information concerning various aspects of the redeployment.

s/t/ DAVID A. NEILL, Capt, USAF
Dir of Pers

E

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM
APO 129, c/o Postmaster
New York, New York

3PDC

25 May 1954

SUBJECT: SOP for Accounting for Returning TDY Personnel

TO: All Squadrons

1. During the return of the 303d Bombardment Wing to Davis-Monthan Air Force Base, it will be necessary to maintain strict accountability on all personnel involved in the movement. To facilitate this, the Director of Personnel (Major R. W. Bensch) will arrange to be notified at least four (4) hours in advance of the arrival of each aircraft.

2. Each KC-97 and MATS aircraft carrying passengers will be met by the Wing Director of Personnel or his representatives. The Director of Personnel will:

- a. Collect arrival cards and personnel records.
- b. Separate the records by squadron.
- c. Request each squadron concerned to pick up their records and obtain a signed receipt for them.
- d. Pass arrival cards to squadron concerned for morning report purposes.
- e. Keep an accurate count of all returnees by squadrons.

3. The B-47 aircraft and KC-97's not carrying passengers will be met by the squadron to which the aircraft is assigned. The Squadron Commander concerned will be responsible for all action outlined in paragraph 1 above. In addition, at 1500 hours daily the 358th, 359th and 360th Bomb Squadrons and 303d Air Refueling Squadron will telephone a report of the number of personnel who have arrived in the preceding twenty-four (24) hours by squadron of assignment to the Wing Personnel Office. Aircraft carrying cargo with cargo couriers from another squadron are not considered passenger aircraft. Records and arrival cards of such couriers will be delivered to the Wing Personnel Office for distribution.

BY ORDER OF THE COMMANDER:

David A. Neill
DAVID A. NEILL
Capt, USAF
Adjutant

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TABLE OF CONTENTS

OPERATIONS ORDER 111-54

Annex A - Intelligence

Annex C - Operations

Appendix 1 - B-47 & KC-97 Take-Off Schedule

Appendix 2 - B-47 & KC-97 Routes

Appendix 3 - Air Refueling Procedure

Annex D - Materiel

Annex E - Personnel

303 BW M
Ops O 111-54
1 May 1954

SECRET

0800

SECRET

CLASSIFICATION SECRET
 AUTHORITY COMR 303 BWG
 DATE 1 May 1954
 INITIALS [Signature]

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 APO 129, U S Air Force
 0001Z, 1 May 1954

OPERATIONS ORDER NO 111-54

CHARTS OR MAPS: NS-140, 1:5,000,000; LR 13, 14, 23, 24, 1:300,000,
 RT 2230, 1:2,000,000; WAC 170, 171, 172, 228, 229, 230, 253, 254,
 319, 344, 345, 346, 347, 419, 420, 421, 422, 423, 450, 451, 452,
 453, 454

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Henry G. Bussing
303rd Periodic Maintenance Squadron	Major Merton V. Smith
303rd Field Maintenance Squadron	Major Donald B. Cunningham
303rd A&EM Squadron	Lt Col Russell J. Dougherty
3919th Air Base Group	Lt Col K. D. Thompson
3910th Air Base Group	Col Lawrence R. Thomas

1. GENERAL SITUATION: A requirement exists for the 303rd Bomb
 Wing to deploy 100 percent of its aircraft to North Africa and
 return to the U. K. A second requirement exists for the 303rd Bomb
 Wing to execute a Unit Simulated Combat Mission concurrent with the

303 BW M
 Ops O 111-54
 1 May 1954

SECRET

0801

SECRET

deployment. These missions will be performed during the period 7 to 11 May. Execution order to be given approximately 30 hours before first take-off.

a. Intelligence

(1) Enemy Forces: Omitted.

(2) Friendly Forces:

(a) 5th Air Division will:

1. Assume operational control of 303rd Bomb Wing while in North Africa.
2. Provide necessary base facilities and support as required at Sidi Slimane AFB.
3. Provide full photographic laboratory support for processing radar or aerial film for this exercise.
4. Deploy 303rd Bomb Wing to U. K. at termination of TDY.

b. 17th Air Force will provide necessary base facilities and support as required at Wheelus, Tripoli.

c. 3rd Air Force will provide support as required to include alerting of air rescue facilities.

d. 1807th AACCS will operate and maintain necessary air to ground stations.

2. MISSION. The B-47 aircraft will execute deployment and USCM simultaneously to Sidi Slimane AFB, French Morocco. The KC-97 aircraft will deploy so as to be in place at Wheelus AFB, Tripoli

303 BW M
Ops O 111-54
1 May 1954

2

SECRET

0802

SECRET

Libya on 4 May 1954. The KC-97 aircraft will execute the USCM from Wheelus. The USCM will be executed as a one day maximum effort. The purpose of this mission is to test the capabilities of the 303rd Bomb Wing in executing a deployment and a USCM. The latter being a quarterly training requirement of SAC Reg 50-8. The return to the U. K. will be planned to insure adequate crew rest and the accomplishment of maximum training requirements enroute.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron

- (1) Provide 13 B-47 type aircraft and crews on X / 1.
- (2) Provide personnel and equipment to support deployment and the USCM as required in Annexes D and E.
- (3) Schedule aircraft and crews for return to the U. K.
- (4) Take-Off schedule and routes for deployment in accordance with Annex C.

b. 359th Bombardment Squadron

- (1) Provide 15 B-47 type aircraft and crews on X / 1.
- (2) Provide personnel and equipment to support deployment and the USCM as required in Annexes D and E.
- (3) Schedule aircraft and crews for return to the U. K.
- (4) Take-Off schedule and routes for deployment in accordance with Annex C.

c. 360th Bombardment Squadron

- (1) Provide 15 B-47 type aircraft and crews on X / 1.
- (2) Provide personnel and equipment to support deployment and the USCM as required in Annexes D and E.

303 Bw M
Ops O 111-54
1 May 1954

3

SECRET

0803

SECRET

- (3) Schedule aircraft and crews for return to the U.K.
- (4) Take-Off schedule and routes for deployment in accordance with Annex C.
- d. 303rd Air Refueling Squadron
 - (1) Provide 22 KC-97 aircraft and crews for deployment with following schedule:
 - (a) On or about 2 May 54 - 1 KC-97E aircraft and crew with C&MTF will depart U.K. for North Africa.
 - (b) Other KC-97 aircraft with C&MTF will depart at discretion of Wing Commander.
 - (c) 4 May 54 - Balance of KC-97 aircraft and crews with necessary B-47 and KC-97 Support personnel and cargo will depart U. K. from North Africa.
 - (d) Provide personnel and equipment to support deployment as required in Annexes D and E.
 - (e) Aircraft will not depart for North Africa until execution order is issued by 7th Air Division Headquarters.
 - (2) Routes:
 - (a) Mildenhall - Toulon - Wheelus
 - (b) KC-97 aircraft carrying B-47 support personnel and cargo will off-load at Sidi Slimane then proceed direct to Wheelus.
 - (3) Provide maximum KC-97 type aircraft and crews and support of the USCM on X / 1.

303 BWM
Ops O 111-54
1 May 1954

4

SECRET

0804

SECRET

- (4) Routes and schedules and procedures in accordance with Annex C.
- (5) Schedule KC-97 aircraft, crews, and support personnel for return to the U. K. in accordance with Annexes C, D, and E.
- e. 303rd Periodic Maintenance Squadron
 - (1) Provide necessary personnel and equipment to support this mission as required in Annexes D and E.
- f. 303rd Field Maintenance Squadron
 - (1) Provide personnel and equipment to support this mission as directed in Annexes D and E.
- g. 303rd Armament and Electronics Maintenance Squadron
 - (1) Provide personnel and equipment to support this mission in accordance with Annexes D and E.
 - (2) Equip each B-47 aircraft for this mission with operational scope cameras and required film.
- h. 3919th Air Base Group
 - (1) Provide transportation and messing facilities as required by the 303rd Bombardment Wing Director of Materiel.
 - (2) Provide other base support as required.
- i. 3910th Air Base Group
 - (1) Provide base support for this mission as required by the Commander of the 303rd Air Refueling Squadron.

303 B M
Ops O 111-54
1 May 1954

5

SECRET

0805

SECRET

3.X. General Instructions:

- (1) Execution: The order of execution will be issued by this headquarters at a later date. H Hour will be designated in the order of execution.
- (2) In the event adverse weather conditions prevail which may prevent successful conduct of this mission, the Director of Operations, 303rd Bombardment Wing will coordinate all changes with the Bombardment Squadrons, Air Refueling Squadron at Woburn AFB and the Senior Controller at High Wycombe, England.
- (3) Reports for the deployment in accordance with SAC Reg 55-11, 3 Nov 54, inclosures 1 thru 8 (Inclosure 7 only if applicable). Intelligence reports see Annex A.
- (4) Recall - if necessary to recall the mission the following nickname will be transmitted in the clear. "Home Run". Recall will be initiated through Lancer Control only utilizing all facilities available.
- (5) Planning factors for the exercise are as follows:
 - (a) 43 B-47 aircraft strike on X # 1.
 - (b) 20 KC-97 aircraft refuel on X # 1.
 - (c) Latest possible take-off time will be 30 minutes after last scheduled take-off.
 - (d) B-47 fuel reserve over Sidi Slimane will be 12,000 pounds.

303 BW M
Ops O 111-54
1 May 1954

6

SECRET

0806

SECRET

- (e) B-47 aircraft will arrive at Sidi Slimane during daylight hours.
- (f) In event of unsuccessful aerial refueling, B-47 aircraft will proceed direct to Sidi Slimane or nearest suitable alternate where possible to have minimum of 10,000 pounds fuel reserve on the ground.
- (6) Tactics
 - (a) Tactics will be in accordance with the SAC Tactical Doctrine (SAC Manual 55-5 and 55-5A).
 - (b) Form up will be planned for all aircraft in each formation over one geographical point.
 - (c) All formation to the HHCP will be night route cell.
 - (d) Cell formation from the HHCP to point of cell break up for bombing will be night EW penetration cell.
 - (e) Cell formation to refueling will be daylight EW penetration cell.
 - (f) Rendezvous procedures will be in accordance with SAC Tactical Doctrine.
 - (g) Routes from end of refueling to base will be individual routes.
- (7) Bombing
 - (a) Simulated attacks, radar photo scored.
 - (b) Bombing altitude: Base altitude for the cell will be 38,000' or optimum commensurate with gross weight.
 - (c) For scoring purposes simulated release of the EWF weapon.

303 BW M
Ops O 111-54
1 May 1954

7
SECRET

0807

SECRET

(d) Cameras will be operated in accordance with current regulations and directives.

(e) Method

1. Primary - Radar
2. Secondary - Visual

(f) The cell leader will overfly the IP and wing aircraft abeam IP.

(g) Axis of attack will be computed for each individual aircraft from IP or abeam IP to LGZ.

(8) Targets

- (a) Le Mans (501), task force Alfa, three aircraft
- (b) Rennes (502), task force Bravo, three aircraft
- (c) Reims (503), task force Delta, four aircraft
- (d) Erest (504), task force Coca, five aircraft
- (e) Paris (505), task force Echo, three aircraft
- (f) Tours (506), task force Foxtrot, three aircraft
- (g) Roanne (507), task force Golf, five aircraft
- (h) Reims (503), task force Hotel, four aircraft
- (i) Le Mans (501), task force India, four aircraft
- (j) Reims (503), task force Juliet, four aircraft
- (k) Erest (504), task force Kilo, five aircraft

(9) B-47 Loading

- (a) Fuel 90,000 pounds, no fuel will be in external tanks for take-off. (Simulated weapon)
- (b) Ammunition maximum combat load (to be fired upon return from Sidi Slimane).

303 BW M
Ops O 111-54
1 May 1954

SECRET

0808

SECRET

- (c) O-15 camera with 100 feet of film.
- (10) Weather Minimums for B-47
 - (a) Take-Off: 500 feet and one mile or station minimum, whichever is higher.
 - (b) Landing: 500 feet and one mile, day or night, or station minimum, whichever is higher.
- (11) Alternate Airfields: SAC, USAFE, or NATO airfields will be utilized in priority given.
- (12) Routes per Annex C.
- (13) All aircraft upon landing at Sidi Slimane and Thoulus will be refueled immediately in accordance with SAC Reg 66-27, 14 April 1954, as amended.
- (14) Fuel Load for KC-97: Aircraft for USCM is: Tanks 1, 2, 3, 4, CW and Drop Tanks - Full - 115/145 - 54,480 pounds. IFR Tanks - 20,900 pounds of JP-4.
- (15) Air refueling altitude is 18,000 feet.
- (16) Squadron Commanders will insure that all crews participating in this mission are completely indoctrinated on the care and use of personal emergency and survival equipment.
- (17) Squadron Commanders will insure that all pilots have been briefed on let down procedures for emergency bases listed in this operations order.
- (18) PIO: No publicity will be given the USCM, for general purposes this is a routine training flight to North Africa. All releases will be made with the approval of the Comdr, 7th Air Division.

303 BW M
Ops O 111-54
1 May 1954

SECRET

0809

SECRET

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4. Administrative and Logistics:

- a. Personnel Annex E
- b. Materiel annex D

5. Command and Communications:

a. Command

- (1) Commander, 7th Air Division.
- (2) Commander, 303rd Bomb Wing, M.
- (3) Commander, Class CX Operations & Maintenance Team.
- (4) Commander, 9th Air Division, during period of TDY in North Africa.

b. Communications

- (1) General: (a) SAC CEI, 7AD CEI, JANAP'S, ACP'S, Radio Facility Charts, and Theater directives apply except as modified herein.
(b) Strict communications discipline will be maintained and care will be exercised to insure that sensitive items of information are not transmitted in the clear.
- (2) FREQUENCIES: (a) UHF channelization will be listed in the Communications Flimsy.
(b) HF channelization will be in accordance with the SAC CEI as presently installed.

303 BN M
Ops O 111-54
1 May 1954

10
SECRET

0810

SECRET

- (3) CALL SIGNS: (a) Air/Ground call sign will be in accordance with SACDAL.
- (b) Tactical call signs will be in accordance with the SAC CEI, expanded as required.
- (4) COMMUNICATIONS CONTROL STATIONS:
- (a) 20 degrees W to Prime Meridian and North of 35 degrees North latitude:
1. Croughton ----- Primary
 2. Sidi Slimane----- Secondary
 3. Rhain Main ----- Tertiary
- (b) 20 degrees W to 15 degrees E and S of 45 Degrees North Latitude:
1. Sidi Slimane----- Primary
 2. Croughton----- Secondary
 3. Rhain Main ----- Tertiary
- (c) In the event the stations listed above cannot be contacted, any AACG station or UMBRELLA (AJC53) may be contacted.
- (5) PROCEDURES:
- (a) HF position reports in accordance with Inclosure 6 to SAC Reg 55-11 will be submitted. SAC tactical address group for these reports is "POLICEMAN".
- (b) Tactical (Air/Air) communications will be as outlined in Chapter 6, SAC Manual 55-5A. Cell Leaders will select authentication challenge

303 BW M
Ops O 111-54
1 May 1954

11
SECRET

0811

SECRET

and reply for climb points, turning points, etc
as a part of pre-mission planning.

(c) KC-97 aircraft will submit normal FIR reports in
addition to the tactical reports enroute from
Mildenhall to Sidi Slimane or Wheelus as
appropriate.

(6) AUTHENTICATION AND RECOGNITION:

- (a) IFF will not be utilized.
- (b) AFSAL 5104 will be used as required for
authentication and recognition.

(7) EMERGENCY PROCEDURES:

- (a) Emergency procedures will be in accordance with
JANAF 300, and 107, and ACI 130.

(8) NAVIGATIONAL AIDS:

- (a) Radio aids to Navigation as listed in current
radio facility charts may be used as required,
however, pilots are urged to use caution when
using low frequency ranges and beacons due to the
possibility of obtaining an erroneous fix.

JOHN K. HESTER
Colonel, USAF
Commander

OFFICIAL:

Philip J. Felt
+V ELLBRIDGE G. SHELTON
Lieutenant Colonel, USAF
Director of Operations

303 BW M
Ops O 111-54
1 May 1954

12

SECRET

0812

SECRET

ANNEXES:

A - Intelligence
C - Operations
D - Material
E - Personnel

Distribution:

Comdr SAC, Cy 1
Comdr 15AF, Cy 2
Comdr 36ADiv, Cy 3
Comdr 7ADiv, Cys 4 & 5
Comdr, 3910 ABGp, Cy 6
Comdr, 3919 ABGp, Cy 7
Comdr, 303 Bg, Cy 8
Dir of Ops, 303 Bg, Cy 9
Dir of Pers, 303 Bg, Cy 10
Dir of Mat, 303 Bg, Cy 11
Comdr, 358 BSq, Cy 12
Comdr, 359 BSq, Cy 13
Comdr, 360 BSq, Cy 14
Comdr, 303d ABGp, Cy 15
Comdr, 303d Fld Maint Sq, Cy 16
Comdr, 303d Fld Maint Sq, Cy 17
Comdr, 303d ABGp, Cy 18
Chf, Ops & Trng, 303 Bg, Cy 19
Chf, Ops Plans, 303 Bg, Cy 20
Chf, Intell Div, 303d Bg, Cy 21
Chf, Obs Branch, 303d Bg, Cy 22
Chf, Comm Div, 303d Bg, Cy 23

303 Bg
Ops O 111-54
1 May 1954

13

SECRET

0813

KODAK SAFETY FILM

SECRET
ANNEX "A"

To

OPERATIONS ORDER

111-54

INTELLIGENCE

Annex A To
303 B' M
Ops O 111-54
1 May 1954

SECRET
0814

ANNEX "A"

TO

OPERATIONS ORDER 111-54

INTELLIGENCE

I. INTELLIGENCE SUMMARY:

A. General Situation:

1. French Morocco: Since the French coup d'etat in French Morocco in August 1953 and the subsequent enthroning of a new sultan (Mohammed Ben Arafat), the political stability of that country has been shaken by a series of unchecked assassinations, bombing, and acts of violence. Although the French have attempted unsuccessfully to maintain order by severe repressive measures against the extreme nationalist parties, it is believed they are capable of preventing any major native uprisings. The major political parties resisting French rule are the Istiglal Nationalist Party, and the French Moroccan Communist Party, whose policies are dictated from Paris. The objective of the nationalists is to gain independence for Morocco from the French Protectorate Government. The object of the French Moroccan Communist Party is to gain the popular support of the native populace so as to obtain directional control over those activities best able to serve the communist interests. The Communist Party has embarked on a concerted program to infiltrate every facet of Moroccan Government. Therefore, the problem of security in Morocco is of paramount importance. Due to the large number of native laborers employed on air bases, the vulnerability

Annex A To
303 BW M
Ops O 111-54
1 May 1954

SECRET

0815

to sabotage of aircraft and base facilities has proportionately increased.

2. General:

a. For safety reasons, extreme caution should be exercised when using navigational aids other than USAF facilities.

b. Crews are advised against contact with natives of French Morocco.

c. Civilian clothes are recommended for all off-base wear.

II. INTELLIGENCE REQUIREMENTS:

A. General:

1. Reference paragraph 4, this annex.

B. Specific:

1. Were any unusual observations made, either visual or electronic?

2. Were any indications of hostility, attempts at sabotage, or subversion encountered?

3. Were any incidents or observations encountered which could relate to Soviet and/or communist capabilities or intentions?

C. Means of Obtaining Information:

1. Information will be obtained through media of in-flight observations, incident reports, normal contacts, ground observations, etc.

2. All crew members will be interrogated as soon as possible after landing.

III. INTELLIGENCE ACTIVITIES:

A. Evasion and Escape

Annex A TC
303 FM M
Ops O 111-54
1 May 1954

SECRET

1. Standard over-water and land survival equipment will be carried.

2. If forced to crash-land in, or bail out over, NATO or neutral territory, the US Air or Military Attache in the country becomes the individual commander. Contact the local officials in the nearest town, who in turn will contact the Attache or US Consul.

3. If forced to crash land or bail out in the desert area of French Morocco, attempt to contact one of the numerous French Foreign Legion posts scattered throughout that area. Should this be impossible and contact is made with local natives, crew members should request to be taken to the nearest French or American representative.

4. All classified documents and material must be safeguarded in the event of a forced landing in NATO or neutral territory.

IV. REPORTS AND DISTRIBUTION:

A. The following reports are required to be submitted under the provision of SAC Manual 55-8.

Distr "A"

- (1) B-2
- (2) B-10
- (3) B-11
- (4) B-14
- (5) B-15
- (6) B-21
- (7) B-22

Annex A To
303 BW M
Ops O 111-54
1 May 1954

- (8) B-14
 - (9) B-7
 - (10) B-12
 - (11) B-21
 - (12) B-22
 - (13) B-71 (procedure outlined in B-71 report, SAC Manual 55-8B is to be used. Not to be submitted if SAC form 269 is not available.)
 - (14) Report required IAW Par 6A, SAC Manual 55-8.
- C. Negative reports with pertinent reasons will be submitted.

Annex A To
303 B. M
Ops O 111-54
1 May 1954

4

0818

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 129, c/o Postmaster
New York, New York
0001Z, 1 May 1954

ANNEX "C"

TO

OPERATIONS ORDER

NO. 111-54

This Annex consists of three appendices:

- Appendix 1 - B-47 & KC-97 Take-Off Schedule
- Appendix 2 - B-47 & KC-97 Routes and Requirements
- Appendix 3 - Air Refueling Procedure

SECRET

0819

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 129, c/o Postmaster
New York, New York
OOO1E, 1 May 1954

APPENDIX 1

TO

ANNEX C

TO

OPERATIONS ORDER NO 111-54

B-47 and KC-97 Take-Off Schedule

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 111-54
Appendix 1 To Annex C
1 May 1954

SECRET

0820

B-47 DEPLOYMENT AND USCM TAKE OFF SCHEDULE

All Times Z

Target	Task Force	T.O. Time	Sqdn	Aircraft	A/C	H Hour	From	To
Roanne	507 Golf	0300	359	51-2438	Johnson	H+00	Fairford	Sidi Slimane
Roanne	507 Golf	0302	358	51-2427	Goodman	H+00	Fairford	Sidi Slimane
Roanne	507 Golf	0304	359	51-2430	Yeager	H+00	Fairford	Sidi Slimane
Roanne	507 Golf	0306	359	51-2434	Nunnally	H+00	Fairford	Sidi Slimane
Roanne	507 Golf	0308	360	51-2435	Friedli	H+00	Fairford	Sidi Slimane
Le-Mans	501 Alfa	0345	359	51-2437	Mills	H+1:47	Fairford	Sidi Slimane
Le-Mans	501 Alfa	0347	358	51-2431	Nedl	H+1:47	Fairford	Sidi Slimane
Le-Mans	501 Alfa	0349	359	51-2443	Dick	H+1:47	Fairford	Sidi Slimane
Rennes	502 Bravo	0430	358	51-5230	Held	H+2:35	Fairford	Sidi Slimane
Rennes	502 Bravo	0432	358	51-2444	Bell	H+2:35	Fairford	Sidi Slimane
Rennes	502 Bravo	0434	358	51-5215	Coletti	H+2:35	Fairford	Sidi Slimane
Paris	505 Echo	0515	359	51-5217	Grimm	H+3:17	Fairford	Sidi Slimane
Paris	505 Echo	0517	359	51-2424	Cook	H+3:17	Fairford	Sidi Slimane
Paris	505 Echo	0519	359	51-2445	Stump	H+3:17	Fairford	Sidi Slimane
Tours	506 Foxtrot	0600	358	51-5229	Early	H+4:02	Fairford	Sidi Slimane
Tours	506 Foxtrot	0602	358	51-2419	Gravelle	H+4:02	Fairford	Sidi Slimane
Tours	506 Foxtrot	0604	358	51-5223	Alukonis	H+4:02	Fairford	Sidi Slimane
Brest	504 Coca	0645	358	51-2418	Smith	H+3:45	Fairford	Sidi Slimane
Brest	504 Coca	0647	359	51-2417	Bates	H+3:45	Fairford	Sidi Slimane
Brest	504 Coca	0649	358	51-2436	Douglas	H+3:45	Fairford	Sidi Slimane
Brest	504 Coca	0651	359	52-204	Murry	H+3:45	Fairford	Sidi Slimane
Brest	504 Coca	0653	360	51-2420	Wells	H+3:45	Fairford	Sidi Slimane
Brest	504 Kilo	0730	360	51-2429	Hanna	H+4:30	Fairford	Sidi Slimane
Brest	504 Kilo	0732	360	51-5214	Preston	H+4:30	Fairford	Sidi Slimane
Brest	504 Kilo	0734	360	51-5222	Howze	H+4:30	Fairford	Sidi Slimane
Brest	504 Kilo	0736	360	51-2428	McFarland	H+4:30	Fairford	Sidi Slimane
Brest	504 Kilo	0738	360	51-2421	McClung	H+4:30	Fairford	Sidi Slimane
Reims	503 Delta	0815	360	52-216	Hester	H+6:17	Fairford	Sidi Slimane
Reims	503 Delta	0817	360	51-2433	Bayne	H+6:17	Fairford	Sidi Slimane
Reims	503 Delta	0819	360	51-2441	Collette	H+6:17	Fairford	Sidi Slimane
Reims	503 Delta	0821	360	51-2415	Franklin	H+6:17	Fairford	Sidi Slimane
Le-Mans	501 India	0900	360	51-5232	Cavin	H+7:02	Fairford	Sidi Slimane
Le-Mans	501 India	0902	360	51-5218	Kestler	H+7:02	Fairford	Sidi Slimane
Le-Mans	501 India	0904	360	51-2442	Morrow	H+7:02	Fairford	Sidi Slimane

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM, Operations Order No. 111-54
 Annex 1 to Annex C, 1 May 1954

B-47 Deployment and USCM Take Off Schedule (Cont'd)

Target	Task Force	T.O. Time	Sqdn	Aircraft	A/C	H Hour	From	To
Le-Mans	501 India	0906	360	51-5216	Berger	H+7:02	Fairford	Sidi Slimane
Reims	503 Hotel	0945	359	51-2432	Bosworth	H+7:47	Fairford	Sidi Slimane
Reims	503 Hotel	0947	359	51-5221	Payne	H+7:47	Fairford	Sidi Slimane
Reims	503 Hotel	0949	359	51-2423	Warner	H+7:47	Fairford	Sidi Slimane
Reims	503 Hotel	0951	359	51-2425	Bryant	H+7:47	Fairford	Sidi Slimane
Reims	503 Juliet	1030	358	51-2422	Irby	H+8:32	Fairford	Sidi Slimane
Reims	503 Juliet	1032	358	51-5226	Jackson	H+8:32	Fairford	Sidi Slimane
Reims	503 Juliet	1034	358	51-2426	Blake	H+8:32	Fairford	Sidi Slimane

NOTE: All Take Offs will be on X-Day, to be given in Execution Order

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 1 To Annex C
 1 May 1954

SECRET

KC-97 USCM TAKE OFF SCHEDULE

All Times Z				
REFUELING CALL SIGN	AIRCRAFT	A/C	T.O. TIME WHEELUS	ORBIT AREA
Sweetpea Leader	To be assigned	To be assigned	0600	Whisky
Sweetpea 2	by Comm- ander 303	by Commander 303 Air Refuel- ing Squadron	0630	Whisky
Sweetpea 3	Air Refuel- ing Squadron		0632	Extra
Sweetpea 4			0634	Yankee
Sweetpea 5			0636	Whisky
Sweetpea 6			0638	Yankee
Sweetpea 7			0724	Whisky
Sweetpea 8			0726	Extra
Sweetpea 9			0728	Yankee
Sweetpea 10			1055	Whisky
Sweetpea 11			1057	Extra
Sweetpea 12			1059	Yankee
Sweetpea 13			1101	Zulu
Sweetpea 14			1103	Extra
Sweetpea 15			1149	Whisky
Sweetpea 16			1151	Extra
Sweetpea 17			1153	Yankee
Sweetpea 18			1155	Zulu

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 1 To Annex C
 1 May 1954

3

SECRET

0823

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 129, c/o Postmaster
New York, New York
00012, 1 May 1954

APPENDIX 2

TO

ANNEX C

TO

OPERATIONS ORDER NO 111-54

This Appendix contains Route and
requirements for B-47 and KC-97 type
aircraft.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 111-54
Appendix 2 To Annex C
1 May 1954

SECRET

0824

1. Routes for deployment and USCM:

a. X-Day B-47 Aircraft, ALFA, (INDIA (501 TTF) Routes:

(1) Depart Fairford:

TO: 51-20N 03-00W NCP ALFA
 TO: 50-03N 05-43W NCP BRAVO
 TO: 51-30N 11-30W NCP COCA
 TO: 55-00N 11-00W NCP DELTA
 TO: 55-45N 06-19W (HHCP)
 TO: 55-45N 02-12E NCP ECHO
 TO: 52-30N 02-25E NCP FOXTROT
 TO: 51-00N 02-10E
 TO: DIEPPE (Pre-IP)
 TO: BERNAY (49-06N 00-36E) (IP)
 TO: LE MANS (Target)
 TO: 39-11N 09-10E NCP GOLF
 TO: 36-44N 03-00E (AR Pt WHISKY)
 TO: 35-54N 00-34E (End Refueling)
 TO: 34-32N 01-52W NCP HOTEL
 TO: CASA BLANCA NCP INDIA
 TO: 33-30N 09-00W NCP JULIET
 TO: 35-00N 09-10W NCP KILO
 TO: SIDI SLIMANE

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 2 To Annex C
 1 May 1954

SECRET
 0825

SECRET

b. X-Day B-47 Aircraft, BRAVO (502 TTF) Route:

(1) Depart Fairford:

TO: 51-20N 03-00W NCP ALFA
 TO: 50-03N 05-43W NCP BRAVO
 TO: 51-30N 11-30W NCP COCA
 TO: 55-00N 11-00W NCP DELTA
 TO: 55-35N 06-16W (HHCP)
 TO: 55-35N 01-47W NCP ECHO
 TO: 52-30N 02-05E NCP FOXTROT
 TO: 51-00N 01-45E
 TO: CAEN (1P)
 TO: REMES (Target)
 TO: 38-53N 08-35E NCP GOLF
 TO: 36-44N 03-00E AR Point WHISKY
 TO: 35-54N 00-34E End Refueling
 TO: 34-32N 01-52W NCP HOTEL
 TO: OLBA BIANCA NCP INDIA
 TO: 33-30N 09-00W NCP JULIET
 TO: 35-00N 09-10W NCP KILO
 TO: SIDI SLIMANE

c. X-Day B-47 Aircraft, DELTA, HOTEL, JULIET (503 TTF) Route:

(1) Depart Fairford:

TO: 51-20N 03-00W NCP ALFA
 TO: 50-03N 05-43W NCP BRAVO

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 3 To Annex C
 1 May 1954

SECRET

0826

SECRET

TO: 51-30N 11-30W NCP COCA
 TO: 55-00N 11-00W NCP DELTA
 TO: 55-55N 06-21W (HHCP)
 TO: 55-55N 02-30E NCP ECHO
 TO: 52-30N 02-45E NCP FOXTROT
 TO: DUNQUERQUE (Pre-IP)
 TO: CAMBRIA (IP)
 TO: REIMS (Target)
 TO: 39-13N 09-37E NCP GOLF
 TO: 36-44N 03-00E (AR Point WHISKY)
 TO: 35-54N 00-34E (End Refueling)
 TO: 34-32N 01-52W NCP HOTEL
 TO: CASA BLANCA NCP INDIA
 TO: 33-30N 09-00W NCP JULIET
 TO: 35-00N 09-10W NCP KILO
 TO: SIDI SLIMANE

d. X-Day B-47 Aircraft, COCA, KILO (504 TTF) Route:

(1) Depart Fairford:

TO: 51-20N 03-00W NCP ALFA
 TO: 50-03N 05-43W NCP BRAVO
 TO: 51-53N 05-20W NCP LIMA
 TO: 52-02N 04-30W (HHCP)
 TO: 52-02N 01-33E NCP METRO

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 2 To Annex C
 1 May 1954

TO: 51-00N 01-30E NCF NECTOR

TO: 49-10N 02-00W

TO: 48-51N 03-05W (IP)

TO: BREST (Target)

TO: 42-25N 03-28E NCF OSCAR

TO: 34-40N 02-30W NCF PAPA

TO: SIDI SLIMANE

c. X-Day B-47 Aircraft, ^{EC-40}ALFA (505 TTF) Route:

(1) Depart Fairford:

TO: 51-20N 03-00W NCF ALFA

TO: 50-03N 05-43W NCF BRAVO

TO: 51-30N 11-30W NCF COCA

TO: 55-00N 11-00W NCF DELTA

TO: 55-45N 06-19W (HHCF)

TO: 55-45N 02-12E NCF ECHO

TO: 52-30N 02-25E NCF FOXTROT

TO: 51-00N 02-10E (Pre-IF)

TO: AMIENS (IP)

TO: PARIS (Target)

TO: 39-11N 09-10E NCF GOLF

TO: 36-44N 03-00E (AR Point WHISKY)

TO: 35-54N 00-34E (End Refueling)

TO: 34-32N 01-52W NCF HOTEL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 111-54
Appendix 2 To Annex C
1 May 1954

SECRET

0828

SECRET

TO: CASA BLANCA NCF INDIA
 TO: 33-30N 09-00W NCF JULIET
 TO: 35-00N 09-10W NCF KILO
 TO: SIDI SLIMANE

f. X-Day B-47 Aircraft, FOXTROT (506 TTF) Route:

(1) Depart Fairford:

TO: 51-20N 03-00W NCF ALFA
 TO: 50-03N 05-43W NCF BRAVO
 TO: 51-30N 11-30W NCF COCA
 TO: 55-00N 11-00W NCF DELTA
 TO: 55-35N 06-16W (HECF)
 TO: 55-35N 01-47W NCF ECHO
 TO: 52-30N 02-05E NCF FOXTROT
 TO: 51-00N 01-45E
 TO: CHARTRES (IF)
 TO: TOURS (Target)
 TO: 38-53N 08-35E NCF GOLF
 TO: 36-44N 03-00E (AR Point WHISKY)
 TO: 35-54N 00-34E (End Refueling)
 TO: 34-32N 01-52W NCF HOTEL
 TO: CASA BLANC NCF INDIA
 TO: 33-30N 09-00W NCF JULIET
 TO: 35-00N 09-10W NCF KILO
 TO: SIDI SLIMANE

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 2 To Annex C
 1 May 1954

SECRET

0829

g. X-Day B-47 Aircraft, GOLF (507 TTF) Route:

(1) Depart Fairford:

TO: 51-20N 03-00W NCP ALFA
 TO: 50-03N 05-43W NCP BRAVO
 TO: 51-53N 05-20W NCP LIMA
 TO: 52-02N 04-30W (HHCP)
 TO: 52-02N 01-33E NCP METRO
 TO: 51-00N 01-30E NCP NECTAR
 TO: PARIS (Pre-IP)
 TO: MEVENS (IP)
 TO: RO.NNE (Target)
 TO: 37-30N 03-30E NCP OSCAR
 TO: SIDI SLIMANE

2. Route for deployment of KC-97 aircraft: Mildenhall - Toulon - Wheelus with the following exception. Necessary aircraft required to transport CTF&T and spare parts to Sidi Slimane will go Mildenhall - Fairford - Sidi Slimane - Wheelus.
3. KC-97 Route for USCM: Wheelus direct to Rendezvous Point, end of refueling direct to Wheelus.
4. Route and Take Off for return of B-47 and KC-97 to Fairford and Mildenhall will be at the discretion of the Squadron Commanders.
5. Maximum training will be accomplished on the return trip to the United Kingdom.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 111-54
 Appendix 2 To Annex C
 1 May 1954

SECRET

0830

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 129, c/o Post Master
New York, New York
0001Z, 1 May 1954

APPENDIX 3

TO

ANNEX C

TO

OPERATIONS ORDER NO 111-54

AIR REFUELING PROCEDURES

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 111-54
Appendix 3 To Annex C, 1 May 1954

SECRET

0831

SECRET

1. Refuel area and General Instructions:

a. Post Target:

(1) Rendezvous Point and Course:

(a) W-3644N-0300E	245 Degrees True
(b) X-3635N-0255E	245 Degrees True
(c) Y-3616N-0245E	245 Degrees True
(d) Z-3553-0246E	245 Degrees True

b. Rendezvous point and refueling altitude will be designated by tanker task force commander. After initial radio call by bomber task force commander who will then split force to assigned air refueling points.

c. Each tanker will remain in post target area until it has completed two transfers or until dismissed by tanker force commander.

d. Tanker Force Commander for each post target operation will be appointed by Commander, 303rd Air Refueling Squadron as far in advance as possible.

e. Tanker Force Commander will conduct necessary weather recon and may be used as spare if feasible.

f. Each post target tanker will be capable of making two 18,000 pound transfers.

g. Rendezvous:

(1) APN 12/76 will be used initially.

(2) APN 11 will be used last 10 minutes prior to ETA for assist in final course corrections

(3) Bombers will make final approach to assigned rendezvous point on refueling course to facilitate rendezvous.

h. In event of unsuccessful AR B-47 aircraft will proceed direct to Sidi Slimane or nearest suitable alternate where he will have a minimum of 10,000 pounds fuel reserve on the ground.

i. Tankers will arrive at orbit point at least 30 minutes prior to planned arrival of receivers.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 111-54
Appendix 3 to Annex C, 1 May 1954

SECRET
0832

SECRET

ANNEX "D"
TO
OPERATIONS ORDER
111-54

SECRET

Annex "D" To
303 HW M
Ops O 111-54
1 May 1954

SECRET
0833

ANNEX "D"

TO

OPERATIONS ORDER 111-54

MATERIEL-LOGISTICS

I. SUPPLY:

A. Commander 5th Air Division will be responsible for logistical support of 303d Bombardment Wing during this maneuver to staging bases in North Africa, to the extent available.

B. Supply Support:

1. Air Refueling Squadron will deploy with a special kit of KC-97G spares assembled from the flyaway kit. AOCF requirements at the staging base will be reported to Commander Seventeenth Air Force, Commander 5th Air Division, Commander Seventh Air Division, and Commander 303d Bombardment Wing by priority message, giving supply action. Two KC-97E's assigned may be utilized for airlift of AOCF items when deemed necessary for accomplishment of mission.

2. A special kit of B-47E spares, assembled from the assets of the three Bombardment Squadrons' flyaway kits, will be deployed to Sidi Slimane for supply support of B-47 aircraft during the maneuver. AOCF requirements will be reported to Commander Seventeenth Air Force, Commander 5th Air Division, Commander 7th Air Division, and Commander 303d Bombardment Wing by priority message, giving supply action. Two KC-97E's assigned

Annex "D" To
303 BW M
Ops O 111-54
1 May 1954

0834

303d Air Refueling Squadron may be utilized for airlift of AOCF items when deemed necessary for accomplishment of mission.

3. No spare engines will be deployed for support of KC-97 aircraft at Wheelus or B-47 aircraft at Sidi Slimane. Base and/or command assets will be utilized for engine requirements.

C. Repairable spares generated at Wheelus and Sidi Slimane will be returned to Wheelus and Fairford, respectively.

D. Flight lunches will be food packet, combat in-flight, and will be provided by Commander 3910th and 3919th Food Service Squadrons in sufficient quantities to provision personnel to destination. Commanders of food service units at staging bases will furnish in-flight subsistence for return trip.

II. ARMAMENT-ELECTRONICS:

A. All personnel will deploy with hand or shoulder weapon, with one basic load of ammunition for each weapon carried.

B. All available radiological detection and monitoring equipment and necessary maintenance equipment will be carried.

III. MAINTENANCE:

A. Maintenance support required at Wheelus will be from the resources of personnel deployed with the Air Refueling Sqdn, and from base sources to the extent of capability.

B. Maintenance support required at Sidi Slimane will be from the resources of a Control and Maintenance Task Force as listed in Annex "E" and from 5th Air Division resources at Sidi Slimane

Annex "D" To
303 BW M
Ops O 111-54
1 May 1954

to the extent of capability.

C. The maintenance activity at the staging base will be operated as prescribed in SAC Manual 66-12.

IV. TRANSPORTATION:

A. Cargo will be prepared for shipment in accordance with SAC Reg 400-2, as amended, and Part V-C, 303d Bomb Wg Mobility Plan.

B. A minimum of two unit personnel, for security reasons, will accompany each aircraft carrying cargo.

V. MEDICAL:

A. One flight surgeon and one medical corpsman will be deployed to each staging base.

B. Hospitalization and evacuation will be as prescribed by senior Air Force surgeon at base concerned.

VI. PERSONNEL:

A. Personnel to accompany the 303d Air Refueling Sqdn to Wheelus will be those listed on Pages II-B-44 thru II-B-49 (Separate Air Refueling Sqdn Deployment Plan), as amended by paragraph 1, Annex "E".

B. Personnel to accompany the Bombardment Squadrons to Sidi Slimane will be the aircrews plus the Control and Maintenance Task Force, as listed in paragraph 2, Annex "E".

C. Personnel on leave or pass who must accompany the unit may be recalled at the discretion of the commander concerned.

Annex "D" To
303 BW M
Ops O 111-54
1 May 1954

D. Personnel will conform to uniform regulations of the command or base to which deployed. (Summer uniform is mandatory at Seventeenth Air Force Stations)

E. Personnel will be briefed on the customs and courtesies of the country to which deployed.

VII. COMPTROLLER:

A. All personnel will be briefed on:

- (1) Financial services available at staging bases.
- (2) Current foreign currency data, including restrictions on use, import and export, exchange procedure, and use of script.

B. Statistical reports will be submitted in accordance with SAC Manuals 171-1, 171-2, and 171-4, if applicable to the units concerned.

VIII. JUDGE ADVOCATE:

A. Personnel deploying to Sidi Slimane and Mchelus are under the jurisdiction of the Commander Seventeenth Air Force for purposes of courts-martial and Article 15, UCMJ.

IX. SECURITY:

A. SAC Reg 205-3 and SAC Vulnerability Analysis, Volume 1, No 1, and revisions, will be used as a guide for an evaluation of the subversive situation at the staging bases.

B. Aircraft security procedures, including antisabotage and inspection of aircraft prior to flight, will be in accordance with SAC Reg 205-8, as amended.

Annex "D" To
303 BW M
Ops O 111-54
1 May 1954

SECRET

C. SAC restricted area badges will be utilized by all personnel at all bases for access to restricted areas and aircraft.

X. MISCELLANEOUS: Units will move with the necessary regulations, technical orders, stock lists, SAC forms, and other directives that are required for effective accomplishment of the mission.

Annex "D" To
303 BW M
Ops O 111-54
1 May 1954

5

SECRET

0838

SECRET

ANNEX "E"
TO
OPERATIONS ORDER
111-54
PERSONNEL

Annex "E" To
303 BW M
Ops O 111-54
1 May 1954

0839

SECRET

ANNEX "E"
TO
OPERATIONS ORDER 111-54
PERSONNEL

I. Personnel to be deployed to Wheelus for operation and support of 303d Air Refueling Squadron during the maneuver will be as listed in "Air Refueling Deployment Plan" (Pages II-B-44 thru II-B-49) of 303d Bombardment Wing Mobility Plan, amended as follows:

- A. Delete Periodic Maintenance personnel.
- B. Delete Operations Squadron personnel.
- C. Delete petroleum personnel from Supply Squadron.
- D. Delete Food Service Squadron personnel.
- E. Delete nineteen personnel from Air Police Squadron.
- F. Delete Installation Squadron personnel.
- G. Delete Motor Vehicle Squadron personnel.

II. Personnel to be deployed to Sidi Slimane for operation and support of the three Bombardment Squadrons during the maneuver will be a Control and Maintenance Task Force as follows:

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
<u>CONTROL ELEMENTS</u>			
<u>Command</u>			
0066B	Task Force Commander	1	Hq 303d Bomb Wg
70250	Clerk	1	Hq 303d Bomb Wg

Annex "E" To
303 BW M
Ops O 111-54
1 May 1954

SECRET

0840

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
<u>Operations</u>			
1416	Operations Stf Officer	4	Hq 303d Bn Wg
4324	Acft Performance Engineer	1	Hq 303d Bn Wg
1444	Flying Safety Officer	1	Hq 303d Bn Wg
3241	Armament Sys Officer	1	Hq 303d Bn Wg
27150/70	Operations Specialist	1	Hq 303d Bn Wg
<u>Material</u>			
4344	Acft Maint Officer	1	Hq 303d Bn Wg
Civ	Ecoding Tech Representative	1	Hq 303d Bn Wg
43170	Acft Maint Supvr	2	Hq 303d Bn Wg
64151	Orgn Sup Spec	1	Hq 303d Bn Wg
64175	Orgn Sup Supvr	1	Hq 303d Bn Wg
<u>Intelligence</u>			
2016/54/44	Intelligence Officer	6	Hq 303d Bn Wg
20450/70	Intelligence Oper Tech	8	6-Hq 303d Bn Wg 1-303d A/R Sq 1-360th Bn Sq
70230/50	Clerk	1	Hq 303d Bn Wg
<u>Communications</u>			
3016	Communications Stf Officer	1	Hq 303d Bn Wg
3024	Electronics Counter-Measure Off	1	359th Bn Sq

CONTROL TOTALS 33

Annex "E" To
303 BW M
Ops O 111-54
1 May 1954

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
<u>MAINTENANCE ELEMENTS</u>			
<u>Aircraft Maintenance</u>			
4344	Aeft Maint Off	1	303d Fld M Sq
1244 (4344)	Aeft Maint Off	3	1 ea 358th, 359th, 360
40453	Elect Inst Reprn	1	303d Fld M Sq
42550	Aeft Hyd Mach (IFR)	1	303d Fld M Sq
42550	Aeft Hyd Mach	4	303d Fld M Sq
42571	Aeft Hyd Tech	1	303d Fld M Sq
43151J	Aeft Mach	3	1 ea 358, 359, 360
43151J	Sr Aeft Mach	30	10 ea, 358, 359, 360
43171J	Aeft Maint Tech	6	2 ea 358, 359, 360
43170	Aeft Maint Supvr	3	1 ea 358, 359, 360
43153	Aeft Jet Eng Mach	17	4 ea 358, 359, 360 5-303d Fld M Sq
43134	Apr Aeft Elect	1	303d Fld M Sq
43154	Aeft Elect	6	303d Fld M Sq
43156	Aeft Inst Mach	4	303d Fld M Sq
47151	Sr Auto Mach	3	1 ea 358, 359, 360
42450	Fuel Cell Reprn	4	303d Fld M Sq
58150	Parachute Rigger	2	303d Fld M Sq
<u>Armament Electronics</u>			
3234	Arm Sys Officer	1	303d A E M Sq
32170	Bomb-Nav Sys Supvr	1	303d A E M Sq
30150	Abn Elec Com Equip Reprn	2	303d A E M Sq

Annex "E" To
303 BW M
Ops O 111-54
1 May 1954

SECRET

<u>AFSC</u>	<u>TITLE</u>	<u>NUMBER</u>	<u>FURNISHED BY</u>
<u>Armament Electronics (con't)</u>			
32130E	Apr K-Sys Mech	4	303d A E M Sq
32150E	K-Systems Mech	3	303d A E M Sq
32171E	K-Systems Tech	1	303d A E M Sq
32350C	Gunlaying Sys Mech	2	303d A E M Sq
40350	Camera Repmn	2	303d A E M Sq
40453	Autopilot Repmn	1	303d A E M Sq
43156	Left Inst Mech	1	303d A E M Sq
46230	Apr Wpns Mech	1	303d A E M Sq
46250	Wpns Mech	2	303d A E M Sq
46270	Wpns Maint Supvr	1	303d A E M Sq
Civ	Tech Representative (West-Elec)	1	303d A E M Sq
TOTAL MAINTENANCE		<u>112</u>	

SERVICE ELEMENT

64151	Orgn Supply Spec	2	3919th Sup Sq
7724	Air Police Officer	1	3919th AP Sq
96130/50	Air Policemen	21	3919th AP Sq
9356	Flight Surgeon	1	303d Med Gp
90150	Sr Aero Med Spec	* 1	303d Med Gp

TOTAL SERVICE 26

TOTAL TASK FORCE PERSONNEL	171
TOTAL CREW MEMBERS	<u>129</u>
GRAND TOTAL	300

4

Annex "E" To
303 BW M
Ops O 111-54
1 May 1954

SECRET

0843

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0844

Recap of USCM for May and Deployment to North Africa

42 B-47 scheduled, 42 airborne effective.

40 B-47 effective over target.

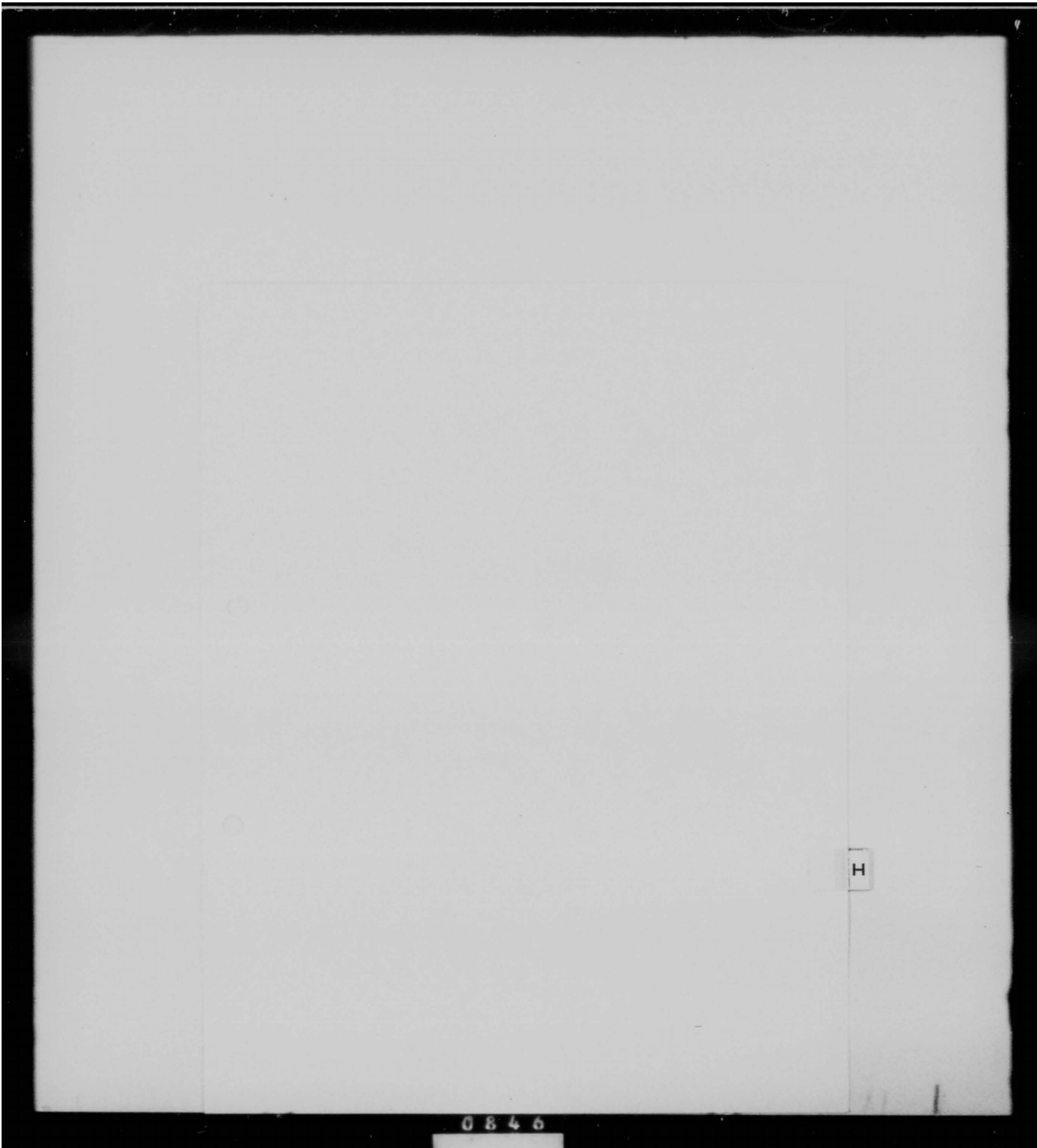
27 B-47 scheduled for refueling, 27 completed.

17 KC-97's scheduled, 17 airborne effective.

16 KC-97's completed scheduled refueling.

36 B-47 completed mission as briefed.

This mission was scheduled as a 100 percent maximum effort and was executed in that manner. This mission provided excellent practice for all echelons of the Wing in preparation for and accomplishment of its BWP mission.



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0846

Breakdown of Ground Training Accomplished

May 1954

<u>Subject</u>	<u>Personnel Attendance</u>	<u>Number of Manhours</u>
RBC (ABC)	815	3394
Psychological Warfare	514	2570
Personal Affairs Familiarization	1023	1576
Combat Crew Intelligence	289	1308
SAC Mobility Plan	755	1510
Medical Training	526	2172
Universal Code Military Justice	496	868
SAC Tactical Doctrine	434	763
Military Discipline	951	1316
Leadership	415	<u>415</u>
	TOTAL	34296



0848

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HEADQUARTERS
303rd Bombardment Wing, Medium
APO 129, US Air Force

30DC

26 May 1954

SUBJECT: Amendment Number 1 to 303rd Bombardment Wing Operations
Order No. 23-54

TO: See Distribution

1. Attached is Amendment Number 1 to 303rd Bombardment Wing Operations Order 23-54. This amendment becomes effective immediately upon receipt.

2. This correspondence is classified CONFIDENTIAL in accordance with AFR 205-1. Reproduction of this document in whole or in part is unauthorized except with permission of the office of origin.

BY ORDER OF THE COMMANDER:

1 Incl

1. Amd No. 1 to Ops O
23-54

E G Shelton
E G SHELTON
Lt Col, USAF
Director of Operations

DISTRIBUTION:

Comdr SAC - 1 Cy
Comdr 15AF - 1 Cy
Comdr 8AF - 1 Cy
Comdr MATS - 1 Cy
Comdr NEAC - 1 Cy
Comdr 303d BWg - 1 Cy
Comdr Harmon AFB - 1 Cy
Comdr 7ADiv - 1 Cy
Comdr 36th ADiv - 1 Cy
Comdr 3919th ABGp - 1 Cy
Comdr 3910th ABGp - 1 Cy
Dir of Ops, 303d BWg - 2 Cys
Dir of Pers, 303d BWg - 1 Cy
Dir of Mat, 303d BWg - 1 Cy
Comdr 358th BSq - 2 Cys
Comdr 359th BSq - 2 Cys
Comdr 360th BSq - 2 Cys

C-812-C

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0849

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Hq 303rd Bomb Wg 30DC Subject: Amendment Number 1 to 303rd Bombardment Wing Operations Order No. 23-54

Comdr 303d APS - 2 Cys
Comdr 303d Fld Maint Sq - 1 Cy
Comdr 303d Pdc Maint Sq - 1 Cy
Comdr 303d AEM Sq - 1 Cy
Chf, Oper & Trng, 303d BWg - 1 Cy
Chf, Oper Plans, 303d BWg - 1 Cy
Wing History - 4 Cys
Chf, Ops Div - 1 Cy
Chf, Comm Div - 1 Cy
Comdr 303d BWg Rear Echelon, DMAFB - 1 Cy
Comdr 2824 Weather Detach - 1 Cy
Comdr 42d BWg - Limestone AFB, Me - 1 Cy

²
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0850

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AMENDMENT NO. 1

TO

OPERATIONS ORDER NO. 23-54

- ITEM 1: To Operations Order paragraph 1, a, (2) add the following paragraphs:
- (h) 310th Air Refueling Squadron: Necessary air refueling support for 303rd Bombardment Wing B-47 aircraft at 2nd AR point in Smokey Hill area.
 - (i) 36th Air Division: Provide 2 KC-97 aircraft and crews on standby alert status at D-MAFB during the period 303rd Bombardment Wing B-47 aircraft arrive. Aircraft will be used for emergency refueling if required.
- ITEM 2: Add to last sentence of paragraph 3X, (2): and TTFC at Smokey Hill AFB.
- ITEM 3: Add to paragraph 3X, (6): For 2nd Air Refueling (Smokey Hill area) primary tanker orbit point Salina; primary air refueling point, Russell omni-range; spare orbit point, Garden City omni-range. Commander 303rd Bombardment Wing will furnish Tanker Task Force Commander of receiver aircraft ETA's and corrections as applicable by most expeditious means. Tanker Task Force Commanders will select appropriate orbit point and notify 303rd Bombardment Wing Commander prior to departure of each days increment if possible.
- ITEM 4: Annex B, paragraph 6, c: So much as reads "KC-97 aircraft will report in accordance with procedure ALFA" to read "KC-97 aircraft will report in accordance with procedure BRAVO".
- ITEM 5: Annex B, paragraph 7 add new sub-paragraph c as follows:
- c. If refueling is required at the Smokey Hill area, communications procedures will be identical to those outlined in paragraph 7, a. Call signs, UHF frequencies, and rendezvous settings will be as outlined in paragraph 7, b.
- ITEM 6: Annex C, Appendix 2, paragraph 1, a, (1) delete last two entries 35-04N 105-55W NCP#19, Davis-Monthan AFB; and change to read as follows: 38-55N 97-40W NCP#25; TO: 38-55N 98-51W NCP#26; TO: 35-04N 105-55W NCP#19; TO: Davis-Monthan AFB

Amnd No. 1 To
303rd Bomb Wg
Opns Order 23-54
20 May 1954

CONFIDENTIAL

0851

CONFIDENTIAL

- ITEM 7: Annex C, Appendix 2, paragraph 1, b, (1) delete last two entries, 35-04N 105-55W NCP#19, Davis-Monthan AFB; and change to read as follows: 38-55N 97-40W NCP#25; TO: 38-55N 98-51W NCP#26; TO: 35-04N 105-55W NCP#19; TO: Davis-Monthan AFB.
- ITEM 8: Annex C, Appendix 2, paragraph 4 add the following: "planned fuel transfer of 50,000 pounds (55,000 pounds for aircraft equipped with external tanks).
- ITEM 9: Annex C, Appendix 2, paragraph 9: So much as reads "for flight to 21" change to read, "for flight to 21".
- ITEM 10: Annex C, Appendix 2, paragraph 10 delete and substitute the following: B-47 aircraft must have minimum of 35,500 pounds fuel remaining (37,800 pounds for aircraft with external tanks) abeam of Chicago to proceed to Davis-Monthan without second refueling in Smokey Hill area. Each B-47 aircraft commander will advise the airborne Tanker Task Force Commander at Smokey Hill of his intentions at maximum distance out. If refueling is required, receiver will accept 20,000 pounds or sufficient fuel to insure 12,000 pounds reserve at altitude over Davis Monthan AFB.
- ITEM 11: Annex C, Appendix 3, delete paragraph 2 and change to read: The tanker task force for AR point COCA will be the 40th Air Refueling Squadron based at Harmon AFB and the 308th Air Refueling Squadron based at Goose Bay AFB. The Tanker Task Force at the Smokey Hill area will be the 310th Air Refueling Squadron based at Smokey Hill AFB.
- ITEM 12: Annex C, Appendix 3 add paragraph 6 as follows:
6. Second Refueling (if required in Smokey Hill area).
 - a. Primary orbit point, Salina omni-range; refueling point, Russell omni-range, refueling track to Garden City omni-range.
 - b. Spare orbit point, Garden City omni-range, refueling track out bound on course to Davis-Monthan AFB.
- ITEM 13: Annex C, Appendix 3 add paragraph 7 as follows:
7. Primary alternate fields in event of missed refueling:
 - a. Missed refueling at point COCA, land at Limestone.
 - b. Missed refueling at Smokey Hill, land at Smokey Hill AFB.

Amnd No. 1 To
303rd Bomb Wg
Opns Order 23-54
20 May 1954

2

CONFIDENTIAL

0852

CONFIDENTIAL

TABLE OF CONTENTS

Operations Order 23-54

Annex B - Communications

Annex C - Operations

Appendix 1 - Take Off Schedule

Appendix 2 - Routes

Appendix 3 - Air Refueling Procedures

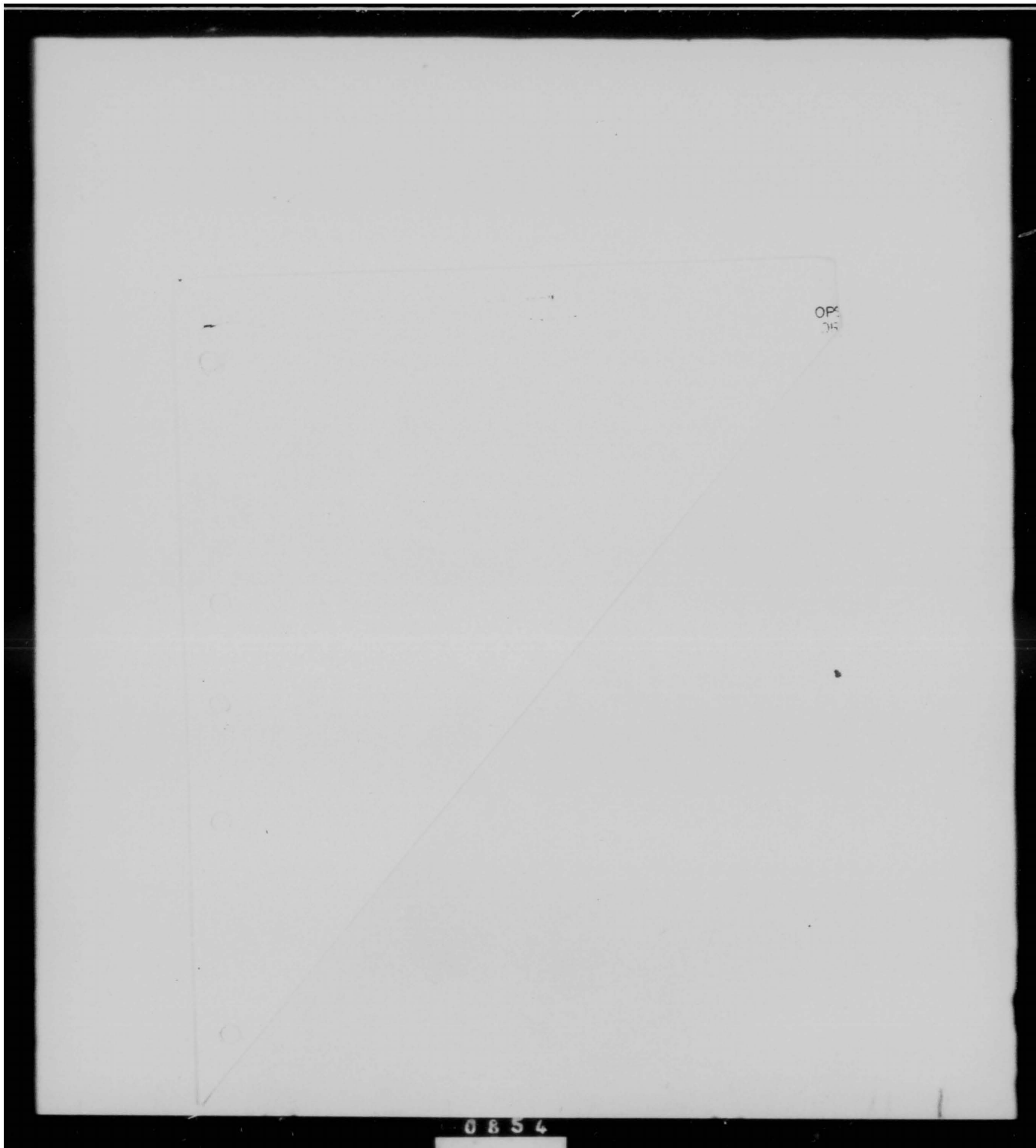
Annex D - Administrative & Logistics

Appendix 1 - Materiel

Appendix 2 - Personnel

CONFIDENTIAL

0853



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
AFO 129, U S Air Force
0001Z, 20 May 1954

OPERATIONS ORDER NO 23-54

CHAPTER OR PART: As required for planning and navigational purposes.

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Henry G. Bussing
303rd Periodic Maintenance Squadron	Major Merton V. Smith
303rd Field Maintenance Squadron	Major Donald D. Cunningham
303rd A&EM Squadron	Lt Col Russell J. Dougherty
303rd Headquarters Squadron Section	Captain David A. Neill
303rd Medical Group	Captain Anthony L. Rifici
3919th Air Base Group	Lt Col K. D. Thompson
3910th Air Base Group	Colonel Lawrence R. Thomas

1. GENERAL SITUATION:

A requirement exists for continuous rotational movement of SAC Bomb Wings to and from the United Kingdom.

a. Intelligence

- (1) Enemy Forces: Reference Volume I, BIFG, Hq SAC, dtd 1 Feb 54.
- (2) Friendly Forces Provide:
 - (a) MATS: Airlift support on 4 through 16 June 1954.
 - (b) NEAC:

1. Base facilities at Ernest Harmon AFB.

303 BWM
Ops O 23-54
20 May 54

CONFIDENTIAL

0855

2. Necessary search and rescue facilities over applicable portions of deployment route.

(c) Air Rescue Service: Necessary search and rescue facilities over applicable portions of deployment route and coordinate all search and rescue requirements.

(d) Third Air Force: Necessary search and rescue facilities over applicable portions of deployment route.

(e) Fifteenth Air Force:

1. Provide sufficient maintenance personnel at Limestone AFB to handle possible B-47 aircraft landing at that base.

2. Assume operational control of all Fifteenth Air Force aircraft west of 35° west.

(f) 40th Air Refueling Squadron: Necessary air refueling support for B-47 aircraft.

(g) 308th Air Refueling Squadron: Necessary air refueling support for B-47 aircraft.

Paragraphs (h) & (i) added on back of page

2. MISSION: The 303rd Bomb Wing will re-deploy to Davis-Monthan AFB at the end of its assigned rotation period. Departure from Fairford and Mildenhall will be on X / 2, 3, and 4. The B-47 aircraft will fly non stop from Fairford to Davis-Monthan AFB, accomplishing aerial refueling enroute. The KC-97 aircraft will stage thru Harmon AFB.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron:

(1) Provide 14 B-47 type aircraft and 14 crews to be dispatched in accordance with Annex C. Three aircraft will be equipped

303 BWM
Ops O 23-54
20 May 54

2

CONFIDENTIAL
0856

- (h) 310th Air Refueling Squadron: Necessary air refueling support for 303rd Bombardment wing B-47 aircraft at 2nd AR point in Smokey Hill area.
- (i) 36th Air Division: Provide 2 KC-97 aircraft and crews on standby alert status at D-MAFB during the period 303rd Bombardment wing B-47 aircraft arrive. Aircraft will be used for emergency refueling if required.

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with external fuel tanks.

- (2) Provide personnel and equipment to support re-deployment as required in annex D.
- (3) Take-Off Schedule and Routes in accordance with Annex C.
- (4) Aircraft loading in accordance with Annex D, Appendix 1.

b. 359th Bombardment Squadron

- (1) Provide 15 B-47 type aircraft and 15 crews to be dispatched in accordance with Annex C. Five aircraft will be equipped with external fuel tanks.
- (2) Provide personnel and equipment to support re-deployment as required in Annex D.
- (3) Take-Off Schedule and Routes in accordance with Annex C.
- (4) Aircraft loading in accordance with Annex D, Appendix 1.

c. 360th Bombardment Squadron

- (1) Provide 15 B-47 type aircraft and 15 crews to be dispatched in accordance with Annex C. Five aircraft will be equipped with external fuel tanks.
- (2) Provide personnel and equipment to support re-deployment as required in Annex D.
- (3) Take-Off Schedule and Routes in accordance with Annex C.
- (4) Aircraft loading in accordance with Annex D, Appendix 1.

d. 303rd Air Refueling Squadron

- (1) Provide 19 KC-97 type aircraft and 19 crews to be dispatched in accordance with Annex C.
- (2) Provide one KC-97 type aircraft and one crew for airlift of

303 B M
Ops O 23-54
20 May 54

CONFIDENTIAL
0858

CONFIDENTIAL

- the advance party in accordance with Annex C.
- (3) Provide personnel and equipment to support re-deployment as required in Annex D.
- (4) Provide other necessary personnel and equipment for enroute maintenance team as required in Annex D, Appendix 1 and 2.
- (5) Take-Off Schedule and Routes in accordance with Annex C.
- (6) Aircraft loading in accordance with Annex D, Appendix 1 and 2.
- e. 303rd Periodic Maintenance Squadron
 - (1) Provide personnel and equipment to support this mission as directed in Annex D, Appendix 1 and 2.
- f. 303rd Field Maintenance Squadron
 - (1) Provide personnel and equipment to support this mission as directed in Annex D, Appendix 1 and 2.
- g. 303rd Armament and Electronics Maintenance Squadron
 - (1) Provide personnel and equipment to support this mission in accordance with Annex D, Appendix 1 and 2.
- h. 303rd Headquarters Squadron Section
 - (1) Provide personnel to support this mission in accordance with Annex D, Appendix 2.
- i. 303rd Medical Group
 - (1) Provide personnel and equipment to support this mission in accordance with Annex D, Appendix 1 and 2.
- j. 3919th Air Base Group
 - (1) Provide transportation and messing facilities as required by the 303rd Bombardment Wing Director of Material.

303 BW M
Ops O 23-54
20 May 54

4

CONFIDENTIAL

0859

- (2) Provide other base support as required by 7th Air Division Operations Order 23-54.

3.X. GENERAL INSTRUCTIONS:

- (1) Execution: The order of execution will be issued by this headquarters at a later date. Planning factors will be based on a X Day of 3 May 54.
- (2) In the event adverse weather conditions prevail which may prevent successful conduct of this mission, the Director of Operations, 303rd Bomb Wing will coordinate all changes with the Bombardment Squadrons, Air Refueling Squadrons at Mildenhall and the Senior Controller at High Wycombe and the Tanker Task Force Commander at Harmon AFB, and ATFC at Smokey Hill AFB.
- (3) Deploy 303rd Bombardment Wing advanced party to Davis-Monthan AFB approximately X-15 in one KC-97 aircraft of the 303rd Air Refueling Squadron.
- (4) Deploy enroute maintenance team as per Annex D, approximately X-1 in MATS enroute support aircraft.
- (5) Fifteenth Air Force will provide a tanker task force commander at Harmon to assume operational control of the 40th and 308th Air Refueling Squadrons stationed at Harmon and Goose Bay respectively.
- (6) Primary tanker orbit point is Gander radio; primary air refueling point (COCA) is Harmon radio, continued on back page
- (7) Refueling will be accomplished as outlined in Operations Annex C.

303 BW M
Ops O 23-54
20 May 54

5

CONFIDENTIAL

0860

- (6) For 2nd Air Refueling (Smoky Hill area) primary tanker orbit point Salina; primary air refueling point, Russell omni-range; spare orbit point Garden City omni-range. Commander 303rd Bombardment Wing will furnish Tanker Task Force Commander of receiver aircraft ETA's and corrections as applicable by most expeditious means. Tanker Task Force Commanders will select appropriate orbit point and notify 303rd Bombardment Wing Commander prior to departure of each days increment if possible.

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- (8) Name of this deployment is operation "CORNFONE".
- (9) Take-off interval will be 15 minutes between aircraft.
- (10) All take off times will be between 1100Z and 1500Z.
- (11) Alternate airfields: SAC, USAF, USAF, and NATO Bases in that order of preference.
- (12) Squadron Commanders will insure that all pilots have been briefed on let down procedures for emergency bases enroute, and destination.
- (13) Take off minimums are 500 ft and one mile. Landing minimums are 1500 feet and three miles. Designated alternate must be 3000 feet and 5 miles.
- (14) Fuel load for B-47's: 90,000 pounds
- (15) Fuel load for KC-97's: 55,000 pounds.
- (16) PIO releases to media only by the Commander, 7th Air Division.
- (17) This document is classified CONFIDENTIAL in accordance with paragraph 23b(1), AFR 205-1. Reproduction of this document in whole or in part is prohibited except with permission of the office of origin.

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS: Administrative and Logistical instructions contained in SAC Regulation 400-3, 1 March 1954 will apply except as follows:

a. Reference SECTION II - Supply:

- (1) Sub-paragraph 5b is changed to read:
 - (a) Units at Fairford will move with UEE and Flyaway Kit as listed in the Mobility Plan less B-4 stands, Air-

303 B.M.
Ops O 23-54
20 May 54

6

CONFIDENTIAL

0862

CONFIDENTIAL

borne Infirmary, all J-47-25 engines, 21 main landing gear tires, 11 MLG built-up wheels, and 15 alternate bombing configuration kits.

(b) Units at Mildenhall will move with UEE and Flyaway Kit as listed in the Mobility Plan less B-4 Stands, C-21B power units, 4 R-4360 power pack-ups, 10 MLG built-up wheels, and 4 NLG built-up wheels.

(2) Sub-paragraphs 5b, d, e, and f, and paragraph 6 do not apply.

(3) Paragraph 7 is changed to read: All reparables generated enroute will be carried to Davis-Monthan.

(4) Paragraph 8 does not apply.

b. Reference SECTION III - Armament Electronics: Paragraph 12 is changed to read: All radiological indication and computation equipment and maintenance equipment deployed to the UK will be returned to Davis-Monthan.

c. Reference SECTION IV - Maintenance:

(1) Paragraph 13 does not apply.

(2) Paragraph 14 is changed to read: Maintenance support required enroute will be provided by a Control and Enroute Support Team as indicated in Annex D, and by enroute base to extent of capability.

(3) Paragraphs 15 and 16 do not apply.

d. Reference SECTION V - Transportation

(1) Paragraph 21 is changed to read: Personnel and cargo scheduled to be moved is indicated in Appendix 2 Annex D by

303 BW M
Ops O 23-54
20 May 54

7

CONFIDENTIAL

0863

unit, phase and type aircraft. Cargo will be prepared for shipment in accordance with SAC Reg 400-2, as amended and 303d Bomb Wing Mobility Plan.

- (2) Paragraph 22 is changed to read: Support airlift for personnel and cargo not scheduled in unit aircraft is indicated in Appendix 2, Annex D. For security purposes, two unit personnel will accompany each support aircraft carrying cargo.
- (3) Paragraph 25 does not apply.

e. Reference SECTION VII - Personnel:

- (1) Paragraph 29 is changed to read: Personnel to return to Davis-Monthan will be as listed in Appendix 2, Annex D.
- (2) Paragraphs 30, 31, 32, 33, 34, and 35 do not apply.
- (3) Sub-paragraph 36a is changed to read: Personnel will conform to uniform regulations of the bases through which deploying and at destination.
- (4) Paragraph 37 does not apply.

f. Reference SECTION VIII - Adjutant

- (1) Paragraphs 40, 41, and 42 do not apply.
- (2) Add Sub-paragraph 42a as follows: Orders deploying personnel to the UK will constitute authority for return to home station.
- (3) Sub-paragraphs 43b and c do not apply.

g. Reference SECTION IX - Comptroller

- (1) Sub-paragraph 45c does not apply.
- (2) Paragraph 38 is changed to read: SAC Funding Serial Number RG-31 will apply.

303 B. M.
Ops O 23-54
20 May 54

CONFIDENTIAL

(3) Paragraphs 49 and 50 do not apply.

h. Reference SECTION X - Judge Advocate

(1) Paragraphs 51, 52, 53, and 54 do not apply.

(2) Add sub-paragraph 55b as follows: Personnel returning will revert to the jurisdiction of the Comdr, 36th ADiv for purposes of courts-martial and article 15, UCMJ.

i. Reference SECTION XI - Security:

(1) Paragraph 56 is changed to read: The SAC Security Intelligence Digest, Vol I, No 1, will be used as a guide in evaluating the subversive situation at the enroute base.

(2) Paragraph 59 is changed to read: SAC restricted area badges will be utilized by personnel for return deployment.

j. Reference SECTION XII - Miscellaneous: Paragraph 61 does not apply.

5. COMMAND AND COMMUNICATIONS:

a. Command

- (1) Commander, Fifteenth Air Force, March AFB, Calif
- (2) Commander, 7th Air Division, High Wycombe, England
- (3) Commander, 36th Air Division, Davis-Monthan AFB, Ariz
- (4) Commander, 303rd Bomb Wing, Fairford AFB, England

b. Communications

- (1) See Annex B.

JOHN K. HESTER
Colonel, USAF
Commander

ANNEXES:

- A - Omitted
- B - Communications
- C - Operations
- D - Administrative & Logistics

303 BW N
Ops O 23-54
20 May 54

9

CONFIDENTIAL

0865

CONFIDENTIAL

DISTRIBUTION:

Comdr SAC - 1 Cy
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 Comdr 8AF - 1 Cy
 Comdr MATS - 1 Cy
 Comdr NEAC - 1 Cy
 Comdr 303d Bwg - 1 Cy
 Comdr Harmon AFB - 1 Cy
 Comdr 7ALiv - 1 Cy
 Comdr 36th ADiv - 1 Cy
 Comdr 3919th ABGp - 1 Cy
 Comdr 3910th ABGp - 1 Cy
 Dir of Oprs, 303d B'g - 2 Cys
 Dir of Pers, 303d B'g - 1 Cy
 Dir of Mat, 303d B'g - 1 Cy
 Comdr 358th BSq - 2 Cys
 Comdr 359th BSq - 2 Cys
 Comdr 360th BSq - 2 Cys
 Comdr 303d ARS - 2 Cys
 Comdr 303d Fld Maint Sq - 1 Cy
 Comdr 303d Fdc Maint Sq - 1 Cy
 Comdr 303d A&EN Sq - 1 Cy
 Chf, Oprs & Irng, 303d B'g - 1 Cy
 Chf, Oprs Fl ns, 303d B'g - 1 Cy
 Wing History - 4 Cys
 Chf, Obs Div - 1 Cy
 Chf, Comm Div - 1 Cy
 Comdr 303d B'g Rear Echelon, DMAFB - 1 Cy
 Comdr 2824 Weather Detach - 1 Cy
 Comdr 42d B'g - Linostene AFB, Mo - 1 Cy

OFFICIAL:

E. G. Shelton
 E. G. SHELTON
 Lt Col, USAF
 Dir of Oprs

303 BW M
 Ops O 23-54
 20 May 54

10

CONFIDENTIAL

0866



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ANNEX B

TO

OPERATIONS ORDER

23-54

COMMUNICATIONS AND ELECTRONICS

1. GENERAL

a. Enroute communications will be in accordance with SAC CLI, JMWPS, ACP's, AFSL 5104, and data contained in appropriate radio facility charts.

b. In the event an aircraft is required to land at any base other than Davis-Monthan, it will be the responsibility of the Aircraft Commander to render the required reports outlined in SAC Regulation 55-11, dated 3 November 1953.

2. CALL SIGNS

a. Aircraft call signs will be in accordance with SACDAL except for contacts with tankers.

3. COMMUNICATIONS CONTROL STATIONS

a. PRIME MERIDIAN TO 30 degrees west.

Primary.....Croughton

Secondary....Lajes

b. 30 degrees to 70 degrees.

Primary.....Harmon

Secondary....Goose

c. 70 degrees to 90 degrees.

Primary.....Harmon

Secondary....Andrews

d. 90 degrees to 110 degrees

303 BW (M)
Ops O 23-54
20 May 54

Confidential

0868

Confidential

Primary.....Offutt

Secondary.....Crawell

e. 110 degrees to 120 degrees

Primary.....Morch

Secondary.....McChord

4. IFF

a. IFF will be turned on when crossing 30 degrees west.

5. CHANNELIZATION

a. HF and UHF channelization w/b in accordance with SAC CEI 2407.3.

b. Crystal supply required w/b as set forth in SAC CEI 2504.4.

6. PROCEDURES.

a. Hourly HF position reports will be submitted in accordance with Inclosure 6 to SAC Reg 55-11.

b. B-47 aircraft will report inw procedure "BRAVO".

c. KC-97 aircraft will report inw procedure ~~"BRAVO"~~ "BRAVO".

d. Normal C.M. position reports will be submitted when flying in the 21.

7. AIR REFUELING PROCEDURES.

a. Receivers will contact tanker task force leaders as soon as possible for tanker assignments. Tanker leader will assign primary and spare tankers who will utilize the following channelization. If the receiver does not make contact with his primary tanker, he will contact the spare tanker and advise him of his ETA to the spare orbit area. Further, in case of UHF failure, alternate frequencies w/b 148.86 mcs and 4270 kcs. Spare tankers will not operate rendezvous equipment unless so directed by receiver aircraft, however, the spares will be standing by on primary contact frequency.

303 BW (M)
Ops O 23-54
20 May 54

(2)

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0869

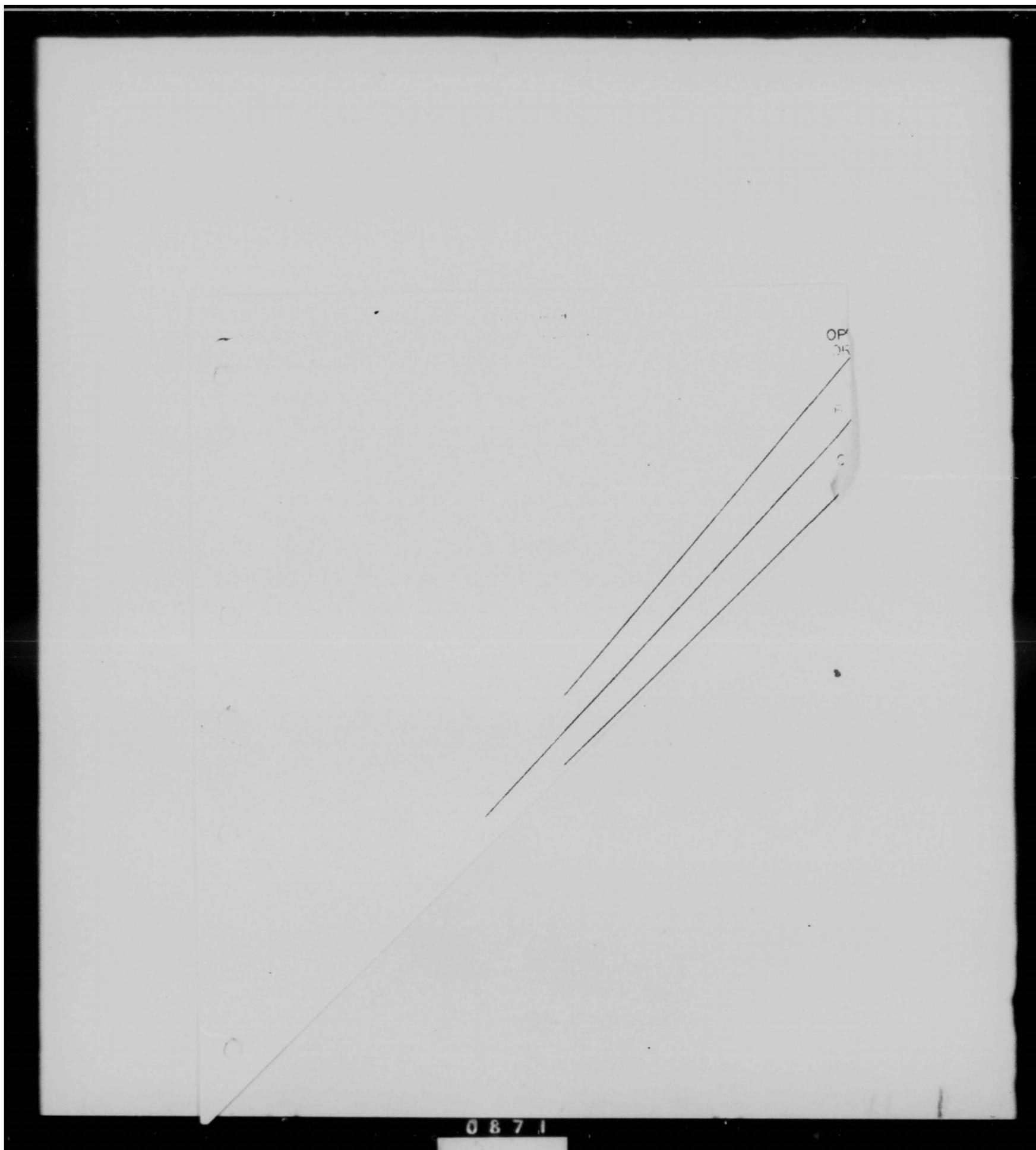
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b. RCVR CALL	TKR CALL	RFLG PRIM	APN 12	APN 76	APN 11		
"GRIDIRON"	"FOOTBALL"	UHF	T	R	T	R	CODE
1	1	318.0	8	6	6	8	2-2
2	2	324.2	4	7	7	4	1-2
3	3	308.8	6	8	8	6	1-3
		UHF	T	R	T	R	CODE
	EXTRA. 1	321.0	5	7	7	5	2-1
4	4	256.0	4	6	6	4	2-2
5	5	310.0	7	5	5	7	1-2
6	6	324.2	8	6	6	8	1-3
	EXTRA. 2	321.0	4	7	7	4	2-1
7	7	308.8	6	8	8	6	1-3
8	8	256.0	5	7	7	5	1-2
9	9	318.0	4	6	6	4	2-2
	EXTRA. 3	321.0	7	5	5	7	2-1
10	10	324.2	8	6	6	8	1-3
11	11	308.8	4	7	7	4	1-2
12	12	256.0	6	8	8	6	2-2
	EXTRA. 4	321.0	5	7	7	5	2-1
13	13	310.0	4	6	6	4	1-3
14	14	324.2	7	5	5	7	1-2
15	15	308.8	8	6	6	8	2-2
	EXTRA. 5	321.0	4	7	7	4	2-1

c. If refueling is required at the Smokey Hill area, communications procedures will be identical to those outlined in paragraph 7, a. Call signs, UHF frequencies, and rendezvous settings will be as outlined in paragraph 7, b.

303 BW (H)
Ops O 23-54
20 May 54

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New York, New York
0001Z, 20 May 1954

ANNEX "C"

TO

OPERATIONS ORDER

NO. 23-54

This Annex consists of three appendices:

- Appendix 1 - B-47 and KC-97 Take-Off Schedule
- Appendix 2 - B-47 and KC-97 Routes and Requirements
- Appendix 3 - Air Refueling Procedure

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0001Z, 20 May 1954

APPENDIX 1

TO

ANNEX C

TO

OPERATIONS ORDER NO 23-54

B-47 And KC-97 Take-Off Schedule

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 1 To Annex C
20 May 1954

0874

B-47 TAKE-OFF SCHEDULE

1. B-47 scheduled take-off (All times Z)

a. X Day / 2

<u>Sqdn</u>	<u>No. Acft</u>	<u>T.O. Time</u>	<u>ETA Primary Orbit Reint</u>	<u>ETA DMAFB</u>
360th	1	1100	15:25	23:44
359th	1	1115	15:40	23:59
358th	1	1130	15:55	00:14
360th	1	1145	16:10	00:29
359th	1	1200	16:25	00:44
358th	1	1215	16:40	00:59
360th	1	1230	16:55	01:14
359th	1	1245	17:10	01:29
358th	1	1300	17:25	01:44
360th	1	1315	17:40	01:59
* 359th	1	1330	17:55	02:14
* 358th	1	1345	18:10	02:29
* 360th	1	1400	18:25	02:44
* 359th	1	1415	18:40	02:59
* 358th	1	1430	18:55	03:14

b. X Day / 3

359th	1	1100	15:25	23:44
358th	1	1115	15:40	23:59
360th	1	1130	15:55	00:14
359th	1	1145	16:10	00:29
358th	1	1200	16:25	00:44
360th	1	1215	16:40	00:59
359th	1	1230	16:55	01:14
358th	1	1245	17:10	01:29
360th	1	1300	17:25	01:44
359th	1	1315	17:40	01:59
* 358th	1	1330	17:55	02:14
* 360th	1	1345	18:10	02:29
* 359th	1	1400	18:25	02:44
* 358th	1	1415	18:40	02:59
* 360th	1	1430	18:55	03:14

c. X Day / 4

358th	1	1100	15:25	23:44
360th	1	1115	15:40	23:59
359th	1	1130	15:55	00:14
358th	1	1145	16:10	00:29
360th	1	1200	16:25	00:44

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 1 To Annex C
20 May 1954

B-47 Take-Off Schedule (Cont'd)

<u>Sqdn</u>	<u>No. left</u>	<u>T.O. Time</u>	<u>ETA Primary Orbit Point</u>	<u>ETA DMAFB</u>
359th	1	1215	16:40	00:59
358th	1	1230	16:55	01:14
360th	1	1245	17:10	01:29
359th	1	1300	17:25	01:44
358th	1	1315	17:40	01:59
360th	1	1330	17:55	02:14
* 359th	1	1345	18:10	02:29
* 358th	1	1400	18:25	02:44
* 360th	1	1415	18:40	02:59

* External tank aircraft.

All ETA based on -30K wind component.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 1 To Annex C
20 May 1954

KC-97 TAKE-OFF SCHEDULE

2. KC-97 take-off schedule (All times Z)

a. X Day / 2

<u>Sqdn</u>	<u>Depart</u>	<u>No. Aft</u>	<u>T.O. Time</u>	<u>ETA Harmon</u>
303rd MRS	Mildenhall	1	0005	12:41
303rd MRS	Mildenhall	1	0020	12:56
303rd MRS	Fairford	1	0035	13:11
303rd MRS	Fairford	1	0050	13:26
303rd MRS	Fairford	1	0105	13:41
303rd MRS	Fairford	1	0120	13:56
303rd MRS	Fairford	1	0135	14:11

b. X Day / 3

303rd MRS	Mildenhall	1	0005	12:41
303rd MRS	Mildenhall	1	0020	12:56
303rd MRS	Fairford	1	0035	13:11
303rd MRS	Fairford	1	0050	13:26
303rd MRS	Fairford	1	0105	13:41
303rd MRS	Fairford	1	0120	13:56

c. X Day / 4

303rd MRS	Fairford	1	0005	12:41
303rd MRS	Fairford	1	0020	12:56
303rd MRS	Fairford	1	0035	13:11
303rd MRS	Fairford	1	0050	13:26
303rd MRS	Fairford	1	0105	13:41
303rd MRS	Fairford	1	0120	13:56

ETA based on -13K wind component.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 23-54
 Appendix 1 To Annex C
 20 May 1954



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00012, 20 May 1954

APPENDIX 2

TO

ANNEX C

TO

OPERATIONS ORDER NO 23-54

This Appendix contains Route and
requirements for B-47 and KC-97 type
aircraft.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 2 to Annex C
20 May 1954

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1. Routes for B-47 aircraft.

a. Primary.

(1) Depart Fairford:

TO: 55-29N 04-35W NCP #1
 TO: 48-55N 54-32W Primary Orbit Pt NCP #7
 TO: 48-33N 58-33W Primary Rendezvous Pt NCP #8
 TO: 47-12N 62-00W Secondary Orbit Pt NCP #9
 TO: 46-58N 67-53W Secondary Rendezvous Pt NCP #10
 TO: 45-54N 69-56W NCP #11
 TO: 41-03N 81-29W NCP #14
 TO: 38-55N 97-40W NCP#25
 TO: ~~35-04N 105-55W NCP #19~~
 TO: 38-55N 98-51W NCP#26
 TO: ~~Davis-Monthan Air Force Base~~
 35-04N 105-55W NCP#19 TO Davis-Monthan AFB.

b. Alternate.

(1) Depart Fairford:

TO: 55-29N 04-35W NCP #1
 TO: 48-00N 65-24W Alternate Orbit Pt NCP #20
 TO: 46-47N 68-04W Alternate Rendezvous Pt NCP #21
 TO: 46-47N 71-13W Spare Orbit Point NCP #22
 TO: 45-28N 74-32W NCP #23
 TO: 41-03N 81-29W NCP #14
 TO: 38-55N 97-40W NCP#25
 TO: ~~35-04N 105-55W NCP #19~~
 TO: 38-55N 98-51W NCP#26
 TO: ~~Davis-Monthan Air Force Base~~
 35-04N 105-55W NCP#19 TO Davis-Monthan AFB.

2. Routes for KC-97 aircraft.

a. Primary.

(1) Depart Mildenhall:

TO: 55-29N 04-35W NCP #1

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Operations Order No. 23-54
 Appendix 2 To Annex C
 20 May 1954

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0880

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TO: 48-33N 58-33W RON
TO: 41-03N 81-29W NCP #14
TO: 35-04N 105-55W NCP #19
TO: Davis-Monthan Air Force Base

b. Secondary.

(1) Depart Mildenhall:

TO: Fairford - Land
TO: 55-29N 04-35W NCP #1
TO: 48-33N 58-33W RON
TO: 41-03N 81-29W NCP #14
TO: 35-04N 105-55W NCP #19
TO: Davis-Monthan Air Force Base

3. Take-off minimum for B-47 aircraft will be 500' and 1 mile.
4. B-47 aircraft will accomplish one AR in Harmon area during deployment to ZI, "planned fuel transfer of 50,000 pounds (55,000 pounds for aircraft equipped with external tanks).
5. B-47 aircraft will land at Limestone in event of missed AR. B-47 aircraft will proceed to Limestone if AR is not successful within 20 minutes after arriving scheduled AR point.
6. B-47 aircraft must be capable of minimum 12,000 pounds fuel reserve at altitude over Limestone in event of missed AR. Same minimum over Davis-Monthan if AR completed. Aircraft commanders will be briefed to proceed to alternate if sufficient fuel is not onboard to meet above minimum based on latest forecast winds.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 2 To Annex C
20 May 1954

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7. All participating aircraft commanders will be thoroughly briefed on let-down procedures at enroute bases and destination prior to departing from United Kingdom.
8. Each B-47 aircraft commander will contact control officer in Limestone Tower as he passes over that station. Control officer will direct aircraft to proceed to destination, land at Limestone or designated alternate depending on latest forecast weather and fuel reserve.
9. B-47 aircraft equipped with external drop tanks will fly at Mach 74 for flight to ZI
~~for flight to 21~~ with loss in range reflected only as an increased fuel requirement.
New paragraph 10 added on reverse side of page.
10. ~~Fuel transferred during in-flight with external tanks will be increased so that they arrive over destination with a fuel reserve similar to aircraft without external tanks 14,000 pounds or minimum of 12,000 pounds.~~
11. Maximum 50-8 requirements will be accomplished while enroute to ZI.

HEADQUARTERS 303RD BOMBARDMENT WING, MEADFIELD
Operations Order No. 23-54
Appendix 2 to Annex C
20 May 1954

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
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APPENDIX 3

TO

ANNEX C

TO

OPERATIONS ORDER NO 23-54

AIR REFUELING PROCEDURES

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 3 To Annex C
20 May 1954

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0884

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AIR REFUELING PROCEDURES:

1. Refueling procedures as outlined in SAC Tactical Doctrine Jet

Bombardment, will be followed.

New paragraph (2) added on reverse side of page.

2. ~~The tanker task force for the B-47 aircraft will be the 40th Air Refueling Squadron based at Harmon Air Force Base and 368th Air Refueling Squadron based at Goose Bay Air Force Base.~~

3. The tanker task force commander will maintain weather scout aircraft in the refueling area commencing 2 hours prior ETA of first B-47 aircraft and until final air refueling has been completed. Primary and spare tanker aircraft will arrive assigned orbit point MLT 30 minutes prior to ETA of first receiver aircraft. Altimeter setting will be station altimeter setting at rendezvous point. Tanker task force commander will advise receivers of altimeter setting on first contact. Receiver aircraft will start decent only after contact has been established, either with rendezvous equipment, radio or visual, with his assigned tanker aircraft. If receiver does not make contact with his tanker, he will contact spare tanker and advise him of his ETA to the spare orbit area. Tanker aircraft will depart orbit point 10 minutes prior to receivers ETA on designated refueling track. Changes in rendezvous orbit point due to weather will be passed to receiver aircraft at earliest contact. Primary and spare tankers will fly race track pattern about primary and spare orbit point. Desired refueling altitude between 18,000 and 20,000 feet.

4. Primary orbit point, Gander Radio. Air Refueling point, Harmon Radio (Point COCA), refueling on track 240 degrees true. Spare orbit point 47-12N 62-00W, refueling on track to Limestone.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 3 To Annex C
20 May 1954

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0885

- (2) The tanker task force for AR point COCA will be the 40th Air Refueling Squadron based at Harmon AFB and the 308th Air Refueling Squadron based at Goose Bay AFB. The Tanker Task Force at the Smokey Hill area will be the 310th Air Refueling Squadron based at Smokey Hill AFB.

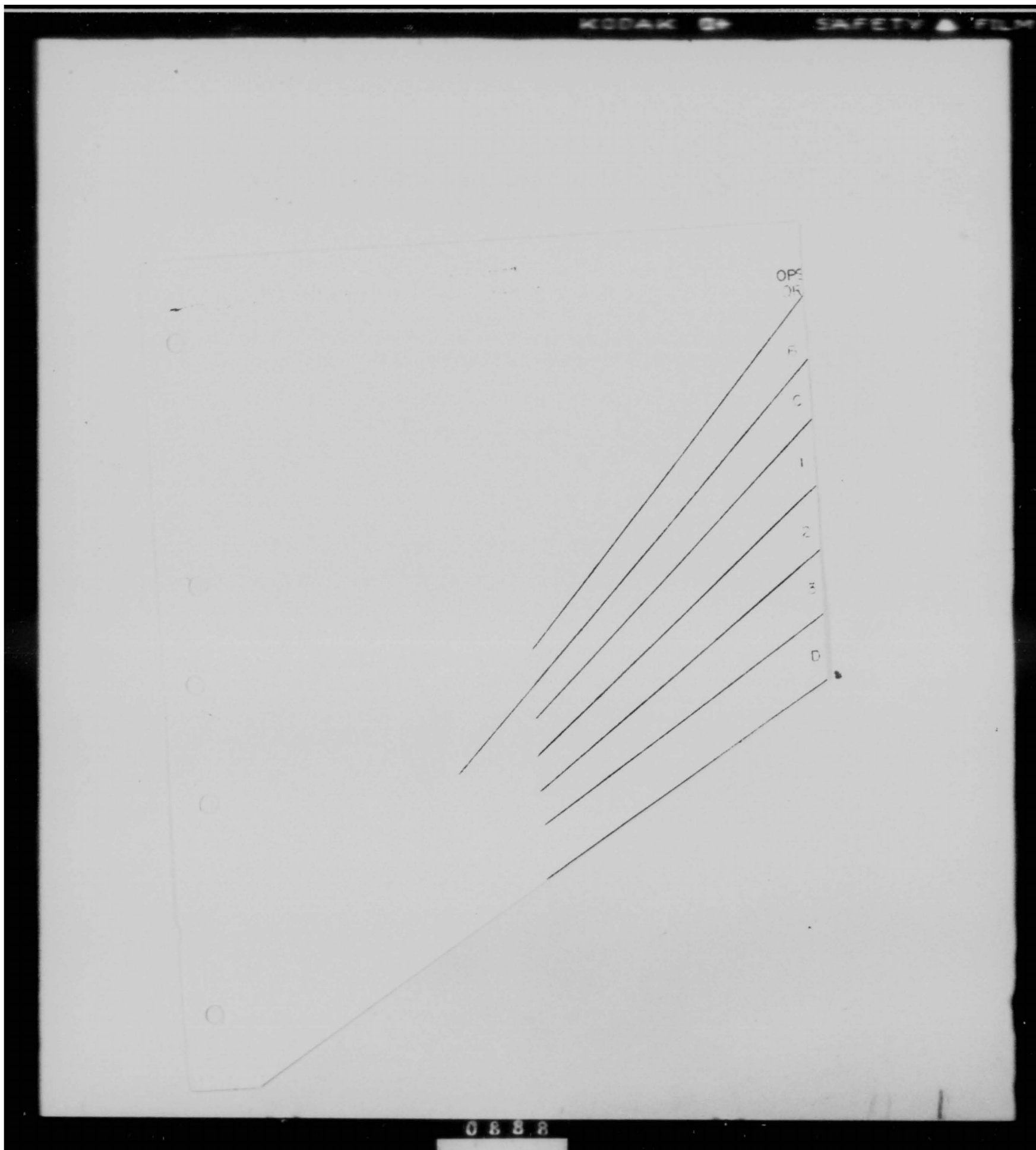
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5. Alternate orbit point 43-00N 65-24W. Air refueling point Presque Isle OMNI, refueling on 273 degrees true. Spare orbit point Quebec, refueling on track 240 degrees true.
6. Second Refueling (if required in Smokey Hill area).
 - a. Primary orbit point, Salina Omni range; refueling point, Russell omni range, refueling track to Garden City omni range.
 - b. Spare orbit point, Garden City omni range, refueling track out bound on course to Davis-Monthan AFB.
7. Primary alternate fields in event of missed refueling:
 - a. Missed refueling at point COCA, land at Limestone.
 - b. Missed refueling at Smokey Hill, land at Smokey Hill AFB.

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Operations Order No. 23-54
Appendix 3 To Annex C
20 May 1954

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0888

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ANNEX D

TO
OPERATIONS ORDER

23-54

ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS

1. This Annex prescribes number of personnel and weight of cargo to be moved from each base on each day's increment of tactical aircraft. Number of personnel and weight of cargo from each unit requiring support airlift will also be shown.
2. This Annex will have two Appendixes as follows:
 - a. Appendix 1 - Materiel
 - b. Appendix 2 - Personnel
3. MATS AIRLIFT.
 - a. Commander MATS will provide airlift support as indicated in Appendix 1 and Appendix 2.
 - b. MATS aircraft remain under the operational control of COMJMS at all times. Enroute Support aircraft are under control of Commander 303rd Wing for routing and timing.
 - c. Aircraft commanders of MATS support aircraft will contact the senior SAC controller at each stop for instructions.
 - d. Route forecast facilities, loading facilities, and in-flight lunches will be provided by Mildenhall RAF Station and Fairford RAF Station as appropriate.
 - e. MATS Transport Operations SOP number 2 will apply.
 - f. Schedule of departure of personnel and cargo to be deployed on MATS support aircraft will be as provided in the MATS Operations Order directing the airlift support.

303 HQ (M)
Ops O 23-54
20 May 54

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0889



0890

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APPENDIX 1

TO

ANNEX D

TO

OPERATIONS ORDER

23-54

MATERIEL

1. Schedule of cargo to be moved by unit aircraft.

a. From Fairford: 171,371 pounds.

- (1) Each B-47 will carry 497 pounds of combat and survival equipment for a total of 21,371 pounds.
- (2) B-47 aircraft will also carry 1500 pounds of UEE in each bomb-bay according to the following plan:

<u>MODN</u>	<u>E-DAY</u>	<u>E A 1</u>	<u>E A 2</u>
358th Bomb Sq	5 B-47 # 1 - 358 UEE # 2 - FAK # 3 - FAK # 4 - FAK # 5 - 303 PM UEE	5 B-47 # 16 - 358 UEE # 17 - FAK # 18 - FAK # 19 - 303 PM UEE # 20 - 303 PM UEE	4 B-47 # 31 - 358 UEE # 32 - 358 UEE # 33 - FAK # 34 - FAK
359th Bomb Sq	5 B-47 # 6 - FAK # 7 - FAK # 8 - FAK # 9 - FAK # 10 - 359 UEE	5 B-47 # 21 - FAK # 22 - FAK # 23 - FAK # 24 - FAK # 25 - 359 UEE	5 B-47 # 35 - FAK # 36 - FAK # 37 - FAK # 38 - 359 UEE # 39 - 359 UEE
360th Bomb Sq	5 B-47 # 11 - FAK # 12 - FAK # 13 - FAK # 14 - FAK # 15 - 360 UEE	5 B-47 # 26 - FAK # 27 - FAK # 28 - FAK # 29 - FAK # 30 - 360 UEE	5 B-47 # 40 - FAK # 41 - FAK # 42 - 360 UEE # 43 - 360 UEE # 44 - FAK

TOTAL for 14 Aircraft - 66,000 Pounds

- (3) KC-97 aircraft of the 303rd Air Refueling Squadron will carry 24,000 pounds of UEE according to the following plan:

(a) E A 2 3 KC-97 36,000 pounds

303 BR (W)
Ops O 23-54
26 May 54*Confidential*

0891

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(b) E / 3	3 KC-97	36,000 pounds
(c) E / 4	1 KC-97	12,000 pounds

b. From Mildenhall: 113,240 pounds

(1) Each KC-97G will carry 4962 pounds of combat and survival equipment and necessary 263 equipment for a total of 59,240 pounds.

(2) KC-97 aircraft will also carry 24,000 pounds of UEE according to the following plan:

(a) E / 2	1 KC-97	12,000 pounds
(b) E / 4	1 KC-97	12,000 pounds

2. A Control and Enroute Support Team will be placed at Harmon AFB on E - 1 by MLTS heavy aircraft for the support of KC-97 staging through that base enroute to Davis-Monthan. This team will require tools, equipment, and supplies (weight are included in MLTS cargo figures) as follows:

a. 1 each A-4360 power-pack on dolly	8417 #
b. Flyway Bin w/spares	2097 #
c. Bulk Flyway, including built-up wheels	3110 #
d. Special tools	<u>560 #</u>
TOTAL	14,584 #

3. Cargo to be moved by MLTS airlift:

a. From Fairford: 137,584 pounds.
b. From Mildenhall: 37,168 pounds.

4. Recapitulation by unit of cargo weights, other than Combat and Survival equipment, to be carried by Unit and MLTS airlift.

a. From Fairford:

<u>ORGN</u>	<u>UNIT ACFT</u>	<u>MLTS</u>	<u>TOTAL</u>
Hq 303rd	15,778	7,746	23,624
358th Bomb Sq	10,590		10,590

303 BW (H)
Ops O 23-54
20 May 54

(2)

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<u>ORGN</u>	<u>UNIT ACFT</u>	<u>PTS</u>	<u>TOTAL</u>
359th Bomb Sq	9,373	1,290	10,663
360th Bomb Sq	9,603	701	10,304
Per Maint	6,904	1,111	8,015
Fld Maint	15,403	21,902	37,305
A & E	30,197	22,822	53,119
Med Gp	1,539	98	1,637
Hq A P Gp		365	365
Ops Sq		690	690
Supply Sq	50,228	79,882	130,110
Food Sv Sq		602	602
Air Police Sq	185		185
Mtr Vehicle Sq		375	375
TOTAL	150,000	137,584	287,584

b. From Hildenhall:

<u>ORGN</u>	<u>UNIT ACFT</u>	<u>PTS</u>	<u>TOTAL</u>
Hq 303rd	287	85	372
303 AR Sq	2,924	8,902	11,826
Per Maint	2,943	213	3,156
Fld Maint	2,246	11,396	13,642
A & E	4,255	1,567	5,822
Med Gp	707	49	756
Supply Sq	10,420	14,956	25,376
Food Sv Sq	18		18
Air Police	200		200
TOTAL	24,000	37,168	61,168

303 BW (1.)
 Ops O 23-54
 20 May 54

(3)

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0893



0894

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APPENDIX 2

TO

ANNEX D

TO

OPERATIONS ORDER

23-54

PERSONNEL

1. Schedule of personnel to be moved by unit aircraft:

a. From Fairford: 583

(1) B-47 (Crew and crew chiefs):

(a) E # 2	15 B-47	59
(b) E # 3	15 B-47	59
(c) E # 4	14 B-47	<u>54</u>

TOTAL 172

(2) KC-97 (Passengers and Cargo Couriers):

<u>FLT NO.</u>	<u>DATE</u>	<u>TYPE</u>	<u>NO PERS.</u>
1	E - 17	Pass	22
2	E - 2	Cargo	2
3	E - 2	Class Cargo	13
5	E - 2	Pass	45
6	E - 2	Pass	45
7	E - 2	Cargo	5
9	E # 3	Pass	45
10	E # 3	Cargo	2
11	E # 3	Cargo	2
12	E # 3	Pass	45
13	E # 3	Cargo	2
15	E # 4	Pass	45

303 BW (H)
Ops O 23-54
20 May 54

Confidential

0895

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<u>FLT NO.</u>	<u>DATE</u>	<u>TYPE</u>	<u>NO PERS.</u>
16	E / L	Pass	45
17	E / L	Pass	45
18	E / L	Cargo	2
20	E / L	Pass	45
TOTAL			140

b. From Mildenhall (by KC-97): 369

<u>FLT NO.</u>	<u>DATE</u>	<u>TYPE</u>	<u>NO PERS.</u>
1	E - 17	Pass	19
2	E - 2	Cargo	12
3	E - 2	Cargo	12
4	E - 2	Pass	60
5	E - 2	Pass	15
6	E - 2	Pass	15
7	E - 2	Cargo	12
8	E - 2	Cargo	13
9	E / 3	Pass	15
10	E / 3	Cargo	12
11	E / 3	Cargo	12
12	E / 3	Pass	15
13	E / 3	Cargo	12
14	E / 3	Pass	60
15	E / 4	Pass	15
16	E / 4	Pass	15
17	E / 4	Pass	15
18	E / 4	Cargo	12
19	E / 4	Cargo	13

303 E (M)
Cps 0 23-54
20 May 54

(2)

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0896

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<u>FLT NO.</u>	<u>DATE</u>	<u>TYPE</u>	<u>NO PERS.</u>
20	24	Pass	15
TOTAL			369

2. A Control and Enroute Maintenance Team will be placed at Harmon AB on E - 1 by MTS heavy aircraft for the support of KC-97's staging through that base enroute to Davis-Monthan. Number of personnel will be included in MTS support figures, and will be in numbers and from units as follows:

<u>FSC</u>	<u>QTY</u>	<u>SECTION</u>	<u>ORGANIZATION</u>
4344	1	Engineering	303 AR Sq
1435	2	Operations	303 AR Sq
70230	1	Operations	303 AR Sq
47151	1	Aux Equip	303 AR Sq
43156	2	Instrument Shop	Fld Maint
43152A	3	Engine Change	Fld Maint
43171	1	Aero Repair	Fld Maint
43170	2	Maint Supv	1st 303 AR Sq - 1 on FMS
42550	2	Hydraulic	Fld Maint
42350	2	Prop Shop	Fld Maint
43154B	3	Electrical	Fld Maint
30150	3	Radio	A & E
30171A	1	Radio	A & E
64151	2	Flyway	Supply Sq
TOTAL	26		

3. Personnel to moved by MTS airlift:

a. From Fairford: 1021

b. From Mildenhall: 170

303 BR (M)
Ops O 23-54
20 May 54

(3)

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0897

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4. Recapitulation by unit of personnel to be deployed by unit and
MITS airlift:

a. From Fairford:

<u>ORGN</u>	<u>UNIT ACFT</u>	<u>MITS</u>	<u>TOTAL</u>
Hq 303d BW	41	105	146
358th Bomb Sq	82	88	170
359th Bomb Sq	85	88	173
360th Bomb Sq	87	87	174
Per Maint	30	97	135
Fld Maint	55	160	215
A & E	81	184	265
Med Gp	7	6	13
Hq AB Gp	8	11	19
Ops Sq	8		8
Supply Sq	16	29	45
Food Sv Sq	23	46	69
Air Police Sq	35	76	111
Installation Sq	5	15	20
Air Veh Sq	<u>11</u>	<u>29</u>	<u>40</u>
TOTAL	502	1021	1603

b. From Mildenhall:

<u>ORGN</u>	<u>UNIT ACFT</u>	<u>MITS</u>	<u>TOTAL</u>
Hq 303d Wg	6	2	8
303 AR Sq	263	40	303
303 FM Sq	40	56	96
303 PM Sq	10	22	32
303 ABN Sq	8	15	23
303 BW (M)			
Ops C 23-54			
20 May 54			

(4)

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<u>ORGN</u>	<u>UNIT ACFT</u>	<u>LOTS</u>	<u>TOTAL</u>
Hq AB Gp		2	2
Air Police Sq	10	20	30
Ops Sq	3		3
Food Sv Sq	10	4	14
Supply Sq	9		9
Air Veh Sq	<u>10</u>	<u>11</u>	<u>21</u>
TOTAL	369	172	541

303 BN (1)
Ops O 23-54
20 May 54

(5)

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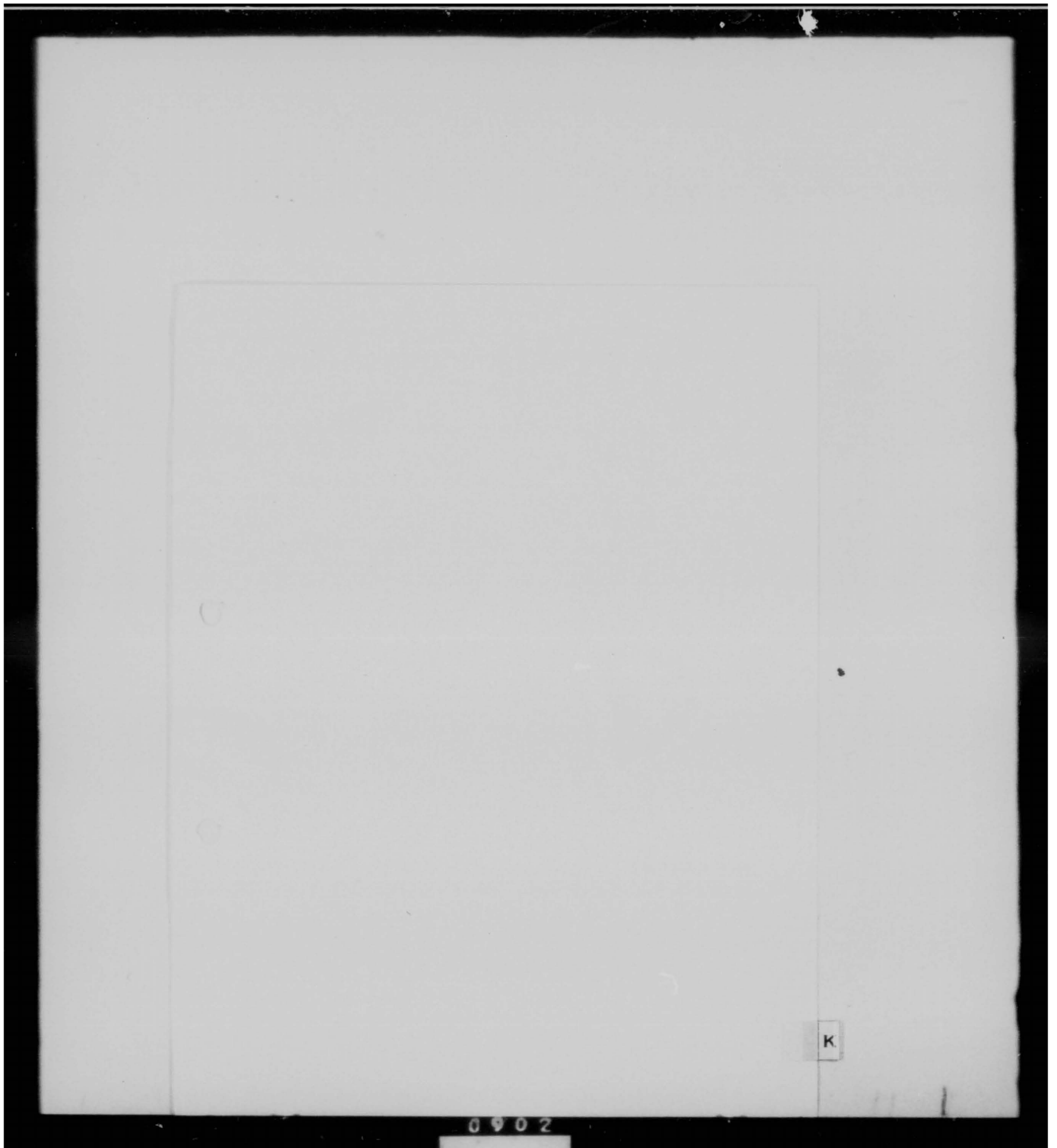
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Breakdown of Quality Control Inspections

May 1954

- 17 Flight line inspection, 5 KC-97 and 12 B-47 aircraft.
- 19 Periodic inspections on B-47 aircraft.
- 63 Inspections on aircraft forms.
- 20 Engine changes on B-47 aircraft.
- 21 Aircraft jacket files.
- 20 Landing gear retraction supervisors and instructions.
- 5 Housekeeping inspection.
- 2 Special inspections on ejection seats.
- 1 Fuel cell change.

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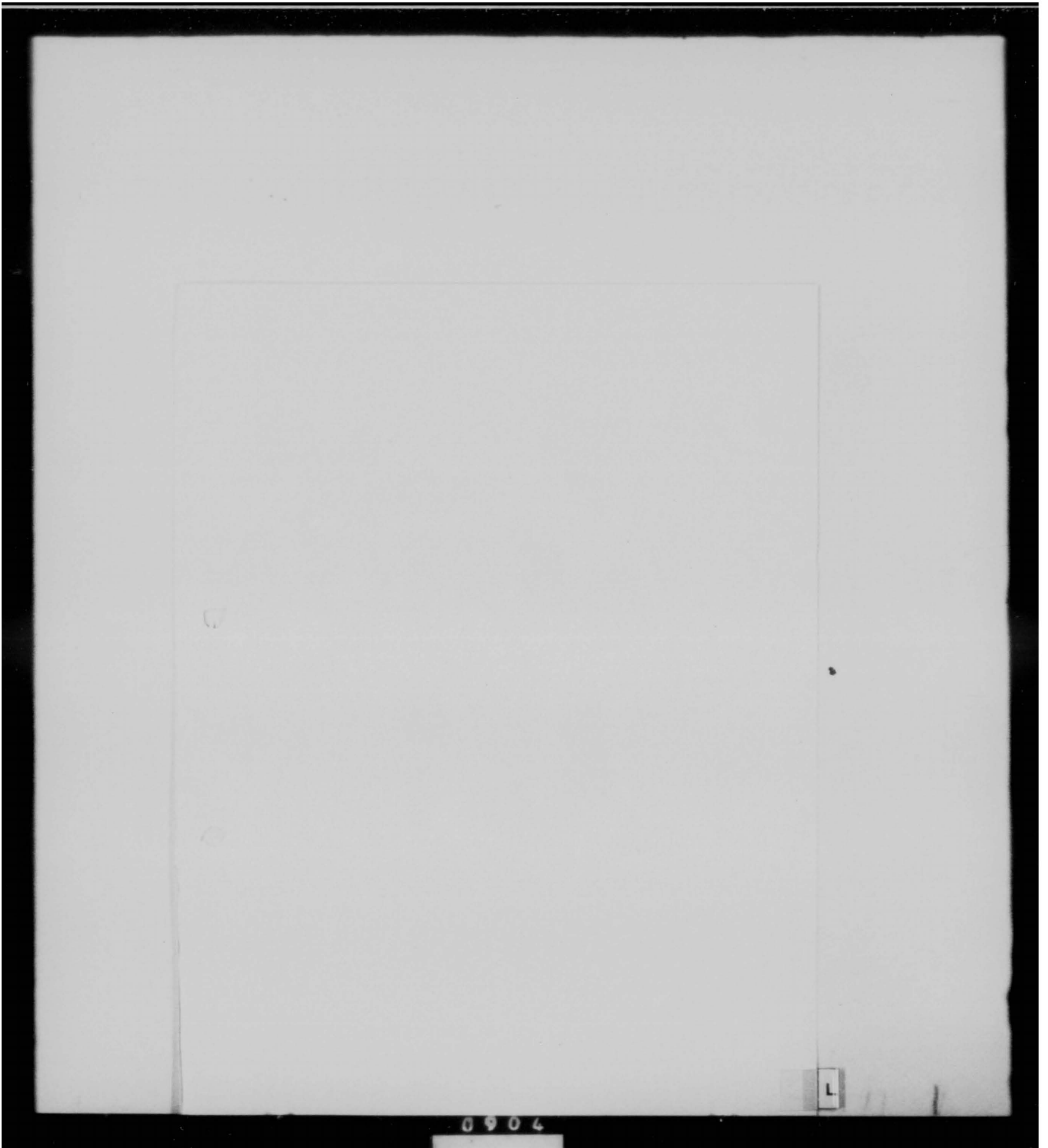
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Breakdown of Unsatisfactory Reports

May 1954

1	Airframe
2	Fuel
2	Hyd & pneu
16	Instrument
5	Electrical
23	Radio and Radar
38	Fire control
7	Weapons and releases
53	Bomb-navigation
3	Utilities

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0904

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 129, c/o Postmaster
New York, New York

3MDCM

13 May 1954

SUBJECT: Aircraft Achievement Award

TO: See Distribution

1. In compliance with Maintenance Instruction Letter 00-45 dated 8 February 1954, the scores on all assigned B-47 and KC-97 aircraft have been compiled for the period 15 March thru 15 April 1954. Final review reveals that the following aircraft have won the competition for this period.

- a. B-47E 51-2445, 359th Bomb Squadron, with 216 points.
- b. KC-97G 52-849, 303rd Air Refueling Squadron, with 212 points.

2. The Maintenance Teams directly responsible for the fine record compiled by the above aircraft are as follows:

- a. B-47 Aircraft.
 - (1) Flight Chief: M/Sgt Emory W. Huffman
 - (2) Crew Chief: A/1c George E. Goodner
 - (3) Asst Crew Chief: A/2c John T. Hockstra
 - (4) Aft Mechanic: A/3c Clarence L. Stacy
- b. KC-97 Aircraft.
 - (1) Flight Chief: M/Sgt J. Barlow
 - (2) Crew Chief: S/Sgt J. E. Beckett
 - (3) Asst Crew Chief: A/2c C. W. Sutton

3. In appreciation of the exemplary accomplishments made possible by fore mentioned individuals, I desire that the Commanders concerned make the necessary arrangements to afford to these men a 3 day pass in conjunction with a normal weekend to any appropriate UK destination of their choice. I am always pleased to announce awards of this type and trust that such recognition serves as partial compensation for the achievements of those concerned.

0905

Hq 303d Bomb Wg 31DCM, Subject: Aircraft Achievement Award

4. I am particularly proud of the accomplishments of the maintenance team for KC-97G 52-849. They have again demonstrated the fine spirit and enthusiasm which is essential to the success of the Wing. To both winners I offer my sincere thanks for a job well done.

5. It is my desire that this award for Aircraft Maintenance Achievement be read by every Commander before his entire Squadron at the first opportunity and that this letter be posted in a permanent and conspicuous location on every Squadron Bulletin Board until a new award is made.

John K. Hester
JOHN K. HESTER
Colonel, USAF
Commander

DISTRIBUTION:

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SECRET

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By authority of 36401V

Date 3 Aug 54 Name For

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

Davis-Monthan Air Force Base

1 June - 31 June

1954

36th Air Division

Fifteenth Air Force

Strategic Air Command

Prepared in the Information Services Office in accordance with
Air Force Regulation 210-3, Strategic Air Command Regulation 210-1
and Fifteenth Air Force Regulation 210-1.

Prepared by:

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RSI Cont'l No
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0912

TABLE OF CONTENTS

Title Page - - - - -	1
Table of Contents - - - - -	1 - 2

TEXT

I ORGANIZATION AND ADMINISTRATION - - - - -	3 - 5
<u>Mission Developments</u> - - - - -	5
<u>Organization</u> - - - - -	5
<u>Command</u> - - - - -	5 - 6
Inspector - - - - -	6
Comptroller - - - - -	7
Changes in Key Personnel - - - - -	8
II PERSONNEL - - - - -	9 - 10
Airmen - - - - -	11
III OPERATIONS AND TRAINING - - - - -	12 - 13
<u>Assigned missions, excercises, and projects</u> - - - - -	14 - 18
<u>Flying Training General</u> - - - - -	19 - 24
Directorate of Operations - - - - -	24
Operational Plans - - - - -	24 - 25
ECM and Communications - - - - -	25 - 26
Intelligence - - - - -	26
Gunnery - - - - -	27
Munitions - - - - -	27
Special Weapons - - - - -	27 - 28
Ground Training - - - - -	28 - 29
Flying Safety - - - - -	29 - 32

IV MATERIEL - - - - -	<u>33 - 35</u>
Maintenance Control - - - - -	<u>36</u>
Maintenance Standardization Team - - - - -	<u>37</u>
Quality Control - - - - -	<u>38</u>
Wing Logistics - - - - -	<u>38</u>
Wing Supply - - - - -	<u>39</u>

3

CHAPTER
1

0915

4

I

ORGANIZATION AND ADMINISTRATION

0916

MISSION DEVELOPMENTS

The 303rd Bombardment Wing, Medium, ended its 90 day TDY training mission in the United Kingdom with a successfully completed deployment to Davis-Monthan Air Force Base on 4 June 1954, the last assigned aircraft landed on 8 June 1954. The Headquarters, 303rd Bombardment Wing, Medium, was closed at Fairford RAF Station, Glos, England at 2400 hours, 5 June 1954 and opened at Davis-Monthan Air Force Base, Tucson, Arizona at 0001 hours, 6 June 1954^{1/}.

ORGANIZATION

This history constitutes the eighteenth report since the conversion of the 303rd Bombardment Wing, Medium, to B-47 aircraft. Activities in general and the current status of the "Combat Ready" Wing for the month of June 1954 are reflected herein.

COMMAND

In accordance with a message from 15th Air Force Headquarters,^{2/} orders were published reassigning Colonel John K. Hester,^{3/} 303rd Bombardment Wing Commander to 15th AF Headquarters. Colonel William J. Wrigglesworth,^{4/} assumed command of the 303rd Bombardment Wing effective 12 June 1954,^{5/} vice Colonel Hester. Another message was received from Major General Walter C. Sweeney, Jr, Commander Fifteenth Air Force, on 12 June 1954,

^{1/} 303rd Bomb Wing General Order Number 13, 5 June 1954, Appendix B.

^{2/} 15th AF Message DPA 41133, CITE 2046, 25 May 54, Appendix C.

^{3/} Photograph of Colonel John K. Hester, former 303d Wg Comdr, Appendix D.

^{4/} Photograph and Biography of Colonel Wrigglesworth, 303rd Bomb Wing Commander, Appendix E.

^{5/} 303rd Bomb Wing General Order Number 14, 12 June 1954, Appendix F.

This message was read by Colonel Lloyd D. Chapman at the 303rd Bombardment Wing Welcome Home Party, 12 June 1954, in the Davis-Monthan Air Force Base Officers' Club. In the message General Sweeney stated:

"I sincerely regret that I am unable to be with you tonight. Please pass to Colonel Hester and the rest of his Wing my heartiest congratulations for the extremely fine record they have established on their non-stop flight from London to Tucson. This successful deployment operation, together with the excellent performance of the 303rd Bomb Wing in "Operation Full House" testifies to their maturity as a combat Wing.

I know that each of you will feel a great sense of loss in the transfer of Colonel Hester. He has proved to be an outstanding leader and Wing Commander. However, his services as my Director of Operations are urgently required. I am confident that we can count upon every member of the 303rd Wing to give his successor, Colonel Wrigglesworth, the same loyal support that they have given Colonel Hester."

I N S P E C T O R

The Wing Inspectors Section deployed from Fairford RAF Station, Glos, England to Davis-Monthan Air Force Base on 7 June 1954, however the Wing Inspector, Lt Colonel Charles O. Roberts remained at Fairford after the re-deployment of the Tactical Squadrons to Davis-Monthan AFB to assist the Rear Echelon Commander in assuring that all property accounts, buildings and areas were properly cleared at Greenham Common RAF Station and Fairford RAF Station. Daily assistance was rendered to Squadron Commanders in reference to administrative problems and interpretation of requirements of various directives.

COMPTROLLER

As of 30 June 1954, 377 officers were authorized in the 303rd Bombardment Wing, 315 of which were assigned in their required specialties. During the month 19 boom operators and 13 maintenance personnel were up graded to the five level increasing the airman MIRS percentage from 65.8 to 68.2 percent.

There were no AWOL's from the TDY base in the United Kingdom. Two 303rd personnel were AWOL in May from the home station prior to the return of the Wing from TDY. Four personnel were AWOL during the month of June.

The 303rd Bomb Wing experienced six disabling injuries during the month of June for a loss of 28 mandays. In the same period a total of 30 personnel were administered first aid treatment.

Seven reports of survey were registered for the month of June at a total cost of \$1130 for a rate of .8 surveys per thousand personnel and an average cost of \$161 per survey.

The following data is submitted relative to Tech Order Compliance.

	<u>B-47</u>	<u>KC-97</u>
Average manhour backlog per aircraft	251	56
TOC units not complied with per aircraft	21.2	6.3
Months to accomplish backlog	3.8	2.3
TO's not complied with for 180 days	1	0

A total of 42 Bombardment Crews and 18 Air Refueling crews of the 303rd Bombardment Wing were combat ready as of 30 June 1954.

CHANGES IN KEY PERSONNEL

There were three changes in the 303rd Bombardment Wing Roster of Key Personnel for the month of June 1954; Colonel William J. Wriggle-^{6/}sworth assumed command of the Wing effective 21 June 1954, vice Colonel John K. Hester.^{7/} Colonel Ira V. Matthews was announced as Director of Operations, vice Lt Colonel Eldridge G. Shelton, relieved,^{8/} and Major Robert W. Bouknecht was announced as Director of Personnel vice, Captain David A. Neill,^{9/} relieved.

^{6/} See Appendix E

^{7/} See Appendix F

^{8/} 303rd Bomb Wing General Order Number 15, 6 June 1954, Appendix G.

^{9/} 303rd Bomb Wing General Order Number 15, 6 June 1954, Appendix G.

CHAPTER
2

0921

II
PERSONNEL

0922

PERSONNEL^{1/}

On 2 June 1954 this headquarters received information on the Secondary Airmen Proficiency Testing Session for the 27, 29, 46, 47, 60, 62, 73 and 76 Career Fields. Testing was scheduled for the period beginning 24 June and lasting through 25 June. Organizations within the Wing submitted names of the airmen who failed to take the first session of the testing. This headquarters forwarded the information to 36th Air Division Headquarters where the testing was conducted.

On 5 June this headquarters also received the June Cycle Promotion Quotas for airmen. Accompanying the quotas was a message which closed certain career fields for this Cycle. Copies of the message were made and disseminated with other pertinent information concerning the promotions to organizations of the Wing. Each squadron was given an equal chance to promote to the lower two grades of A/1C and A/2C. The quotas received for the June Cycle Promotion Period were as follows:

M SGT	T SGT	S SGT	A/1C	A/2C
4	9	23	52	62

The quotas received for the June Cycle Promotion Period were about one percent less than those of the previous promotion cycle. The organizations within the Wing submitted Data Sheets, Form 20's and Service Records on the airmen recommended for promotion. The information was used by the promotion Board to determine the most qualified and eligible for promotion.

 1/ Information reported by Captain John D. Hampton, Personnel Officer.

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CHAPTER
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0924

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III

OPERATIONS AND TRAINING

0925

ASSIGNED MISSIONS EXERCISES PROJECTS

The redeployment of the 303rd Bomb Wing to Davis-Monthan Air Force Base was ordered by SAC, 15th Air Force and 7th Air Division Operations Order 23-54. These were combined Operations Orders which included tasks for the redeployment of the 303d to ZI, and the deployment of the 320th Bomb Wing to the United Kingdom, with tasks for all supporting units included. X-day was established as the 3rd day of June 1954 with the 303rd Bomb Wing scheduled to depart Fairford RAF Station on X / 2, X / 3, and X / 4, 15 B-47 aircraft to depart on each of the first two days and 14 on the last day. The KC-97 aircraft were scheduled to depart on the same three days in increments of 7, 7, and 6. The B-47 aircraft were scheduled to fly non-stop from Fairford to Davis-Monthan with aerial refueling in the Harmon, NFLD area and a secondary refueling at Russell OMni, Kansas, in case it was needed to arrive over Davis-Monthan Air Force Base with a minimum fuel reserve of 12,000 pounds. The KC-97 aircraft were scheduled to make an en route refueling and crew rest stop at Harmon Air Force Base, Newfoundland. The actual redeployment of the Wing was scheduled with a few minor exceptions. Two B-47 aircraft failed to fly non-stop and had to land for fuel. One aircraft landed at Limestone Air Force Base due to lack of fuel when he was unable to refuel in the air due to bad weather conditions. He was refueled and arrived at Davis-Monthan on the day scheduled. The other B-47 landed at Smoky Hill Air Force Base due to failure of all rendezvous equipment. He was unable to effect a rendezvous with the tanker aircraft. He arrived at Davis-Monthan the following day. The remaining 42 B-47 aircraft made the flight as planned with 26 requiring the 13 of the 15 on the first

15

day, 11 on the second day, and two on the third day required the second refueling in the Russell area. The second refueling was required for several reasons. The head winds were higher than anticipated. Some aircraft which were equipped with external tanks did not get the required amount of fuel at the first refueling to compensate for the loss of range due to the increased drag by cruising at Mach .74. The high gross weight for take-off necessitated by a high fuel load plus cargo made the take-off from Fairford marginal in case of temperatures being above 60 F. The take-off times established by Operations Orders 23-54 were during the warmest part of the day, and there was always the possibility of increased take-off run due to water on the runway. Taking all these factors into consideration, it was decided to use six A. T. O. bottles on each aircraft for the take-off from Fairford to insure a maximum safety margin under the worse possible forecast conditions. This decision proved to be sound, as the first two days, departures were under conditions of relatively high temperature with considerable rain and puddles on the runway. By using A.T.O., the aircraft had no difficulty on take-off, and could have made a safe take-off if an engine had failed after passing critical engine failure speed. The KC-97 aircraft departed as scheduled the first day, but only six of the seven scheduled on the second day. The third day seven aircraft departed, the greatest difficulty encountered by the KC-97 aircraft was the block altitude clearance received for the second Leg from Harmon Air Force Base to Davis-Monthan Air Force Base. This block altitude clearance was from 11,000 feet to 14,000 feet. The altitude was too high for maximum range cruise at heavy gross weight after take-off and caused some of

0927

15

the aircraft to arrive at Davis-Monthan without an adequate fuel reserve. No troubles were encountered due to the low reserve, but the possibility did exist. The last assigned aircraft landed at Davis-Monthan Air Force Base on the 8th of June 1954. Flying was seriously hampered until the latter part of June due to the late return of maintenance personnel by support aircraft from the United Kingdom. There were 1435 hours of flying time accomplished during the month of June; with primary training devoted to upgrading of probationary crews and SAC Regulation 50-8 accomplishments.

In accordance with 303rd Bomb Wing Operations Order 15-54,^{1/} dated 20 May 1954 one "Wolf Pack" mission was flown on 21 June 1954, the mission was to: conduct tests 3 May through 5 July 1954 to determine suitable tactics and techniques for employment of multiple lead-collision course interception when under close GCI control, against single and multiple bombers at medium and high altitudes, and to determine suitable techniques and procedures for recovery of multiple interceptors to a terminal landing facility at home base following interception.

Headquarters Strategic Air Command conducted a summer encampment training program for 3,6000 AFROTC Cadets at eight bases during June - August 1954, and in accordance with 303d Bomb Wing Operations Order 22-54,^{2/} dated 21 June 1954, the 358th Bombardment Squadron provided one B-47 aircraft and crew for flyover and static display at Fairchild AFB, Calif, the 359th Bombardment Squadron provided one B-47 aircraft and

^{1/} 303d Bomb Wing Operations Order 15-54, 20 May 54, Appendix H.

^{2/} 303d Bomb Wing Operations Order 22-54, 21 June 54, Appendix I.

0928

11

crew for flyover and static display at Ellsworth AFB, South Dakota, and the 303rd Air Refueling Squadron also provided one KC-97 aircraft and crew for flyover and static display at Ellsworth AFB. The B-47 type aircraft sent to Ellsworth AFB was subjected to a severe dust storm constituting six engine changes. The remainder of the flying time accomplished during the month of June 1954 was in compliance with SAC Regulation 50-8.

OBSERVER SECTION:

Although little or no observer activity was accomplished during the first part of June due to the redeployment of the Wing from the United Kingdom, a total of 224 RBS runs were made during the latter part. A total of 80 radar record RBS runs were made with a CEA of 2363 feet and CEP of 1950 feet. Twenty eight of the total accomplishments were record visual RBS runs with a CEA of 122 feet and a CEP of 1100 feet. Seventy one visual releases were made at the Sahuarita Bombing Range, 24 of the visual releases were record with a CEA of 549 feet and a CEP of 330 feet. Twenty night celestial legs were accomplished by the B-47 squadrons for a CEA of 19.4 N.M., and 32 day celestial legs were made for a CEA of 23.7 N.M. The 303rd Air Refueling Squadron accomplished 18 night celestial legs for a CEA of 9.8 N.M. and 10 day celestial legs for a CEA of 7.7 N.M.

Target Development Section:

The period from 1 June through 15 June was devoted mainly to the re-deployment of personnel and equipment from Fairford, England to Davis-Monthan Air Force Base. This time was lost, from the standpoint of productive labors, however, the tactical units of the wing

10

were flying infrequently, therefore the effect was not too serious. Within a matter of several days all outstanding Radar Scope Photography had been scored and the results given to the squadrons. The Target Development Section was operating on a full time basis on the 20th of June, when most of the personnel had returned from leave or pass.

The main problem facing the section was to consolidate the Foreign Target materials, which had been received and brought back from the United Kingdom with those that were received at Davis-Monthan, during the deployment of the wing. Shortly before the wing returned to DMAFB an inventory and stock reduction of all materials on hand had been completed. This was in accordance with a recent change in policy for all units responsible for and stocking foreign target materials. The inventory was reduced by three fifths from its former stock level, which also reduces the amount of time and effort required in maintaining an up to date foreign target materials vault. With the completion of the target materials inventory and a cross check made on the new Target Materials Inventory Report (U-2 Book), the TMIR was prepared and forwarded to SAC Hq, DIT approximately 28 June 1954. The report was approximately 20 days overdue, however there was no way of preparing the report until all materials were consolidated and a general inventory accomplished. Shortly thereafter, the EWP Target Materials Status Report (U-37) was accomplished and submitted to SAC Hq on the 30th of June. This report was also approximately 25 days late primarily for the same reason that the (U-2) was late.

0930

15

In the last week of June, a briefing was given the 303rd Bomb Wing Staff on the impending evaluation mission on San Antonio, Tex. It was learned that very few briefing materials would be made available to the Wing for briefing and target study. Motion pictures made of IP-Target runs of the target prediction plate of San Antonio would be the only aids in studying the target complex outside of a few maps and charts and prediction photos consolidated into a mission folder. The mission will take place from 19 through 22 July, at night.

FLYING TRAINING GENERAL

The 303rd Bombardment Wing steadily strove for bombing accuracy during its three month TDY training period in the United Kingdom. The month of March was a lesson month where many things were learned and proved to be a turning point in the history of bombing for the Wing. During the month of March the Wing had a low number of Record Radar RBS runs completed with several large gross errors added up to a high Circular Error. Because of several days of bad weather and missions directed by higher headquarters few training missions were flown. Out of 11 days where RBS runs were made six days were devoted to flying missions directed by higher headquarters. Besides a low number of record run rate, very few practice radar RBS runs were obtained, no visual releases were made. Of the runs that were made almost 50 percent were a combination of malfunction and aborted runs. Reasons why the circular was high are listed below.

a. Rough runway at Greenham Common started K-System equipment troubles which in turn caused poor operation of sets in the air and

0931

20

especially causing a condition which would preclude getting a "bomb" on the target.

b. Making bomb runs above optimum altitude and at a high Mach reading caused as an end result malfunction runs, aborted runs, and gross errors.

c. Inexperience was revealed among some operators especially with the limited amount of previous training they had had on complex target areas.

d. Target study techniques which were thought to be adequate and which were better than the Wing had ever had before still lacked the professional touch.

3. Target material believed to be adequate proved to be insufficient.

After the month of March was measured it was perfectly obvious that a record of below expectations was made. With the month of March behind the Wing, the Wing Commander and all personnel concerned, started buckling down. (The month of March had to be bettered and everyone involved had been analyzing their difficulties all along) The month of April was a free training month with only a few missions being directed by higher headquarters and allowed greater concentration on bombing. In the month of April a total of 560 RBS runs were made as compared with 159 in March. The record radar RBS CEA was 2347 feet as compared with 4797 feet the previous month, and the CEP was lowered from 3470 feet to 1970 feet. Almost 200 more practice radar RBS runs were made with a lower CEA and CEP. Due to weather conditions over the RBS site the Wing was able to accomplish only a small number of visual RBS runs,

0932

21

however 14 visual record runs were made as compared to none in March.

Eight visual releases were made in April as to none in March.

a. The record radar RBS CEA and CEP for the month of April was improved for the following reasons:

- (1) Observers became more familiar with the target complex.
- (2) Closer supervision was devoted to the target study program.
- (3) Better scheduling of operators for target study was maintained.
- (4) The quality of target study supervision improved due to the increased experience of instructors and the availability of more adequate target materials.
- (5) Bombing analysis was conducted by the individual observer. Film in the O-15 camera which was used by the observers during his RBS runs was processed before noon of the following day of a bombing mission. After the film was processed it was then taken to the Target Study Section so the observer that had made the runs could analyze his results and it answered such questions as:
 - a. How was the target identification?
 - b. How was his bomb run technique?
 - c. Was there any error evident of lack of crew coordination?
 - d. Was there any evidence of bombing equipment malfunction?
- (6) The Wing initiated the bomber stream type of mission which in turn resulted in a more efficient use of RBS time and obtaining a greater number of runs. The situation created more practice for the observer and when it came time for him to make a record run he was better prepared in skill, knowledge and attitude.

b. The contributing factors for reducing the percent of aborts and malfunctions were:

- (1) Emphasis was placed on making practice runs instead of malfunction runs whereby the crews in turn would better analyze themselves even while bombing with radar sets that may have been considered marginal.
- (2) Another contributing factor was improved maintenance which in turn reduced aborts and malfunction rate.

0933

22

c. A constant analysis was made of the results on all targets and a systematic study was made of target rotation. An operations order was published outlining the rotation plan. Four targets were briefed to be attached on every bomber stream mission for each aircraft. At the beginning of every two weeks a change was made in two of the four targets. Although the individual crew requirements were known to be somewhat different, observers were briefed to make record runs on the first two targets and make practice runs on the last two targets, however, this was left flexible and the results indicated no hard and fast rule had to be established. The reason behind briefing the observers to make the last two runs practice was for orientation or target familiarization before making record runs on these targets.

(1) Target study was conducted in conjunction with the bomber stream mission. Immediately following the mission briefing a minimum of two hours was devoted to target study.

d. The plans for better bombing accuracy made at the beginning of April were implemented and a strong follow up program established.

(1) The bomber stream type mission after small refinements smoothed out so that not only more quantity but better quality of RBS runs was obtained.

e. The Target Development Section was placed under the direction of the Wing Staff Observer Branch.

(1) This in turn enabled even closer supervision of the target study and target material.

f. Concentrated effort had to be enforced to obtain maximum visual record RBS as well as radar record RBS during the month of May.

0934

20

3. After completing one of the most successful Radar RBS bombing months in the history of the Wing it was evident that the morale was an important part and that the bombing equipment maintenance was the best ever. The effect of the low scores and better equipment caused the morale of the A&E Maintenance personnel to skyrocket to a high level. The bombing results of May were even more impressive than for the month of April 1954.

a. Unofficial information received shows the CEA lowered to 2329 feet and CEP was reduced to 1870 feet. A total of 149 record radar RBS runs were made. Sixty eight visual record RBS runs were made for a CEA of 860 feet and a CEP of 730 feet. An unofficial total of 403 RBS runs were accomplished. Thirty three visual releases were made and a CEA of 667 feet and CEP of 708 feet obtained. Aborted runs were reduced to 11 percent of total runs which is considerable lower percentage than the previous two months. The record radar Gross Errors were lowered to 6½ percent.

4. During the TDY training period over 1100 RBS runs were made of which were 360 record radar runs and 83 visual record runs. The CEA and CEP was continually lowered through the third month which reveals continuous progress. The CEA and CEP of the visual releases made during the month of May is considered highly acceptable considering the fact that it had been quite sometime since previous visual releases had been made by the observers. The continuous progress of the Wing in regards to bombing accuracy indicates the following:

a. That a strong motivation prevailed after the poor show-the first month, and that each concerned analyzed, planned, implemented, and followed up properly to get end result which was the lower circular error.

b. That maintenance played an important part in keeping the bombing equipment in the best possible condition.

0935

24

c. That the combat crews worked together harder as a team and very few gross errors were caused by lack of crew coordination.

d. That the staff gained a tremendous amount of experience during the first month and by constantly analyzing problems that existed were able to better plan in the latter two months of the TDY.

e. That the month of May more truly represents the bombing capability of the 303rd Bombardment Wing, Medium.

DIRECTORATE OF OPERATIONS

The 303rd Bombardment Wing successfully completed deployment from the United Kingdom to Davis-Monthan Air Force Base on 4 June 1954,^{3/} the last assigned aircraft landed on 8 June 1954. Flying was seriously hampered until the latter part of June due to the late return of maintenance personnel by support aircraft from the United Kingdom. A total of 1435 hours of flying time was accomplished during the month of June; with primary training devoted to upgrading of probationary crews and SAC Regulation 50-8 accomplishments.

OPERATIONAL PLANS^{4/}

The general briefing for the re-deployment of the Wing to Davis-Monthan Air Force Base was conducted on 3 June 1954, the B-47 crews were briefed at Fairford RAF Station, England, and the KC-97 crews were briefed at Mildenhall, England. The mission was scheduled in equal increments on five, six, and seven June 1954. The plans branch was in place at Davis-Monthan AFB and operating on 7 June 1954. EWP briefings were started on 19 June 1954, and 28 crews were briefed prior to the end of the month. In addition, 12 crews were given the

^{3/} Photographs of 303rd Bomb Wing arrival at DMAFB, Appendix J.

^{4/} Information reported by Lt Col A. W. Henke, Chief Ops Plans, Appendix —.

0936

25

EWP examination. This project has been continued into July 1954. Operations Order 22-54 was published on 21 June, the order involved three B-47 and one KC-97 aircraft, the purpose of the operation was to further the training of AFROTC students.

The acute shortage of necessary personnel in this branch is precluding the accomplishment of the continuing work loads on schedule. The addition of a Navigator 1534 and a Clerk Typist 70250 are the minimum requirements to accomplish the mission of the plans branch satisfactory.

COMMUNICATIONS

During the month of June preparations were made for the moving of personnel and all office records from Fairford, England to Davis-Monthan AFB, preparations were also made to ship back the Twenty four volt rectifier utilized for control room radio equipment. All personnel, records and equipment arrived at Davis-Monthan AFB prior to 14 June 1954. Work has been initiated on the procuring of radio equipment for the Wing Control Room. UHF equipment is expected to be installed in the control by 14 July 1954. The installation has been delayed because of the unavailability of one of the control boxes. The main receiver-transmitter unit, C-626 Control Box, and rectifier for the set will be installed in a water proof shed. Only the C-628 Control Box, the Speaker, and Microphone will be placed in the Control Room itself. A communications flimsy for 303rd Operations Order 15-54, project "WOLFPACK", was prepared, and crew members from the 358th and 360th Bombardment Squadrons were briefed on the communications procedures to be utilized during the mission. Coordination

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with CAA by means of the El Paso Air Traffic Control Center was accomplished for the first two phases of the mission. Interrogation of crew members participating in the mission was held subsequent to the aircraft landing at Davis-Monthan Air Force Base. During the month of June, Operations Memos 100B-3, 100B-1, 100A-1 and 100-14^{5/} were rewritten or corrected.

INTELLIGENCE

The major activity of the Intelligence Division in June 1954 was directed towards special briefings, EWP planning, target study, combat crew briefings and wing missions. In addition to completing redeployment to the ZI from the United Kingdom, the Intelligence Estimates Section participated in a classified briefing (Operations Orders 40-54 and 50-54 Emergency War Plans TOP SECRET) at 8th Air Force Headquarters, Carswell Air Force Base, Texas, on the 14th-15th of June 1954. During the month of June, detailed analysis work was undertaken on Radar, Flak, and Flight Intelligence. Completion of this project will materially increase the validity of our intelligence estimates of enemy capabilities. At the end of June, training requirements for the year for personnel of the Intelligence Division were 52.77 percent complete. Training given to the combat crews in June included six hours of Aircraft Recognition and two hours of Psychological Warfare. Combat Crew training was 32.8 percent complete as of 30 June 1954. This section also completed 460 hours of Psychological Warfare training for non-combat personnel.

5/ 303rd Bomb Wing Ops Memos, 100B-3, 100B-1, 100A-1, 100-14, Appendix K.

0938

21

^{6/}
GUNNERY

Upon return to the Zone of Interior from the 90 day TDY training period in the United Kingdom, pilots of the 303rd Bombardment Wing were scheduled for ground gunnery training including OQ exercises and TIA exercises. Seven Pilots accomplished the OQ exercises and 21 pilots accomplished at least one hour of TIA Radar Training exercises during the month of June. A total of seven gunnery sorties were flown by the 303rd Bomb Wing during the month of June.

MUNITIONS

The 303rd Bombardment Wing expended the following munitions during the month of June 1954:

- a. 2386 rounds of 20MM training ammunition.
- b. 115 Sand Filled 500 pound practice bombs.
- c. 288 ATO bottles.

Due to take off weights of aircraft departing from England for the ZI, six ATO bottles were used for each aircraft take off.

All bomb releases in the ZI during the month of June were accomplished over Willcox and Sahuarita bombing ranges.

SPECIAL WEAPONS

The final operational mission involving special weapons while on temporary duty in England resulted in seven sorties being flown with 21 aerial IFI's and 21 IFE's being completed on 1 June. Seven, Mk-6 loadings were completed on the previous day and seven off-loadings accomplished on completion of the operation. Upon return of the Wing

^{6/} Information reported by 2nd Lt Lyle Stouffer, Wing Gunnery Officer.

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to Davis-Monthan AFB, classes were immediately set up to complete the quarterly refresher requirements for the combat crew members and to prepare crew members for the special weapons phase of the SAC Evaluation. During the month of June, one crew was assigned to the Evaluation squadron. In addition, quarterly refresher classes were held for Officers of the AEM Squadron. Under the direction of 15th Air Force, 18 personnel from the 9th Bombardment Wing were assigned TDY to the 303rd Bomb Wing for training in special weapons supply procedures, weapon loading, aircraft ring out and poastload test procedures. This training was accomplished by the 303rd Bomb Wing Special Weapons Section.

^{7/}
GROUND TRAINING

Upon return from the 90 day TDY training period in the United Kingdom, the 303rd Bomb Wing Ground Training Office moved to its original location in the 36th Air Division Ground Training Section. Major James A. Marr was relieved of his position as Wing Ground Training Officer leaving the Ground Training Section without an officer for the entire month of June. During the month of June, Phase II, Aircrew Training was started consisting of the following subjects: Intelligence, Acquatic Survial, Ground Safety, Psychological Warfare, Medical Lecture, RBC(ABC School) ans Small Arms (Pistol). A total of 61 Aircrew personnel completed Phase II Training during the month of June. Non Aircrew Training Phase II for airmen will commence during the month of July, the following subjects will be conducted

^{7/} Information reported by Capt L. H. Hildebrand, 303d Gnd Tng Officer.

0940

during that training phase: RBC (ABC School), Ground Safety, Leadership, Military Customs, Courtesies, Drills, Personal Affairs Familiarization, Psychological Warfare, Air Base Defense and Universal Code of Military Justice. Physiological Training is being conducted for B-47 and KC-97 crews at the Base Altitude Chamber, this course is two days in duration and the training will continue until all B-47 crews and KC-97 crews have completed this training in accordance with SAC Regulation 50-34. A total of 17 crew personnel completed this training for the month of June 1954. The OQ Range is available for B-47 Co-pilots and the the 303rd Bomb Wing has been given every Monday for this type of training. A total of six co-pilots fired their required 200 rounds of ammunition during the month of June. The B-47 Familiarization Course is scheduled to start during the month of July. A total of 564 Airmen have completed this course during this year and last year. The 303rd Bomb Wing has been scheduled for 18 maintenance personnel every two weeks, enabling the 43rd Bomb Wing to fill the rest of the quota.

^{8/}
FLYING SAFETY

The deployment takeoffs of B-47 aircraft departing Fairford, England for return to the Zone Of Interior were monitored by the 15th Air Force Assistant Flying Safety Officer and by the 303rd Wing Flying Safety Officers. The use of six ATO bottles per aircraft substantially increased the margin of safety on takeoff. Most aircraft were airborne with a takeoff ground run of 7,500 feet. Several aircraft

^{8/} Information reported by Maj John J. Irby, Wg Flying Safety Officer.

30

used approximately 1,000 feet more runway which would have been marginally safe had not ATO been used. All aircraft arrived safely at Davis-Monthan AFB, without incident.

A wing Flying Safety meeting was held on 19 June, at which physiology of flight was discussed by the Wing Flight Surgeon, with emphasis on the importance of getting proper rest, eating properly, dangers of self medication, and temperance in the use of alcoholic beverages. A film was presented, showing test on white mice, sent to high altitude in rockets. Cleanliness of ramps and taxiways was emphasized to all squadrons as the project of the month. All tactical squadrons held at least one flying safety meeting during the month of June, presenting items of current interest, and flying safety distribution from higher headquarters, normal distribution was also accomplished on "Combat Crew" and "Flying Safety" magazines. The Wing Flying Safety Officer participated in the investigation and reporting of an aircraft accident involving inadvertent ground retraction of the aft main gear on B-47B, aircraft S/N 51-2355, assigned to the 43rd Bombardment Wing, on 16 June 1954.

On 24 June 1954 a minor aircraft accident occurred to B-47E, aircraft S/N 51-5217,^{9/} 303d Bombardment Wing, wherein the number one engine failed in flight,^{10/} tearing off compressor casing, cowlings and accessory section in flight, damaging the leading edge of the wing and

^{9/} Accident Report on B-47E, S/N 51-5217, 303rd Bomb Wing, Appendix L.

^{10/} Photographs of Aircraft Accident B-47E, S/N 51-5217, Appendix M.

0942

31

leaving the engine suspended from the front engine mounting bracket, only. The aircraft was landed without further damage. Investigation involved search for missing parts dropped from the engine, and required technical assistance from OCAMA. Exact cause of the engine was not determined by local investigation. The engine was shipped to OCAMA for disassembly and inspection report to determine cause.

Two incident reports were submitted by tactical squadrons; one concerning the loss of an engine nose cone in flight due to worn latches, and another concerning a broken radio antenna. A one time inspection of all B-47 nose cones latches was made, but submission of the incident reports has been delayed due to priority workload encountered in accident prevention.

Permission was obtained from the Commander, Fifteenth Air Force to relieve Major Conrad A. Anderson, as 303rd Bombardment Wing Flying Safety Officer, for purpose of assignment to the Base Flight Simulator ^{11/} Section, Major John J. Kirby was selected as Wing Flying Safety Officer, and Captain Harry W. Anderson, was assigned as Assistant Wing Flying Safety Officer, effective 1 July 1954.

Two surveys were made and reports submitted to 36th Air Division of progress in accomplishment of Air Force Regulation 60-2 requirements. The following monthly reports were also submitted for the month of June. a. Crew of the Month, b. Maintenance Man of the Month, c. Well Done Award and d. Activity Report.

Under the provisions of the Strategic Air Command Flying Safety

^{11/} 303d Bomb Wing Special Order 125, 30 June 1954, Appendix N.

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Brochure for 1954, Crew TO5AO (Captain William E. Waggoner and Crew),^{12/}
assigned to the 303rd Air Refueling Squadron, 303rd Bombardment Wing,
Medium was selected as Wing Flying Safety Crew of the month for June^{13/}
1954.

^{12/} Photograph of Captain Waggoner and Crew 303rd AR Squadron, Appendix O.
^{13/} Crew of the Month of June 1954 Report, Hqs 36th ADiv, Appendix P.

33

CHAPTER
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IV

M A T E R I E L

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M A T E R I E L

On 1 June 1954 a meeting was held at Davis-Monthan Air Force Base by the Acting Director of Materiel and with the 803rd Air Base Group Director of Material and other representatives from Air Base units, to discuss plans for receiving 303rd Bomb Wing personnel and cargo from the United Kingdom. Vehicular and space requirements were arranged, and teams of personnel were appointed for the various unloading details. As the B-47 aircraft arrived, an A&E crew prepared to unload the 263 boxes (Airplane Equipment) from the bomb bay; a squadron maintenance crew unloaded the equipment from the ATO wells, and a crew from the munitions storage area unloaded the ammunition and ATO bottles from each aircraft. The 263 boxes were checked as to contents: FAK or squadron equipment. If a bin contained FAK items, the bin was delivered to FAK storage area and locked up. Squadron bins were delivered to the separate squadrons. For the KC-97 aircraft, arrangements were made for separate crews to unload the cargo, crews to unload and check personal equipment, and a maintenance crew to service and park the aircraft. As cargo was unloaded at Bldg 1540, it was checked off the manifest. After the cargo was unloaded a check was made and each squadron's boxes segregated. The boxes were then loaded on a lowboy and delivered to the squadron to which they belonged. The MATS cargo was handled by Commercial Transportation personnel. They were responsible for unloading and checking manifests. After they unloaded cargo in the hanger Bldg 1540, the Logistics Section segregated the cargo and delivered it to the squadrons concerned.

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MAINTENANCE CONTROL ^{1/}

The Job Control Branch utilized the first week in June reorganizing the section after the redeployment of the Wing from the United Kingdom. The new control room was completed and occupied immediately after the personnel had returned from three day passes authorized by the Commander. The advantages of the new room along the lines of working space and facilities have greatly improved the operation of the section. The new VRC-19 radio's have been installed in the control room and all the radio vehicles and have proven to much more efficient than the set used previously.

During the month of June the Reports and Analysis section lost a considerable amount of time due to redeployment of the Wing to ZI and the re-establishment of offices and files. The Analysis section compiled and published a revised Time Standard Manual consisting of 61 pages. All Supply functions at Fairford RAF Station, England were terminated after all the aircraft were serviced and prepared for the return trip to Davis-Monthan Air Force Base. Upon resumption of operations at Davis-Monthan AFB, work was initiated to republish the pre-issue lists and bench stock listings for the entire Wing. Projects have been established for the revision and establishment of a firm operating procedure under the provisions of SAC Manual 65-2. Technical Order Compliance rate for the Wing on 30 June 1954 was: B-47E aircraft 1234 total Tech Orders, 28 average, 16.6 working average. KC-97 aircraft 266 total Tech Orders, 13.3 average, 1 working average.

^{1/} Information reported by Major Billie J. Barry, Chief of Maintenance.

37
MAINTENANCE STANDARDIZATION TEAM

The Maintenance Standardization Team during the month of June, re-organized the Team upon their return from the United Kingdom, and set up ground training schedules for maintenance personnel. Two aircraft maintenance supervisors, and one bomb navigation supervisor were assigned to the Team during the month of June. The majority of the standardization team workload was on the aircraft maintenance and the team could utilize more maintenance supervisors in place of additional A&E personnel. Working with the 43rd Maint Stand Team, a program for "The Utilization of General purpose vehicles" as outlined in SAC Manual 66-12, was submitted to the Base Commander. The 15th Air Force Regulation 66-6 is being initiated and the Standardboard Team has been coordinating and expediting this with the expectations of completion approximately the middle of July 1954. Familiarization tours of all maintenance organizations for all maintenance personnel through-out the wing, has also been initiated and progressing as scheduled. The purpose of the tours being to promote better relationship between the various maintenance activities. The program for the Maintenance achievement award during the TDY period has been completed by selecting the outstanding aircraft and maintenance crew for the entire period of 15 February 1954 thru 15 June 1954. The project for the utilization of the 100 drop telephone system in accordance with SAC Manual 66-12 is being expedited and is expected to be completed in July 1954.

Standardboard Team Charts and Records have been brought up to date and new files established to improve the efficiency of the section in insuring quality maintenance being performed in the 303rd Bombardment Wing, Medium.

0949

QUALITY CONTROL

During the month of June the Quality Control Section rendered its full support to the Wing on its redeployment to the home station. A special project has been initiated on the maintenance of forms, the project will continue in effect until such time as all personnel concerned are thoroughly indoctrinated on the maintenance of the forms. During the month of June the new 1B-47A-6 (Revised Technical Order) was put into effect by the Wing, the new revised technical order will reduce the number of dock inspections performed by the Quality Control Section. Thru the month of June the Quality Control section conducted a total of 116 Inspections.^{2/}

The test flight unit of Quality Control supervised the test flight of seven aircraft during the month of June. The test flight unit briefed the crews before flight and then de-briefed each crew after the test flight. All aircraft that were test flown were monitored until they were returned to the tactical squadrons

WING LOGISTICS

On 4 June 1954 the B-47 aircraft of the 303rd Bomb Wing departed the United Kingdom in increments of 15, 15, and 14 for a non-stop flight back to Davis-Monthan Air Force Base. The KC-97's departed on the same day with a remain-over-night at Harmon Air Force Base, Newfoundland. The B-47 aircraft arrived 4, 5, and 6 June, the KC-97 aircraft arrived 5, 6, and 7 June 1954. As the B-47's and KC-97's landed at Davis-Monthan AFB they were parked and unloading crews immediately unloaded the aircraft. MAT's passenger flights started arriving on 7 June 1954.

^{2/} Breakdown of Inspections by Quality Control for June 54, Appendix D.

WING SUPPLY SECTION

An all out preparation for the redeployment of the Wing to the Zone of Interior was made by the Wing Supply Section, all unit supplies returned the base support equipment to the base support units from which it was drawn. Certain items of UPREAL equipment to be transferred to the 320th Bombardment Wing were shipped direct to Brize Norton Air Base and Lakenheath Air Base, the stations to be occupied by our replacement unit, thus eliminating excessive pipeline time and assuring that all equipment was in place for use by the 320th Bombardment Wing on their arrival in the United Kingdom. All units left behind a small group of personnel, including a qualified supply man, until the last aircraft, to insure that the buildings and areas were clean and that the base support accounts were cleared. All unit property had returned from the United Kingdom by 21 June 1954 and was returned to service at Davis-Monthan Air Force Base with a minimum of delay. During the month of June, all units except the Bombardment Squadrons accomplished transfer of property to new UPREALS. These new UPREALS had been received during the month of May, however, it was necessary to delay transfer until return of the responsible officers for transfer of the property. The Wing Supply Section was moved from Hanger T-1540 to the Wing Headquarters Building T-1437, during the month of June.

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303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	WILLIAM J. WRIGGLESWORTH	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	DAVID A. NEILL	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	WILLIAM S. GAINES	MAJOR
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	ROBERT W. BOUKNECHT	MAJOR
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIEL	MAX W. HENNEY	LT COL
HQ SQ SECTION COMMANDER	ROBERT W. BOUKNECHT	MAJOR
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING SQ COMMANDER	HENRY G. BUSSING	LT COL
303RD FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT SQ COMMANDER	RUSSELL E. DOUGHERTY	LT COL

B

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HEADQUARTERS
303D BOMBARDMENT WING, MEDIUM (SAC)
APO 129, US AIR FORCE

GENERAL ORDERS)
NUMBER 13)

4 June 1954

1. Headquarters, 303d Bombardment Wing, Medium, will close at Fairford RAF Sta, Glos, England, at 2400 hours, 5 June 1954, and open at Davis-Monthan Air Force Base, Tucson, Arizona at 0001 hours, 6 June 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID A NEILL
Captain, USAF
Adjutant

Clifford Y P Liu
CLIFFORD Y P LIU
1st Lt, USAF
Assistant Adjutant

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BASE NR 3422

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HR JWPBD

DE JWPRH 7326

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FM COMDRAP 15 MARCH AFB CALIF

TO COMDRADIV 35 DAVIS MONTHAN AFB ARIZ

/UNCLASSIFIED/ DPA 41135. CITE P-2046. PER ORDERS BE ISSUED RSG COL

JOHN K HESTER, 1274A, 300 BOWEN, TO THIS HQ, REPT NLT

15 JUN 54. ADHCA NLT 3 JUN 54. INCL IN EDCSA, EXACT DT OF DEPT AND
REPTG DT.

25/21502 MAY JWPRH

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COLONEL JOHN K. HESTER
FORMER COMMANDER OF THE 303RD BOMBARDMENT WING, MEDIUM
DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA

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SAFETY FILM

COLONEL WILLIAM J. WRIGGLESWORTH

COMMANDER

303RD BOMBARDMENT WING, MEDIUM

Colonel Wrigglesworth was assigned to Davis-Monthan Air Force Base in July 1953 and was formerly the 803rd Air Base Group Commander.

He is a senior pilot and recently completed B-47 transition at Wichita, Kansas. He graduated from Kelly Field Flying school in 1939 and was then assigned to the 17th Tactical Group at McChord AFB and the 89th Reconnaissance Squadron also at McChord and March AFBs. He later became commander of the 94th Bombardment Squadron at McChord. After completion of an assignment as a test pilot at Wright AFB in 1942, Colonel Wrigglesworth was assigned to Headquarters Eighth Air Force and later to Headquarters of the United States Strategic Forces in Europe. As commander of the 447th Bombardment Group in England he flew a total of 16 combat missions in B-17 bombers. Upon returning to the United States in 1945 he was assigned duties in Headquarters USAF remaining there until July 1947. He attended the Air Command and Staff School at Maxwell AFB and then remained there for three years as a faculty member.

His awards include the Legion of Merit, Distinguished Flying Cross, Air Medal with cluster, the French Croix de Guerre and other decorations.

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 14)

12 June 1954

ASSUMPTION OF COMMAND

1. Under the provisions of paragraph 4, Air Force Regulation 24-1, 10 November 1950, the undersigned hereby assumes command of the 303d Bombardment Wing, Medium (SAC) vice COLONEL JOHN K HESTER, 1 870A, USAF (RegAF) transferred, effective this date.

Wm. J. Wrigglesworth
WM. J. WRIGGLESWORTH
Colonel, USAF
Commander

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 15)

6 June 1954

ANNOUNCEMENT OF STAFF ASSIGNMENT

1. COL (00360) IRL V MATTHEWS, 5 1594, USAF(RcgAF), Hq 303d Bomb Wg M, is announced "Dir of Ops," this Wing, DAFSC 00360, vice LT COL (1416) ELDRIDGE G SHELTON JR, 8 8374, USAF(RcgAF), reld.
2. MLJ (7316) ROBERT W BOUKNECHT, 7 1734, USAF(RcgAF), Hq 303d Bomb Wg M, is announced "Dir of Pers," this Wing, vice CAPT (7324) DAVID A NEILL, AO 591 008, USAF(AFRes), reld.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID A NEILL
Captain, USAF
Adjutant

Clifford Y P Liu
CLIFFORD Y P LIU
1ST LT, USAF
Assistant Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 21 June 1954

AMENDMENT NUMBER ONE TO 303RD BOMB WING OPERATIONS ORDER 15-54

Item 1: Remove pages 2, 3, and 4 and replace with like numbered pages.

Item 2: Delete paragraph 3x(4), and substitute the following: "Three penetrations will be flown through unfriendly area utilizing the two routes as follows. All penetrations will be from west to east.

(a) Route Delta: Racon Pt Sur 36-19N 121-54W, terminating at Thermal Radio Range 33-41N 116-10W.

(b) Route Echo: West of Pt Arguello 34-38N 121-30W, terminating east of Baldwin Lake at 34-12N 116-30W.

Item 3: Add to paragraph 3x(10) the following subparagraph:

(c) Loose: Line astern, stepped up, with 3/4 mile horizontal and 500 ft altitude separation.

Item 4: So much of paragraph 3x(14), as reads "90 degrees from stern of strike aircraft. No front quarter or head-on attacks will be made"; change to read, "120 degrees from stern of strike aircraft for lead collision course attacks conducted during daylight VFR conditions only. When other than VFR daylight conditions exist, provisions of SAC Reg 51-6 and ADC Reg 51-4 apply."

DISTRIBUTION:

Comdr 36ADiv - 1 cy
Comdr 803ABGP - 1 cy
Comdr 303 BW - 1 Cy
Comdr 358th BSq - 4 cys
Comdr 359th BSq - 4 cys
Comdr 360th BSq - 4 cys
Comdr 303d ARSq - 4 cys
Comdr 303d Pdc Maint Sq - 1 cy

Comdr 303d A&E Sq - 1 cy
Dir of Oprs - 1 cy
Oprs & Trng - 3 cys
Intell - 1 cy
Proj Officer - 1 cy
Plans - 1 cy
Unit Historian - 4 cys
Comdr 303d Fld Maint Sq - 1 cy

OFFICIAL:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

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2. MISSION: The 303rd Bombardment Wing will fly designated routes through George Air Force Base area during June and July 1954, for the purpose of simulating an aggressor force.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron:

- (1) On 21 June 1954 provide one B-47 aircraft and crew, plus one ground spare.
 - (a) Mission: Single aircraft penetration of simulated enemy territory.
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (2) On 14 July provide four B-47 aircraft and crews, plus one ground spare.
 - (a) Mission: Loose, Nite formation as outlined in paragraph 3X(10).
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (3) Flight plan, brief, and establish take-off times for these missions to meet penetration times indicated in paragraph 3X.
- (4) Coordinate with 303rd Air Refueling Squadron for required tankers.

Amnd #1
Hq 303 BW
Opr O 15-54
21 Jun 54

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b. 359th Bombardment Squadron:

- (1) On 30 June 1954 provide four B-47 aircraft and crews plus one ground spare.
 - (a) Mission: Loose, Day formation as outlined in paragraph 3X(10).
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (2) On 16 July 1954 provide two B-47 aircraft and crews plus one ground spare.
 - (a) Mission: Wide Nite formation as outlined in paragraph 3X(10). Designate one aircraft lead and the other deputy lead.
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (3) Flight plan, brief, and establish take-off times for these missions to meet penetration times indicated in paragraph 3X.
- (4) Coordinate with the 303rd Air Refueling Squadron for required tankers.
- (5) Coordinate with the 360th Bomb Squadron for mission on 16 July 1954 as they will furnish two aircraft and crews to fly with your formation, making a total of four aircraft.

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Opr O 15-54
21 Jun 54

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c. 360th Bombardment Squadron:

- (1) On 5 July 1954 provide four B-47 aircraft and crews, plus one ground spare.
 - (a) Mission: Wide Day formation as outlined in paragraph 3X(10).
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (2) On 16 July 1954 provide two B-47 aircraft and crews and one ground spare.
 - (a) Mission: Augment the 359th Bombardment Squadron.
- (3) Flight plan, brief, and establish take-off times for the mission of 5 July 1954 to meet penetration times indicated in paragraph 3X.
- (4) Coordinate with the 303rd Air Refueling Squadron for required tankers.
- (5) Coordinate with the 359th Bomb Squadron on mission for 16 July 1954.

d. 303rd Air Refueling Squadron:

- (1) Provide one KC-97 aircraft for support of the 358th Bomb Squadron on 21 June 1954.
- (2) Provide four KC-97 aircraft for support of the 359th Bomb Squadron on 30 June 1954.
- (3) Provide four KC-97 aircraft for support of the 360th Bomb Squadron on 5 July 1954.

Amnd #1
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Opr O 15-54
21 Jun 54

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- (4) Provide four KC-97 aircraft for support of the 358th Bomb Squadron on 14 July 1954.
- (5) Provide four KC-97 aircraft for support of the 359th Bomb Squadron and the 360th Bomb Squadron on 16 July 1954.
- e. 303rd Periodic Maintenance Squadron:
 - (1) Provide necessary personnel to support these missions as directed by the 303rd Bombardment Wing Director of Materiel.
- f. 303rd Field Maintenance Squadron
 - (1) Provide necessary personnel to support these missions as directed by the 303rd Bombardment Wing Director of Materiel.

Amnd #1
Hq 303 BW M
Opr O 15-54
21 Jun 54

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

30DCP

20 May 1954

SUBJECT: 303rd Bombardment Wing, Medium, Operations Order 15-54

TO: See Distribution

1. Attached are copies of the 303rd Bombardment Wing Operations Order 15-54, in the number as indicated in distribution below.
2. Upon withdrawal of Inclosure 1, this correspondence may be downgraded to unclassified in accordance with par 25g, Air Force Regulation 205-1, dated 15 December 1953.

BY ORDER OF THE COMMANDER:

1 Incl
303rd B W Ops Order
15-54, 20 May 1954

ELDRIDGE G. SHELTON
ELDRIDGE G. SHELTON
Lieutenant Colonel, USAF
Acting Director of Operations

DISTRIBUTION:

Comdr 36ADiv - 1 Cy
Comdr 803AEGp - 1 Cy
Comdr 303 BW - 1 Cy
Comdr 358th BSq - 4 Cys
Comdr 359th BSq - 4 Cys
Comdr 360th BSq - 4 Cys
Comdr 303d ARSq - 4 Cys
Comdr 303d Pdc Maint Sq - 1 Cy
Comdr 303d A&E Sq - 1 Cy
Dir of Oprs - 1 Cy
Oprs & Trng - 3 Cys
Intell - 1 Cy
Proj Officer - 1 Cy
Plans - 1 Cy
Unit Historian - 4 Cys
Comdr 303d Fld Maint Sq - 1 Cy

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
20 May 1954

OPERATIONS ORDER 15-54

CHART OR MAP REFERENCES: RC-2205, WAC Charts 362, 363, 364, 404, 405, 471

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Henry G. Bussing
303rd Periodic Maintenance Squadron	Major Merton V. Smith
303rd Field Maintenance Squadron	Major Donald B. Cunningham
303rd A&E Maintenance Squadron	Lt Col Russell J. Dougherty
803rd Air Base Group	Colonel Robert C. Whipple

1. GENERAL SITUATION: The Air Proving Ground will conduct tests 3 May through 5 July 1954 to determine suitable tactics and techniques for employment of multiple lead-collision course interception when under close GCI control, against single and multiple bombers at medium and high altitudes, and to determine suitable techniques and procedures for recovery of multiple interceptors to a terminal landing facility at home base following interception.

a. Intelligence:

(1) Enemy Forces: Refer to Headquarters Strategic Air Command Brief #158, 10 Oct 53, as amended.

b. Friendly Forces: (Omitted)

c. Reports: See paragraph 3X.

Hq 303d BW
Opr O 15-54
20 May 54

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0976

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2. MISSION: The 303rd Bombardment Wing will fly designated routes through George Air Force Base area during June and July 1954, for the purpose of simulating an aggressor force.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron:

(1) On 21 June 1954 provide 3 B-47 aircraft and crews, plus one ground spare.

(a) Mission: Close, day formation as outlined in paragraph 3X.

(b) Required routes and penetration times as stated in paragraph 3X.

(2) On 5 July 1954 provide 2 B-47 aircraft and crews, plus 1 ground spare.

(a) Mission: Wide, night formation as outlined in paragraph 3X. Designate one aircraft lead and other deputy lead.

(b) Required routes and penetration times as stated in paragraph 3X.

(3) Flight plan, brief and establish take-off times for these missions to meet penetration times indicated in paragraph 3X.

(4) Coordinate with the 303rd Air Refueling Squadron for required tankers.

(5) Coordinate with 359th and 360th Bombardment Squadrons for the mission on 5 July 1954, each squadron will furnish one aircraft and crew to fly with your formation making a total of 4 aircraft.

Hq 303 B.
Opr 0 15-54
20 May 54

2
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0977

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b. 359th Bombardment Squadron:

- (1) On 25 June 1954 provide 4 B-47 aircraft and crews, plus one ground spare.
 - (a) Mission: Wide, day formation as outlined in paragraph 3X.
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (2) On 5 July 1954 provide 1 B-47 aircraft and crew, plus one ground spare.
 - (a) Mission: Augment the 358th Bombardment Squadron
- (3) Flight plan, brief, and establish take-off times for the mission on 25 June 1954 to meet penetration times indicated in paragraph 3X.
- (4) Coordinate with the 303rd Air Refueling Squadron for required tankers.
- (5) Coordinate with the 358th Bombardment Squadron on mission for 5 July 1954.

c. 360th Bombardment Squadron:

- (1) On 30 June 1954 provide 4 B-47 aircraft and crews, plus one ground spare.
 - (a) Mission: Wide, day formation with evasive action in accordance with the SAC Tactical Doctrine.
 - (b) Required routes and penetration times as stated in paragraph 3X.
- (2) On July 5, 1954 provide 1 B-47 aircraft and crew, plus one ground spare.
 - (a) Mission: Augment the 358th Bombardment Squadron

Hq 303 BW
Opr C 15-54
20 May 54

CONFIDENTIAL

0978

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- (3) Flight plan, brief, and establish take-off times for the mission of 30 June 1954 to meet penetration times indicated in paragraph 3X.
 - (4) Coordinate with the 303rd Air Refueling Squadron for required tankers.
 - (5) Coordinate with the 358th Bombardment Squadron on mission for 5 July 1954.
- d. 303rd Air Refueling Squadron:
- (1) Provide 3 KC-97 type aircraft for support of the 358th Bombardment Squadron on 21 June 1954.
 - (2) Provide 4 KC-97 type aircraft for support of the 359th Bombardment Squadron on 25 June 1954.
 - (3) Provide 4 KC-97 type aircraft for support of the 360th Bombardment Squadron on 30 June 1954.
 - (4) Provide 4 KC-97 type aircraft for support of the 358th, 359th, and 360th Bombardment Squadrons on 5 July 1954.
 - (5) Coordinate with the respective Bombardment Squadrons to establish refueling area's, amount of fuel required and take off times.
- e. 303rd Periodic Maintenance Squadron:
- (1) Provide necessary personnel to support these missions as directed by the 303rd Bombardment Wing Director of Materiel.
- f. 303rd Field Maintenance Squadron
- (1) Provide necessary personnel to support these missions as directed by the 303rd Bombardment Wing Director of Materiel.

Hq 303 B
Opr 0 15-54
20 May 54

4

CONFIDENTIAL

0979

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g. 303rd A&E Maintenance Squadron

- (1) Insure each B-47 aircraft scheduled for these missions are equipped with operational scope camera's and required film.
- (2) Provide necessary personnel to support these missions as directed by the 303rd Bombardment Wing Director of Material.

h. 803rd Air Base Group:

- (1) Provide support for these missions as required by the Commander 303rd Bombardment Wing Medium.

3X. GENERAL INSTRUCTIONS:

- (1) Code name for this project is "WOLF PACK".
- (2) The 303rd Bomb Wing will appoint a project officer. Name, Rank, Serial Number and Duty Title of project officer will be forwarded to Comdr, 15AF, Comdr, George AFB, and Commander, Norton Air Force Base. Officer will be placed TDY to the Air Defense Control Center, Norton AFB, to arrive not later than 24 hours prior to the penetration of unfriendly areas by 303rd Bomb Wing aircraft.
- (3) 250 nautical mile radius of George AFB is designated unfriendly area.
- (4) Three standard routes through the unfriendly area will be flown in any sequence by each strike force.
 - (a) Route Alfa: Prescott radio to Needles radio to Palmdale radio to Salina's radio.
 - (b) Route Bravo: Coordinates $34^{\circ} 10'N$, $121^{\circ} 30'W$ to Santa Barbara radio to El Mirage airport ($34-37N$ $117-36W$) to coordinates $36^{\circ} 15'N$ - $114^{\circ} 00'W$.

Hq 303 BW
Opr O 15-54
20 May 54

CONFIDENTIAL

0980

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(c) Route Coca: City of Prescott to Needles radio to Cuddieback Lake to coordinates 35° 00'N, 121° 30'W.

Routes to and from the required route points will be at the discretion of the Squadron Commander concerned. Maximum 50-8 accomplishments will be planned.

- (5) B-47 aircraft will penetrate unfriendly area on designated routes at 0930, 1200, and 1430 PDST for day-light missions, and 2130, 2400, and 0230 PLST for night missions if practicable. Time interval between penetrations may be extended to incorporate training accomplishments, however time intervals stated are the minimum acceptable.
- (6) B-47 aircraft will be operated within unfriendly area at 40,000 feet; altitude may be adjusted plus or minus a maximum of 2,000 feet to avoid or reduce contrails.
- (7) A twenty-four hour notice, when practical, will be given test control center at George Air Force Base, of any expected delay or cancellation of scheduled strike.
- (8) The Wing Communications Officer will accomplish coordination with CAA in accordance with SAC Reg 55-3.
- (9) This is a canned mission. Deception by the strike force will only be as specified for the formation flown by the 360th Bombardment Squadron.
- (10) Type formation to be used by the strike force is as specified for each squadron. Formation criteria is as follows:
 - (a) Close: Normal V with 50-100 yards horizontal, and no altitude separation.

Hq 303 BR
Cpr O 15-54
20 May 1954

CONFIDENTIAL

0981

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- (b) Note: Four aircraft in V formation with 4 mile horizontal, and 500 feet altitude separation. Fourth aircraft to be extension of the V, not "in the slot".
- (11) Notification of ADIZ penetrations will be as normally required.
- (12) Remarks section of the Form 175 will contain phrase: "Friendly Wolf Pack".
- (13) In the event of an emergency, the test will be terminated by a code word to be forwarded by Headquarters Strategic Air Command in a separate message.
- (14) Interceptor aircraft attack angle will be based on relative flight paths of the aircraft with no attack angle greater than 90 degrees from stern of strike aircraft. No front quarter or head-on attacks will be made.
- (15) Twelve F-86 interceptor aircraft will attack each strike force penetrating the unfriendly area. Interceptors will be under either GCI or AI Control. Strike force will be notified in advance by GCI of expected time of first and last attack.
- (16) Crew members of each strike force will record in-flight observations on blank forms which will be furnished by Director of Operations office. Any deviations from formation or route will be annotated. Exact timing of occurrences is essential; times will be recorded to the second in Zebra time. The lead aircraft of each formation will furnish the following data to Plans Section for overlay preparation: (a) Routes thru target area, (b) Time of penetration point, (c) Time at target, (d)

Hq 303 BW
Opr O 15-54
20 May 54

7

CONFIDENTIAL

0982

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Wind direction and velocity, ground speed, and three check points on each route thru the target area. Upon completion of the mission, the forms and overlay data will be picked up during interrogation (time and place to be announced at a later date). Officer picking up the forms will deliver same to the ADC courier officer at Base Operations. Subject forms are required at George AFB for immediate analysis and adjustment of succeeding missions.

- (17) All crew members will be equipped with hack watches for these missions. Prior to the initial penetration, the Navigator will provide a "Hack" of exact time for all crew members.
- (18) Strike aircraft will operate with navigation lights on during night or weather conditions.
- (19) A Strategic Air Command Project Officer, appointed from Hq, 15AF will be in place at George AFB to coordinate all delays, cancellations, etc., with the Wing Project Officer.
- (20) PIO: No press release will be made on this operations order.
- (21) Five days prior to each scheduled mission the squadron concerned will furnish complete route data to the Director of Operations, Attn: Plans.
- (22) Reports: The following reports will be submitted in accordance with SAC Manual 55-8 and 55-84.
 - (a) Distribution A:
 - 1. B-2, B-17, B-23, B-24
 - 2. B-10 and B-15 (submit via SOCS and confirm by teletype)

Hq 303 Bn
Opr O 15-54
20 May 54

8

CONFIDENTIAL

0983

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3. Reports required by par 6a, SAC Manual 55-8.

4. B-81 (paragraph 1,2,3,3a, through 4j and par 5 only)

(b) Distribution B:

1. B-27; one report to be submitted 48 hours after final completion of each unit's participation in this exercise.

(c) For the purpose of assigning TTF identifiers these missions will be considered diversionary. TTF identifiers will be in accordance with par 11d, (2), SAC Manual 55-8.

4. Administration and Logistical Matters: Omitted.

5. Command and Communications:

a. Command: Normal

b. Communications:

(1) Enroute communications will be in accordance with SACCEI, theater COI, applicable JAMAF and ACPs, current facility charts and pertinent directives as modified herein.

(2) Aircraft call sign will be in accordance with SAC DAL.

(3) Authentication will be in accordance with AFSAL 5104.

(4) UHF Channelization will be in accordance with SACCEI and current facility charts.

(5) Primary control station will be March Air Force Base, with any other AACS Air/Ground stations as alternates.

(a) Strike aircraft will use normal position reports to parent organizations only, at all times. While in unfriendly area, all position reports will be followed by the phrase "Friendly Wolf Pack".

Hq 303 BW
Opr 0 15-54
20 May 54

9
CONFIDENTIAL

0984

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- (6) AN/APX-6 (IFF) beacons, will be operated continuously on mode 3 from time of penetration 250 NM radius until reaching 150 NM radius of George AFB. AN/APX-6 to be silent during other periods.
- (7) Primary frequency for strike aircraft/GCI communications will be UHF 351.00. Alternate frequency will be 243.00 strike aircraft to monitor, where practical, the above frequencies while in "unfriendly area".
- (8) SOCS will be available to George AFB for the duration of these tests. To contact George AFB, call March switch and ask for "George". The central switchboard at George AFB will answer, and the originator of the call must ask for the number desired at George AFB. Control room will have the project center telephone number.

6. Classified Confidential in accordance with par 24a(6), Air Force Regulation 205-1, 15 December 1953.

JOHN K. HESTER
Colonel, USAF
Commander

DISTRIBUTION:

Comdr, 36ADIV - 1 Cy
Comdr, 803ABGp - 1 Cy
Comdr, 303d Bb Wg - 1 Cy
Comdr, 358th BSq - 4 Cys
Comdr, 359th BSq - 4 Cys
Comdr, 360th BSq - 4 Cys
Comdr 303d ARS - 4 Cys
Comdr, 303d Pdc Maint Sq - 1 Cy
Comdr, 303d Fld Maint Sq - 1 Cy
Comdr, 303d A&EM Sq - 1 Cy
Dir of Ops - 1 Cy
Ops & Trng - 3 Cys
Intell - 1 Cy

Hq 303 BW
Opr 0 15-54
20 May 54

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0985

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Project Officer - 1 Cy
Plans - 1 Cy
Unit History - 4 Cys

OFFICIAL:

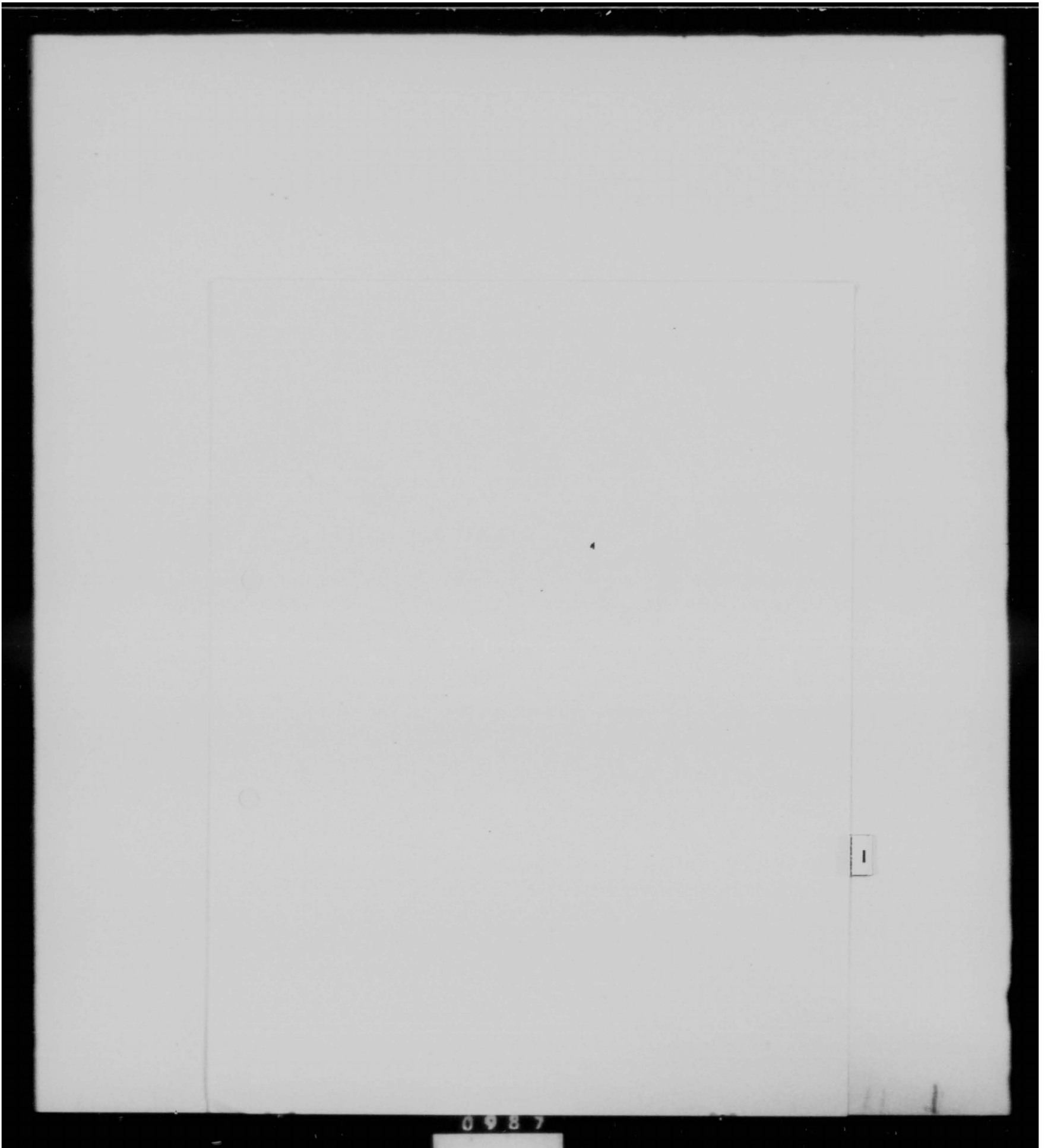
E. G. Shelton
E. G. SHELTON
Lt Col, USAF
Acting Dir of Cprs

Hq 303 BW
Opr O 15-54
20 May 54

11

CONFIDENTIAL

0986



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 21 June 1954

OPERATIONS ORDER 22-54

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Major Harry C. Bayne
303rd Air Refueling Squadron	Lt Col Henry G. Bussing

1. GENERAL SITUATION: Headquarters Strategic Air Command is conducting a summer encampment training program for 3,600 AFROTC Cadets at eight (8) bases during June - August 1954. Two encampments of four week duration will be conducted at each Strategic Air Command base involved commencing 20 June and 25 July 1954. Each encampment is to accommodate 225 cadets.

- a. Intelligence: Omitted.
- b. Friendly Forces: Omitted.

2. MISSION:

a. To schedule B-47 and KC-97 type aircraft for flyover and static display at Fairchild AFB and Ellsworth AFB and provide B-47 and KC-97 aircraft for static display at Davis-Monthan Air Force Base.

b. The purpose is to instill in AFROTC Cadets the desire for an Air Force flying career.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron - Provide one B-47 aircraft and crew for flyover and static display at Fairchild AFB, Calif. Flyover will be in accordance with schedule outlined in paragraph 3x(2)(a).

303 B' M
Ops O 22-54
21 Jun 54

0988

b. 359th Bombardment Squadron - Provide one B-47 aircraft and crew for flyover and static display at Ellsworth AFB, South Dakota. Flyover schedule will be at the direction of the Operations Officer, Ellsworth AFB.

c. 360th Bombardment Squadron - Provide one B-47 aircraft and crew for static display at Davis-Monthan Air Force Base.

d. 303rd Air Refueling Squadron - Provide one KC-97 aircraft and crew for flyover and static display at Ellsworth AFB. Flyover schedule will be at the direction of the Operations Officer, Ellsworth AFB. Provide one KC-97 aircraft and crew for static display at Davis-Monthan AFB.

3.X. GENERAL INSTRUCTIONS:

- (1) Outstanding crews will be selected for these demonstrations.

Crews are to be dressed uniformly for display purposes and possess complete flying equipment.

- (2) Flyover will be executed over and parallel to landing runway at a minimum altitude of 500 feet in accordance with the schedule outlined below. After completing flyover, aircraft will immediately enter traffic pattern for landing. It is desired that each aircraft complete landing operation before next aircraft starts flyover. After parking, crew will remain with aircraft for inspection by cadets.

(a) Flyover Schedule

Flyover Time at Fairchild AFB, 29 June 1954

0900	T-33	407 S.F.W.
0910	F-84	407 S.F.W.
0920	KC-97	93 B.W.

303 BW M
Ops O 22-54
21 Jun 54

0930	C-124	2 S.S.S.
0940	B-50	8 A.F.
0950	B/RB-36	57 ADiv
1000	B-47	303 B.W.

- (b) Aircraft going to Ellsworth AFB will depart this station so as to arrive there not later than 1500 local time on 28 June 1954. Flyover schedule and display instructions for 29 June will be briefed by the Operations Officer, Ellsworth AFB, on arrival at that station.
- (3) VFR minimums in Air Force Regulation 60-16 will apply for flyover portion of this mission.
 - (4) Aircraft arriving early will orbit on appropriate radio fixes, and will establish communications with control tower.
 - (5) A qualified tower control officer will be on duty and will exercise control of flyover aircraft.
 - (6) Additional types of aircraft presently assigned to each base may be scheduled for flyover and/or static display if desired.
 - (7) Method of aircraft and crew display and general program policies will, where practicable, be as prescribed by each AFROTC Encampment Commander.
 - (8) Each squadron that has an aircraft scheduled for flyover, will have one spare aircraft for each

303 BW M
Ops O 22-54
21 Jun 54

aircraft scheduled. This is to assure that the mission will be flown as planned by the Strategic Air Command.

(9) Fifteenth Air Force Controller will be notified by SOCS of departures and arrivals for aircraft participating away from home base.

(10) Detailed guidance concerning conduct of these encampments contained in the Air University AFROTC Camp Guide - 1954 and SAC supplement thereto, forthcoming.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: (Not Applicable)

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications: In accordance with current procedures and Radio

Facility Charts.

WILLIAM J. WRIGGLESWORTH
Colonel, USAF
Commander

OFFICIAL:

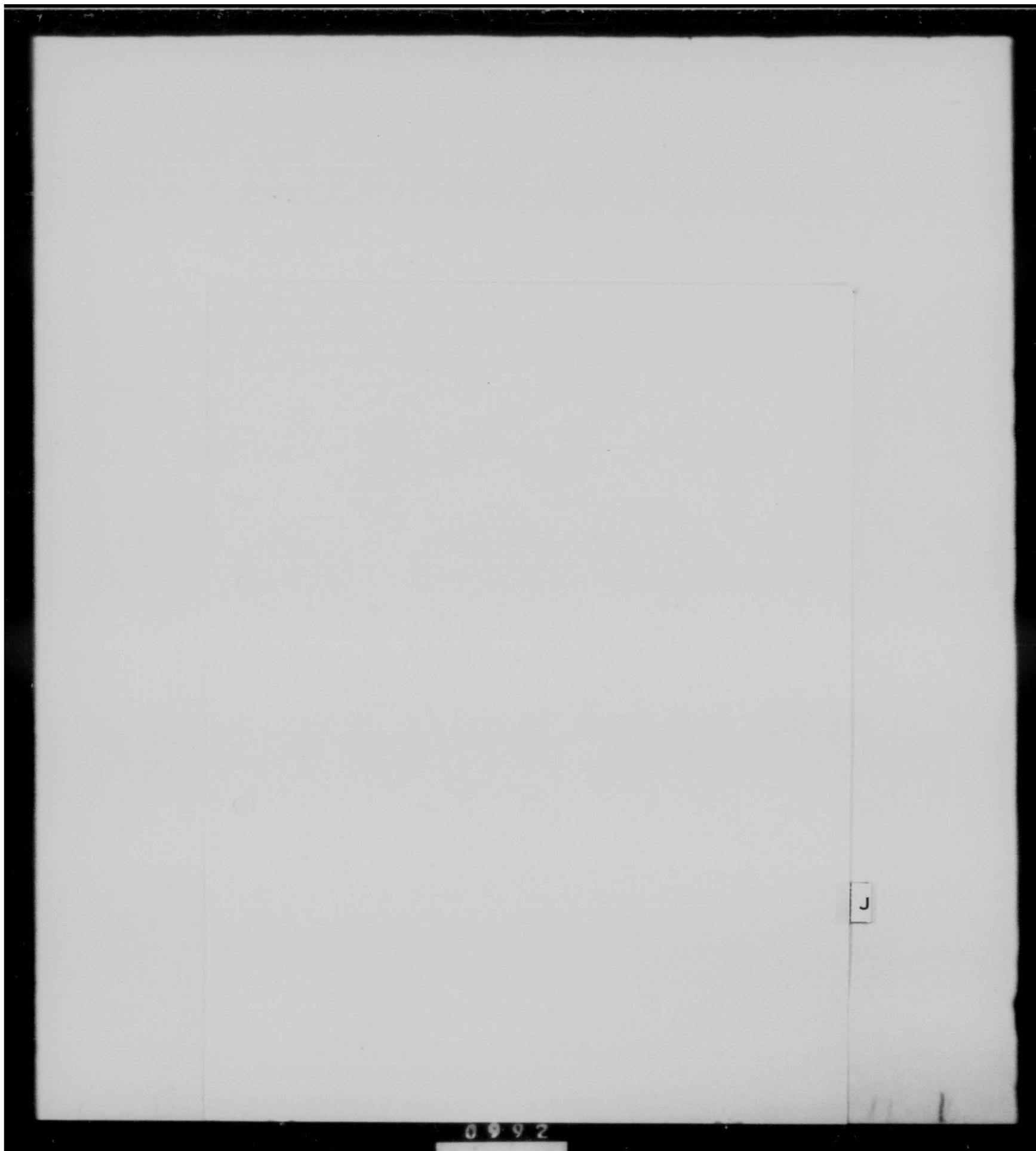
Ira V. Matthews
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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Comdr 303 BW - 1 Cy
Dir of Oprs, 303 BW - 1 Cy
Oprs & Trng, 303 BW - 2 Cys
Chf, 303d Oprs Plans - 1 Cy
Comdr 358th BSq - 2 Cys
Comdr 359th BSq - 2 Cys
Comdr 360th BSq - 2 Cys
Comdr 303d ARSq - 2 Cys
Comdr 803d ABGp - 1 Cy

4

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Brig. General Nils O. Ohman, left, 36th Air Division Commander greets Colonel John K. Hester, 303rd Bomb Wing Commander and Pilot, Major Same E. Blessing, Co-pilot, and Major J. F. McClland, Observer on their arrival at Davis-Monthan Air Force Base after they had completed a 5000 mile non-stop flight from England in 13 hours, refueling twice enroute.

0993



Captain Reay Dick, one of the returning pilots from the 303rd Bomb Wing is greeted by his wife, Vinny and three sons, soon after completing the 5000 mile non-stop flight from England.

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100B-3
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100B-3)

16 June 1954

COMMUNICATIONS

18S-4 HF Frequency-Channel Assignment

1. PURPOSE: To provide a standard channel assignment for B-47 aircraft equipped with 18S-4 HF Transmitter-Receiver.
2. SCOPE: This Operations Memo applies to all Aircraft Commanders of the 303rd Tactical Squadrons.
3. GENERAL: Basic data and authority is contained in the SAC CEI dated January 1954.
4. PROCEDURE:
 - a. Frequencies are assigned to respective channels of all 303rd Wing 18S-4 equipped aircraft as follows:

<u>CHANNEL</u>	<u>FREQ KC</u>	<u>SERVICE</u>
1	3023.5	Tower HF Back-up
2	3032.0	U Air/Grd Red
3	4220.0	C Air/Grd Atlantic, RES ZI
4	4270.0	RES ZI, ZI Air/Air Back-up
5	4397.5	SAC Primary
6	BLANK	
7	4724.5	U&C Air/Grd Yellow
8	4731.5	U Air/Grd Red
9	4890.0	GCA Back-up-ZI
10	BLANK	
11	6475.0	C Air/Grd Atlantic
12	6523.0	C Air/Grd Alaska
13	6730.5	U Air/Grd Red
14	6738.0	U&C Yellow
*15	8980.0	C Air/Grd Croughton only
16	8913.5	ICAO Air/Grd (Atlantic Area back-up)
17	11180.5	U&C Blue
18	11228.0	U&C Yellow
19	15016.0	U&C Common
20	15036.0	U Air/Grd Yellow

* This will be channelized to 9026.5 Kc when crystals become available.

0998

100B-3
Page 2
2 Pages

Color families cover the following areas: Red-North Atlantic and West Pacific; Blue-East Pacific; Yellow-ZI and Europe.

U is for Ultimate
C is for Current
U&C is for Ultimate and Current

b. Standard channelization cards will be encased in a plastic cover and mounted adjacent to the HF control box.

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure compliance with the provisions of this Memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

Clifford Y. P. Liu

CLIFFORD Y. P. LIU
1st Lt., USAF
Asst Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100B-1
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100B-1)

16 June 1954

COMMUNICATIONS

Frequencies for RBS Sites

(This Operations Memo supersedes Operations Memo 100B-1 dated 13 Mar 1953)

1. PURPOSE: To provide a listing of frequencies for RBS Sites.
2. SCOPE: This memorandum pertains to frequencies for all communications between aircraft and RBS Sites.
3. GENERAL: Frequencies have been assigned to detachments of the 3903rd Radar Bomb Scoring Group as follows:

DET	LOCATION	VHF		HF Back-up	UHF	
		Prim	Secd		Prim	Secd
1	Dallas	132.84	138.42	4270	258.2	356.8
2	Oklahoma City	134.82	138.42	4270	384.6	258.2
3	Denver	134.82	138.42	4270	356.8	258.2
4	Mobile Facility *	134.82	138.42	4270	258.2	384.6
5	Montreal	138.42	142.20		384.6	356.8
6	Houston	134.82	138.42	4270	356.8	384.6
7	Kansas City, Mo.	132.84	138.42	4270	258.2	384.6
8	Maywood	142.20	138.42	4270	258.2	356.8
9						
10	Marrakech, Fr. Mor.	138.42	141.84	4052	266.2	284.5
11						
12	Sacramento	142.20	138.42	4270	356.8	258.2
13	San Francisco	134.82	138.42	4270	384.6	258.2
14	Phoenix	132.84	138.42	4270	384.6	356.8
15	Spokane	132.84	138.42	4270	258.2	356.8
16	Charlotte	134.82	138.42	4270	258.2	384.6
17						
18						
19						
20	Atlanta	132.84	138.42	4270	384.6	356.8
21	Tampa	132.84	138.42	4270	356.8	384.6
22						
23	Heston, U.K.	138.42	133.56	3023.5	266.2	284.5
24	Fort Worth	142.20	138.42	4270	384.6	356.8
25	Little Rock	142.20	138.42	4270	356.8	384.6
26						
27						
28	Sandston, Va.	142.20	138.42	4270	356.8	384.6

100B-1
2 Pages
Page 2

* VHF/UHF frequency allocations will vary according to the location of the mobile detachment.

4. PROCEDURE:

a. RBS Communications will normally be conducted on the Primary frequency. The Secondary Frequency will be used only in the event of failure of the Primary Frequency.

5. RESPONSIBILITY: It will be the responsibility of each Bombardment Squadron Commander to insure compliance with this Memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

Clifford Y. P. Liu

CLIFFORD Y. P. LIU
1st Lt., USAF
Asst Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100A-1
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100A-1)

14 June 1954

COMMUNICATIONS

UHF Frequency-Channel Assignments

(This Operations Memo supersedes 303rd Ops Memo 100A-1, 27 Nov 1953)

1. PURPOSE: To provide a standard channel assignment for UHF equipped aircraft.
2. SCOPE: This Operations Memo will apply to all 303rd Wing UHF equipped aircraft operating within the continental limits of the United States.
3. GENERAL: Basic data and authority is contained in the SAC CBI dated January 1954 as amended.
4. PROCEDURE:
 - a. Frequencies are assigned to respective channels of all 303rd Wing UHF equipped aircraft as follows:

<u>CHANNEL</u>	<u>FREQ MCS</u>	<u>SERVICE</u>
1	236.6	Control Tower (P)
2	275.8	Control Tower (S)
3	351.0	Fighter/Bomber Liaison
4	257.8	Control Tower (Civil-All Mil Acft)
5	255.4	CAA Airways (Reporting below 17,200 ft)
6	301.4	CAA Airways (Reporting above 17,200 ft)
7	#	RBS (Det Primary)
8	#	RBS (Det Secondary)
9	266.2	Air Refueling (P)
10	311.0	SAC Common
11	321.0	Bomber Common
12	364.2	GCI Common
13	344.6	Pilot to Forecaster
14	305.4	UHF/DF
15	363.8	Approach Control
16	279.8	Air Refueling (S)
17	335.8	GCA Search
18	289.4	GCA Final
Guard	243.0	Military Emergency

1002

100A-1
2 Pages
Page 2

b. Standard channelization cards will be encased in a plastic cover and mounted adjacent to the UHF control boxes.

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

Clifford Y. P. Liu
CLIFFORD Y. P. LIU
1st Lt., USAF
Asst Adjutant

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Davis-Monthan Air Force Base
Tucson, Arizona

100-14
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100-14)

14 June 1954

COMMUNICATIONS

Tactical Voice Call Words

(This Ops Memo supersedes 303rd Ops Memo 100-14, 17 Jun 1953)

1. PURPOSE: To prescribe a method for use of the Tactical Voice Call Word assigned in the SAC CEI.

2. SCOPE: The use of the Tactical Voice Call Words will be for interplane voice communication and specified for formation flights when formation control and identification of formation position is essential. Tactical-Voice Call Words will also be used for specific purposes as assigned by this headquarters.

3. GENERAL:

a. Tactical Voice Call Words have been assigned to the 303rd Bombardment Wing for Tactical use by the SAC CEI and may be expanded in accordance with USAF T 2006.4g.

303rd Bombardment Wing (M)	JEPSON
303rd Air Refueling Squadron	SWEET PEA

b. Expanded Call Words for Tactical Units of the 303rd Bombardment Wing are as follows:

358th Bombardment Squadron	JEPSON METRO
359th Bombardment Squadron	JEPSON TANGO
360th Bombardment Squadron	JEPSON PAPA

c. Further expansion of expanded Tactical Call Words will be in accordance with Par 4b below.

d. Intra-base non tactical radio facilities such as Maintenance Expedition will be as follows:

(1) The Central Fixed Station will use "303rd" with appropriate suffix.

EXAMPLE: "303rd MAINTENANCE".

(2) Portable and mobile units will use call signs such as 303rd MAINTENANCE 1, 303rd MAINTENANCE 2, etc.

1004

100-14
2 Pages
Page 2

4. PROCEDURE:

a. Aircraft missions utilizing call words for interplane communications will use the call word of the squadron concerned. The manner in which these call words are to be used is as follows:

- (1) Collective call word for all aircraft of a Unit or Flight will be the call word of the Unit or Flight preceded by the word "ALL".

EXAMPLE: ALL JEPSON METRO (Meaning all 358th Bomb Sq Aircraft).

- (2) Call Sign of the leader will be the call sign of the Unit or flight ~~prefixed~~ by the word "LEADER".

EXAMPLE: JEPSON METRO LEADER (Meaning leader of the 358th Bomb Sq Formation).

b. Colors and numbers will be suffixed to the squadron call sign to identify individual flights and aircraft.

EXAMPLES: Flight "A" - - - - - JEPSON METRO RED
Flight "B" - - - - - JEPSON METRO WHITE
Flight "C" - - - - - JEPSON METRO BLUE
Flight "D" - - - - - JEPSON METRO GREEN
Number three aircraft of
Jepson Metro Formation - - JEPSON METRO THREE
Number two aircraft of
Jepson Metro Flight "B" - - JEPSON METRO WHITE TWO

c. Voice call signs may be shortened when communications have been established and no confusion will result.

5. REPORTS: Not Applicable.

6. RESPONSIBILITY: It will be the responsibility of the Squadron Commander concerned to assign appropriate voice call words from this Operations Memorandum to individual aircraft for specific missions.

BY ORDER OF THE COMMANDER:

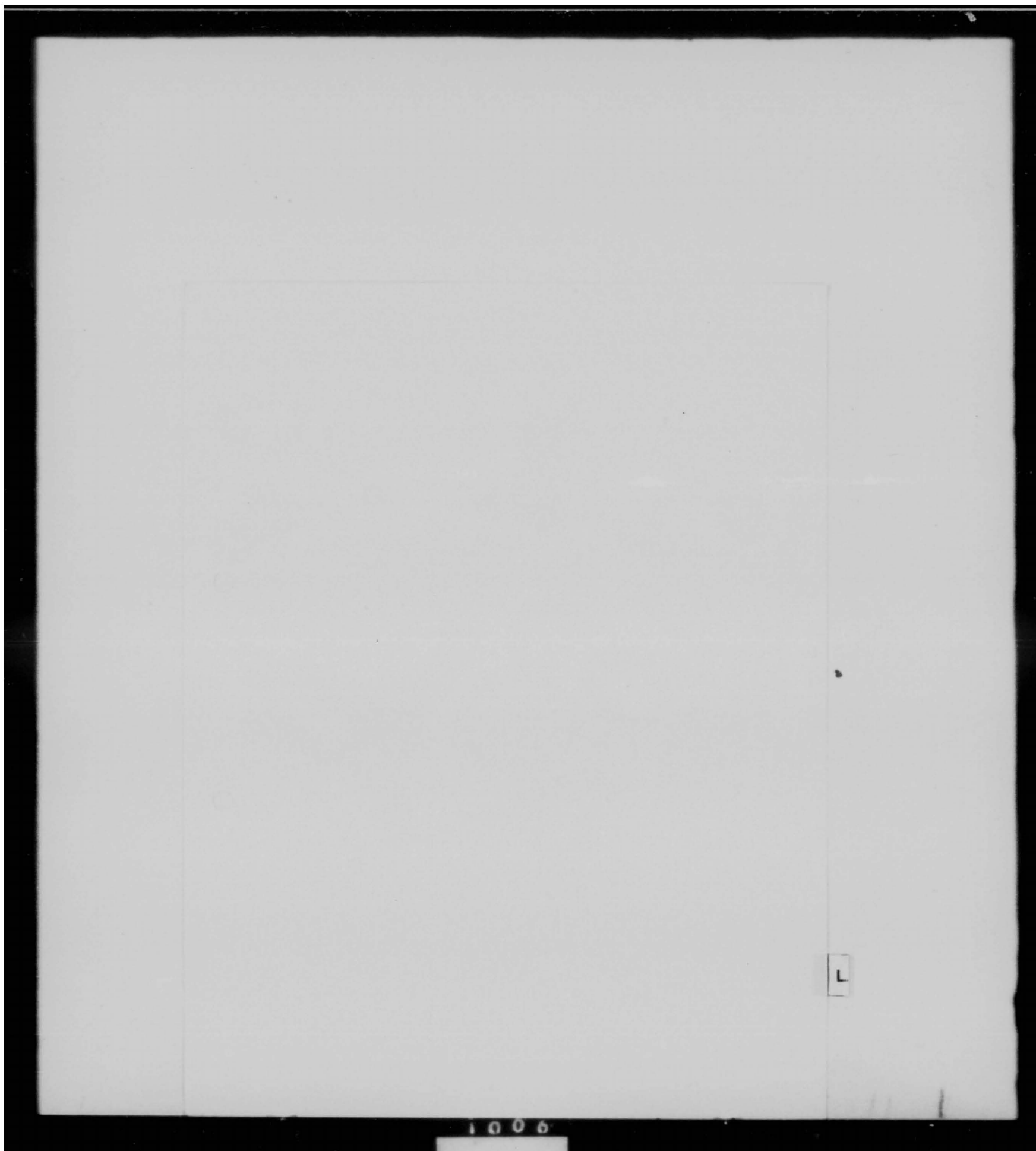
OFFICIAL:

Clifford Y. P. Liu
CLIFFORD Y. P. LIU
1st Lt., USAF
Asst Adjutant

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

DISTRIBUTION: "E"
Plus 50 copies to 303rd ARS.

1005



MISSION:

1. There were no discrepancies in the Flight Clearance. The mission was for the purpose of obtaining night celestial navigation requirements, proceeding from Tucson to Phoenix, to Kanksville, Colorado, to Denver, to Topeka, to Waco, to Salt Flat, to El Paso, to Tucson, Arizona. Weather had been briefed as, scattered thunderstorms extending to 40,000 feet altitude in the area between Tucson and Phoenix, to clear up after passing Phoenix, and remain clear with only high scattered clouds for the duration of the mission.

2. The aircraft took off from Davis-Monthan AFB at 2040 MST and climbed on 120 degrees, magnetic, to 13,000 feet in accordance with ATC instructions, and then turned on course 308 degrees climbing on course towards Phoenix. At 13,000 feet instrument flight conditions were encountered. Scattered thunderstorms existed in the area and the observer utilized radar to assure avoiding heavy storm activity. When approaching Casa Grande, Arizona, a line of intense thunderstorm activity oriented west to east was noted (by radar) with the eastern terminus located approximately three miles north of Casa Grande. The course of the aircraft passed five miles to the east of this line of thunderstorms. Though lightning was severe, turbulence was only light to moderate and no icing was encountered.

3. When passing ten miles east of Casa Grande the Co-pilot observed a fire coming from the forward part of the number one engine, extending backward approximately half way over the wing. He called on the aircraft commander to accomplish a fire shutdown on the number one engine, and at the same time retarded the number one throttle to idle. The co-pilot was wearing dark glasses to guard against being blinded by lightning flashes, and could not identify the exact source or character of the fire.

4. The aircraft commander checked his instruments but could detect no indication of engine malfunction. Within approximately three seconds after the fire was observed the co-pilot, a heavy jolting vibration was felt.

5. The aircraft commander noted the fire on number one engine and accomplished a fire shut down, pulling the fire button, retarding the throttle to cut off and placing the fuel selector to TE. The fire died out within approximately five seconds. After turning on the wing and anti-icing lights the engine was observed hanging from the forward engine mount only, minus compressor casing, accessory section and associated cowlings. The compressor rotor appeared to be still rotating, and to continue to rotate until after landing.

6. The mission was aborted and the aircraft was landed at Davis-Monthan Air Force Base without further incident.

Flight Crew Qualifications:

1. Investigation of the flight crew records showed them to be qualified in accordance with existing directives.

2. The aircraft commander, Captain Alfred R. Grimm, had 2331:55 hours total pilot time, 516:20 hours in B-47's and 348:10 hours 1st pilot time in B-47 type aircraft. He is qualified as instrument flight examiner and as B-47 test flight pilot. On 19 April 1954, he passed the pilot's proficiency examination with a grade of 98 percent, and last the pilot's emergency procedure examination with a grade of 99 percent. His last standardization flight check was satisfactorily passed on 28 February 1954.

3. Co-pilot, Captain Paul R. Houser, had 1979:50 hours total pilot time, 401:50 hours total B-47 time, and 206:15 hours 1st pilot time in B-47 aircraft. On 19 April 1954, he passed the pilot's emergency procedure examination with a grade of 96 percent and the pilot's proficiency examination with a grade of 100 percent. His last standardization flight check was satisfactorily passed on 28 February 1954.

4. Observer, Captain Kenneth E. Conley, had 1181:45 hours total flying time, of which 369:00 hours was in B-47 type aircraft. He had passed the observers comprehensive examination on 16 February 54 with a grade of 96 percent. His last standardization flight check was satisfactorily passed on 28 February 1954.

5. Instructor crew member remarks on flight crew records indicate that this flight crew's performance is excellent to superior.

6. Fourth crew member on this flight was Captain Patrick J. Fiore, who was on board for purpose of obtaining an instrument flight check.

INVESTIGATION OF ENGINE FAILURE:

1. The accessory section with cowling still attached was severely damaged by impact with the ground. It was located in a cottonfield by Mexican farm laborers, and independently by a searching Civil Air Patrol airplane at coordination, 32-59'N, 111-38'W. Though dropping from 32,000 feet, it created a depression in the ground of only eight inches depth. Casting of most components were fractured or shattered.
2. The Mexican farm laborers had turned the accessory section over before investigators arrived, but there was apparently no other tampering done. Two other pieces of engine cowling were located within a radius of $3\frac{1}{2}$ miles.
3. As cause of engine failure could not be determined from external inspection of recovered parts, technical assistance was requested from OCAMA prior to any disassembly and inspection.
4. Disassembly and inspection of the accessory section revealed no cause for the engine failure. The only damage evident was impact damage, and damage incurred as the accessory section was torn loose from the engine. Bearings appeared to be in good condition. There was no evidence of overheat or seizure in any of the components examined. Nose cone latches appeared to have been in good condition and secure at the time of the engine failure. The splined shaft of the compressor rotor had acted as a milling cutter, gouging the aft casting of the accessory section as it was torn loose, but the splined female socket into which it had fit was in good condition. It was believed by the investigators that the accessory section was in good condition, and probably that no component from this section was responsible for the engine failure. However, due to the severe impact damage, it was felt that further investigation should be made at the prime depot before this possibility should be ruled out.
5. Investigation of the compressor section revealed several significant findings. Almost the entire compressor casing was missing, none of which was recovered. Most of the compressor blades were reasonably intact, having sustained primarily, tip damage. Approximately a 300 degree segment of the spacer ring between the 10th and 11th stage compressor blades was missing. A segment of approximately 60 degrees remained, curled at the ends by centrifugal force. One end of this segment had been recurved back by striking a horizontal flange of the left compressor casing. Approximately 200 degrees of the exit guide vanes remained, with negligible damage.
6. The combustion chambers had received only minor damage, and the turbine received no damage. A few aft stage stator blades were recovered from the combustion chambers.

7. The type of damage to the compressor blades, and lack of damage to the combustion and turbine sections indicated that the compressor casing had completely disintegrated, and that sections and fragments of the casing had been expelled radially from the compressor before appreciable fore and aft movement had occurred.

8. Correlating the aircrew members' observations, a possible sequence of events is presented.

a. The compressor casing failed partially or completely prior to the time the co-pilot observed the fire on this engine. The fourth crew member, Captain Fiore stated that he had felt several sharp jolts of turbulence just before the report of fire on number one. This apparent turbulence was not noted by other crew members who were fully occupied with aircrew duties. This apparent turbulence noted by Captain Fiore was probably caused by failure of the compressor casing.

b. Captain Houser on interrogation stated that he could observe fire coming from the upper part only of the engine, extending approximately half way back over the wing, but that he could not discern nose cone or forward cowling. This would indicate that the upper portion of the compressor casing had been torn off, and that fire was coming forward from the combustion chambers due to lack of compressor action.

c. Vibration led to failure of the aft engine mounting bracket. Engine thrust then swung the engine forward, pivoted on the forward mounting bracket, throwing the accessory section and any remaining portions of the compressor casing off over the top of the wing, and causing the damage to the leading edge and upper surface of the wing.

9. It was felt that the exact cause of the compressor failure should be determined by depot inspection and analysis.

FINDINGS:

1. The aircrew was qualified in accordance with existing directives.
2. The mission was performed in accordance with existing directives.
3. Aircrew performance was not a cause or contributing factor to this accident.
4. There was no evidence of maintenance malpractice.
5. The engine was the original factory installed engine, on which no components had been changed since installation.
6. There was no evidence of seizure, overheat condition, or materiel failure within the accessory or components.
7. There was no evidence of oil starvation in any engine component examined.
8. There was no evidence of fire damage to the accessory section and cowling which separated from the rest of the engine at time of engine failure.
9. There was no evidence of electrical fire in the number one engine pod.
10. There was no damage to the turbine, and only a few stator blades were found in the combustion chambers.
11. Approximately 300 degrees of spacer ring between the 10th and 11th stage of the compressor was missing, and approximately 60 degrees of the spacer ring remained.
12. Cause of the accident was failure of the compressor section for undetermined reasons.

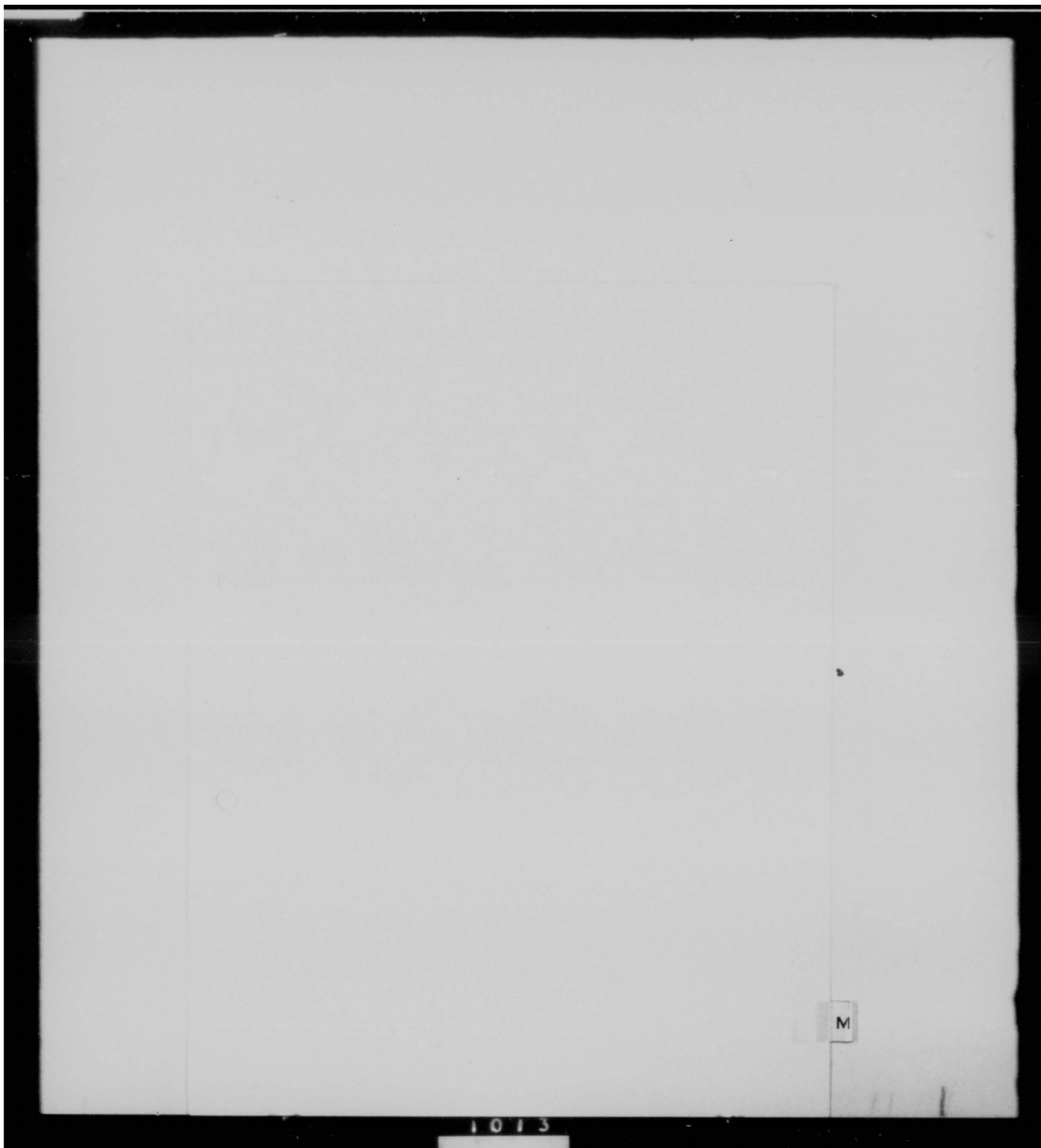
CONCLUSIONS:

1. Existing weather was not a cause or contributing factor to the accident.
2. It is believed that the fire first observed by the co-pilot was subsequent to failure of the compressor casing, and was fire from the combustion chambers coming forward, due to the lack of compressor action. The vibration associated with failure of the compressor section was noticed only by the extra crew member, due to the aircraft being in a turbulent area and the regular crew being occupied with normal duties.

3. The compressor casing completely disintegrated, for reasons yet undetermined. Vibration due to failure of the compressor section led to failure of the aft mounting brackets. Engine thrust swung the engine forward, pivoting on the forward mounting bracket, throwing the accessory off and over the top of the wing at approximately 32,000 feet altitude.

RECOMMENDATIONS:

1. That OCAMA make a disassembly and Inspection report on the subject engine to determine exact cause of the engine failure.
2. That the results of this investigation be brought to the attention of all combat crew and maintenance personnel.



LEFT SIDE, NUMBER 1 ENGINE

1014

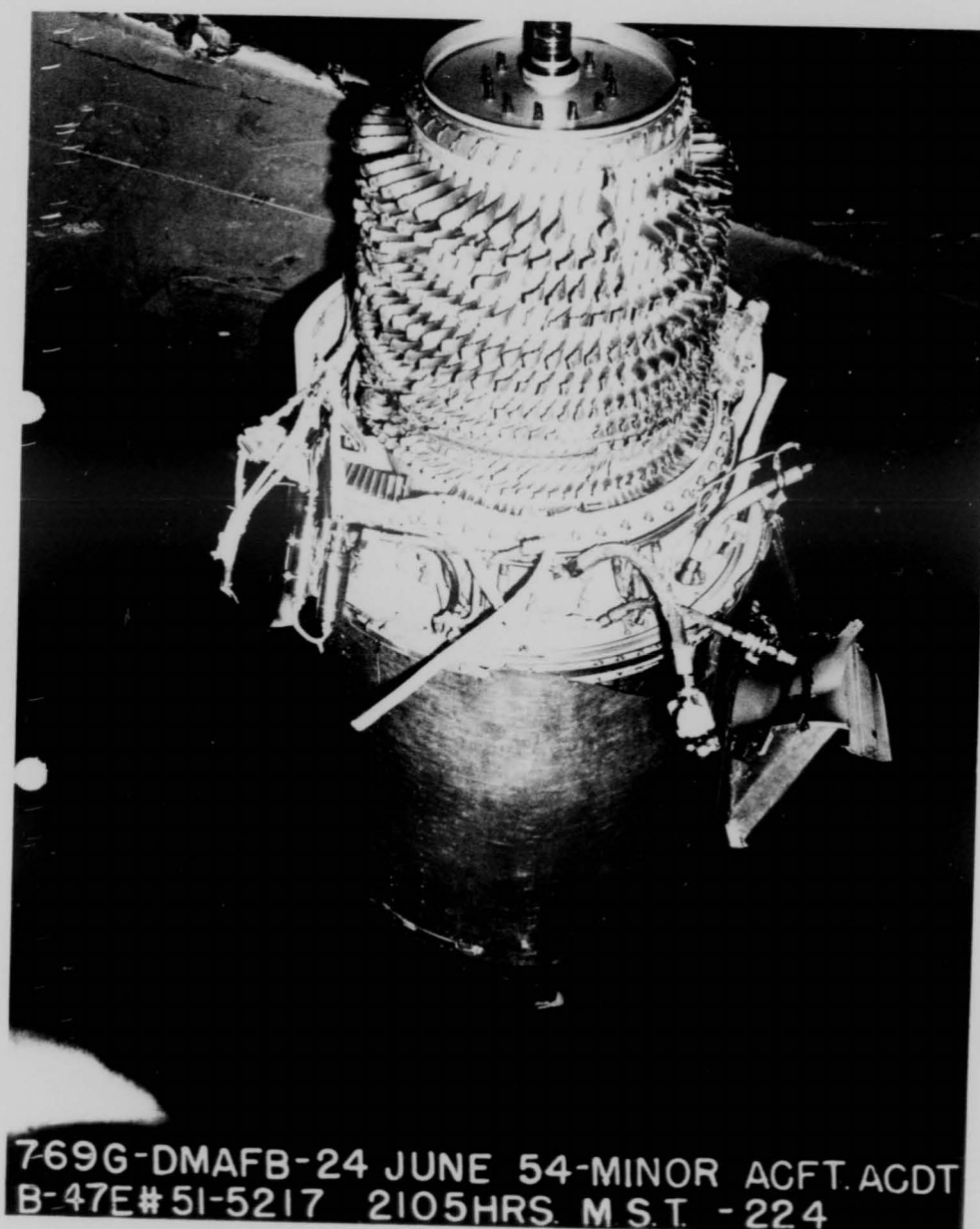


770G-DMAFB-24 JUNE 54-MINOR ACFT. ACDT. B-47E #
51-5217 2105HRS. M.S.T. -224

1015

FORWARD VIEW, NUMBER 1 ENGINE

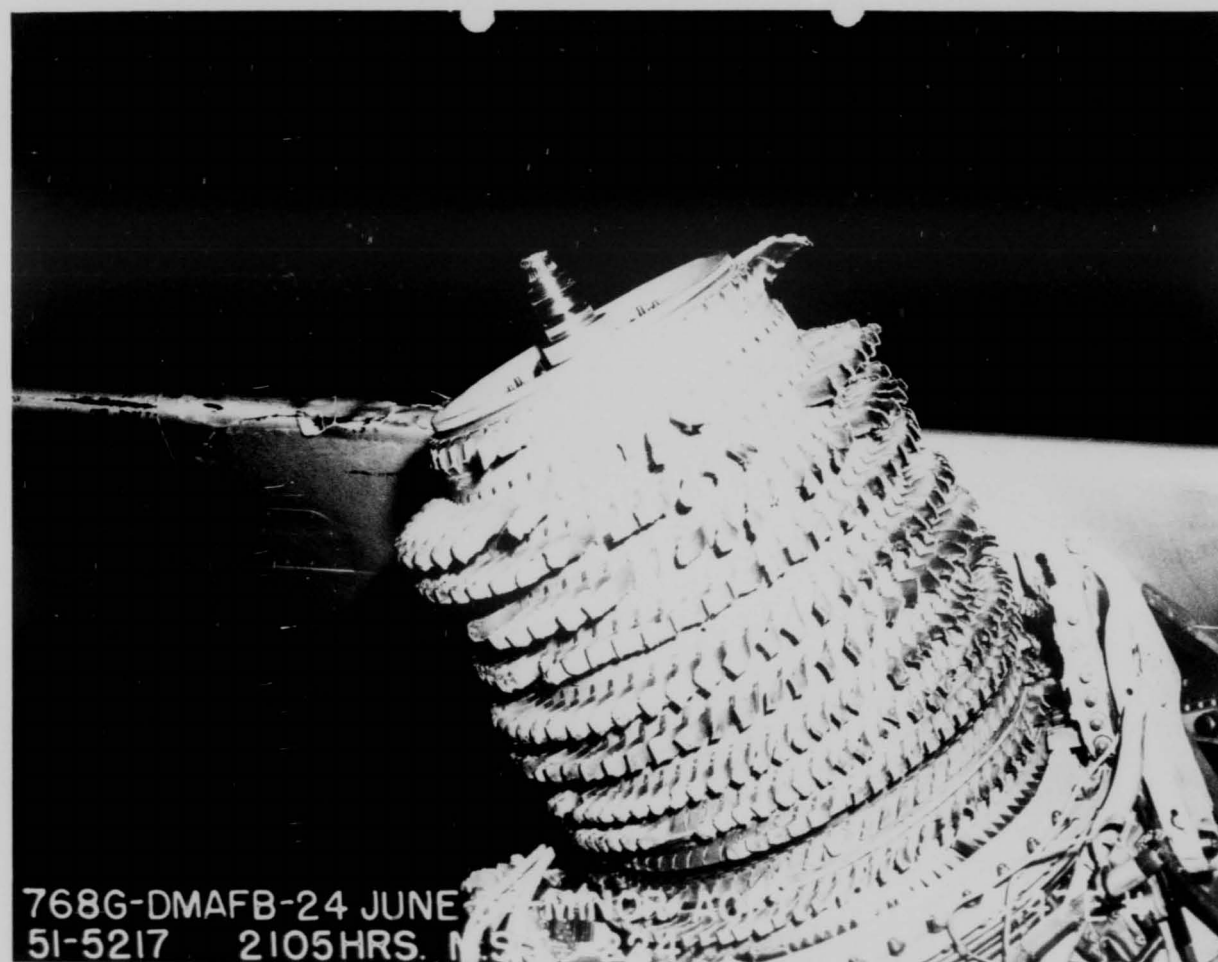
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769G-DMAFB-24 JUNE 54-MINOR ACFT. ACDT
B-47E#51-5217 2105HRS. M.S.T. -224

COMPRESSOR SECTION, NUMBER 1 ENGINE

1018

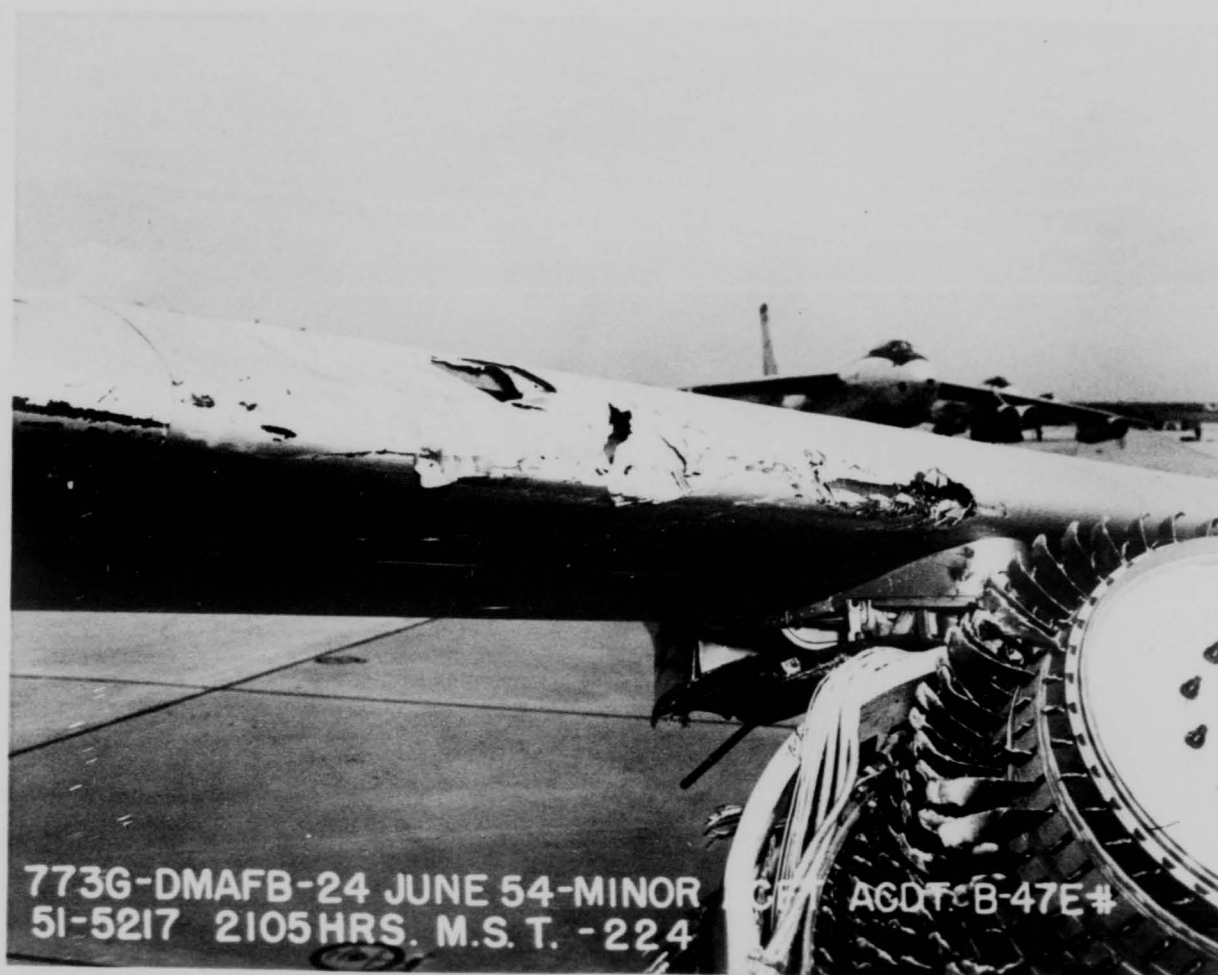


768G-DMAFB-24 JUNE
51-5217 2105HRS. N.S.

1019

DAMAGE TO LEADING EDGE F WING

1020



773G-DMAFB-24 JUNE 54-MINOR
51-5217 2105 HRS. M.S.T. -224

CGT ACQDT-B-47E#

1021

DAMAGE TO TOP OF JING

1022



APT VIGOR, NUMBER 1 ENGINE

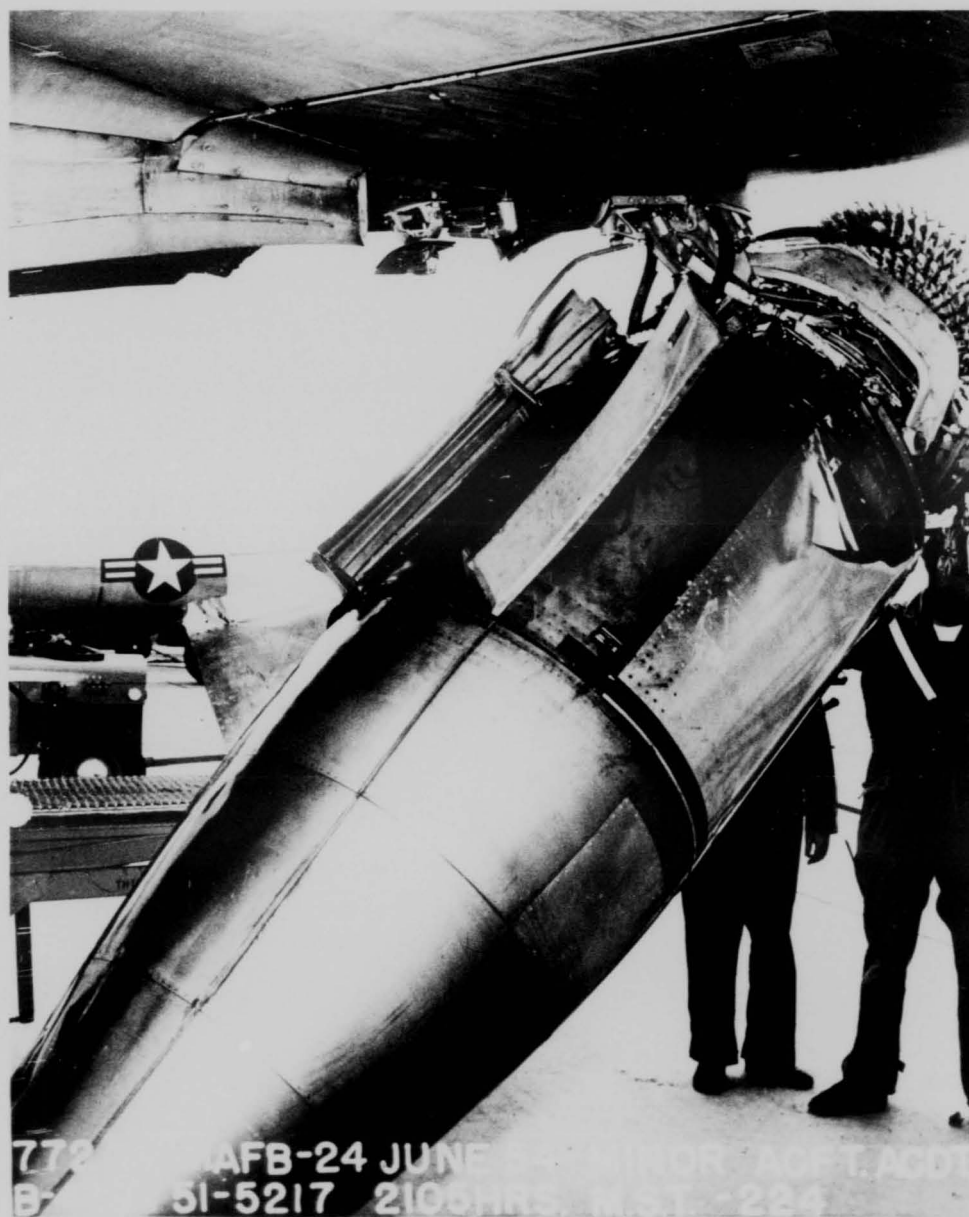
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1025

RIGHT AFT VIEW, NUMBER 1 ENGINE

1026



AFT ENGINE MOUNTING BRACKET

1028



1029

ENGINE ACCESSORY SECTION

1030



ENGINE ACCESSORY SECTION

1032



ENGINE ACCESSORY SECTION

1034



1035

COWLING ACCESSORY SECTION

1036

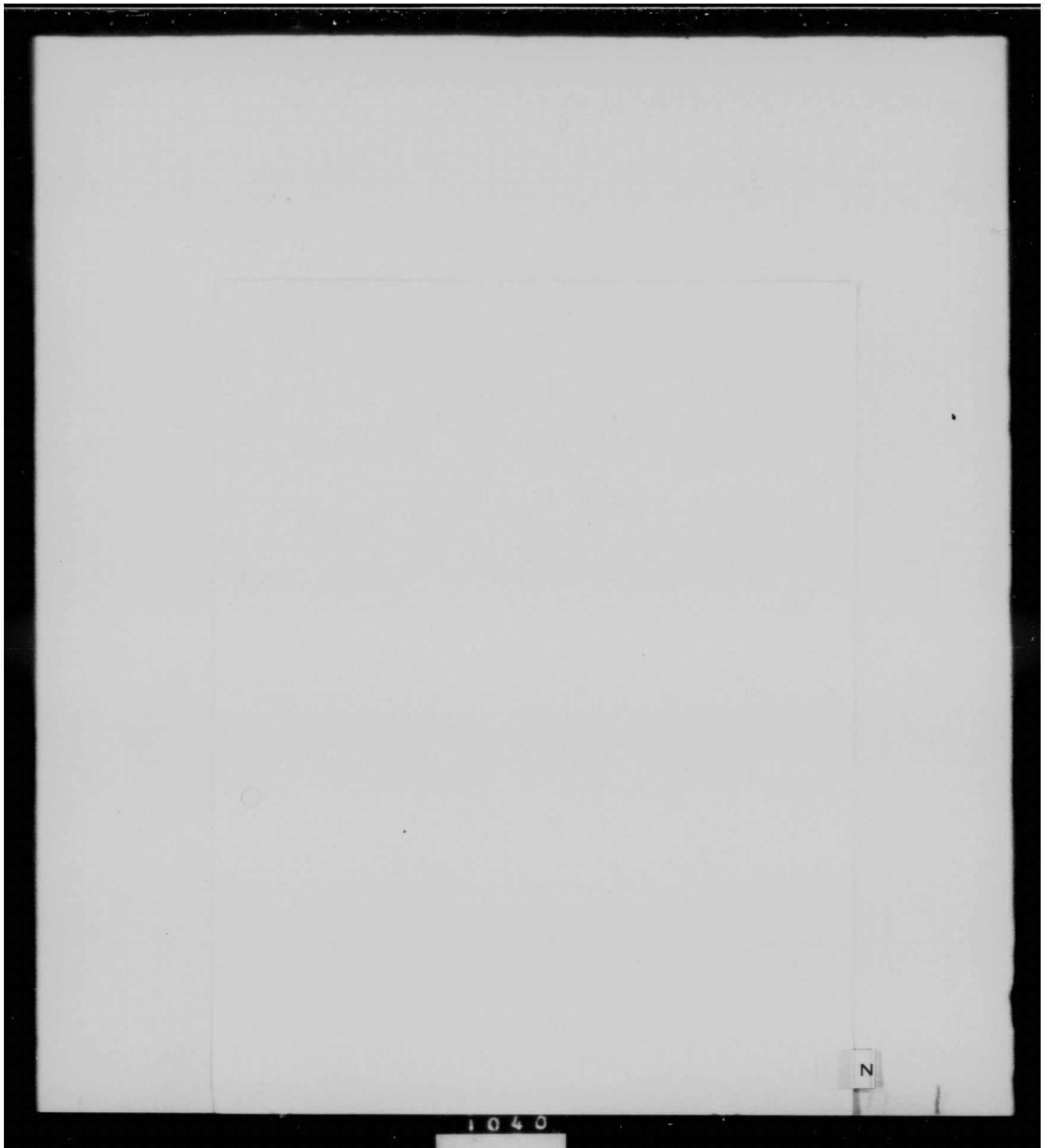


COWLING ACCESSORY SECTION

1038



1039



2

1040

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 125)

30 June 1954

1. A/IC (70250) GEORGE L FRIGGLE AF 13 399 394 USAF reld asgmt & dy w/Hq 303d Bomb Wg M and trfd in gr asgd WP 359 Bomb Sq M 303d Bomb Wg M, for dy in AFSC 70250. RUAT comdr NLT 1 Jul 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 3 Jul 54.

2. S SGT (70250) KENT W SIMMONS AF 18 301 785 USAF reld asgmt & dy w/359 Bomb Sq M 303d Bomb Wg M and trfd in gr asgd WP Hq 303d Bomb Wg M, & further atchd Hq Sq Sec 303d Bomb Wg M, for rats, qrs, dy, & admin, & for dy in AFSC 70250. RUAT comdr NLT 1 Jul 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 3 Jul 54.

3. MAJ (12452) JOHN J IRBY 7 422A USAF(RegAF) reld asgmt & dy w/358 Bomb Sq M 303d Bomb Wg M and trfd asgd WP Hq 303d Bomb Wg M, for dy in DAFSC 1441 as "Wg Fly Safety O." RUAT comdr NLT 30 Jun 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 3 Jul 54.

4. A/3C (43132A) ALFRED L NEWELL AF 16 432 763 USAF reld asgmt & dy w/303d FM Sq 303d Bomb Wg M and trfd in gr asgd WP 303d AR Sq 303d Bomb Wg M, for dy in AFSC 43132A. RUAT comdr NLT 1 Jul 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 1 Jul 54.

5. LT COL RUFUS A WARD 10 585A USAF(RegAF) Hq 303d Bomb Wg M granted 30 days ordinary lv of abs off o/a 26 Jul 54 & UCWR proper orgn & B.

6. 2D LT ERNEST C PHILLIPS JR AO 3 015 509 USAF(AFRcs) Hq 303d Bomb Wg M granted 14 days ordinary lv of abs off o/a 6 Jul 54 & UCWR proper orgn & B.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID A NEILL
Capt, USAF
Adj

Clifford Y P Liu

CLIFFORD Y P LIU
1ST LT, USAF
Asst Adj

DISTRIBUTION: "A"
3 - B&F O

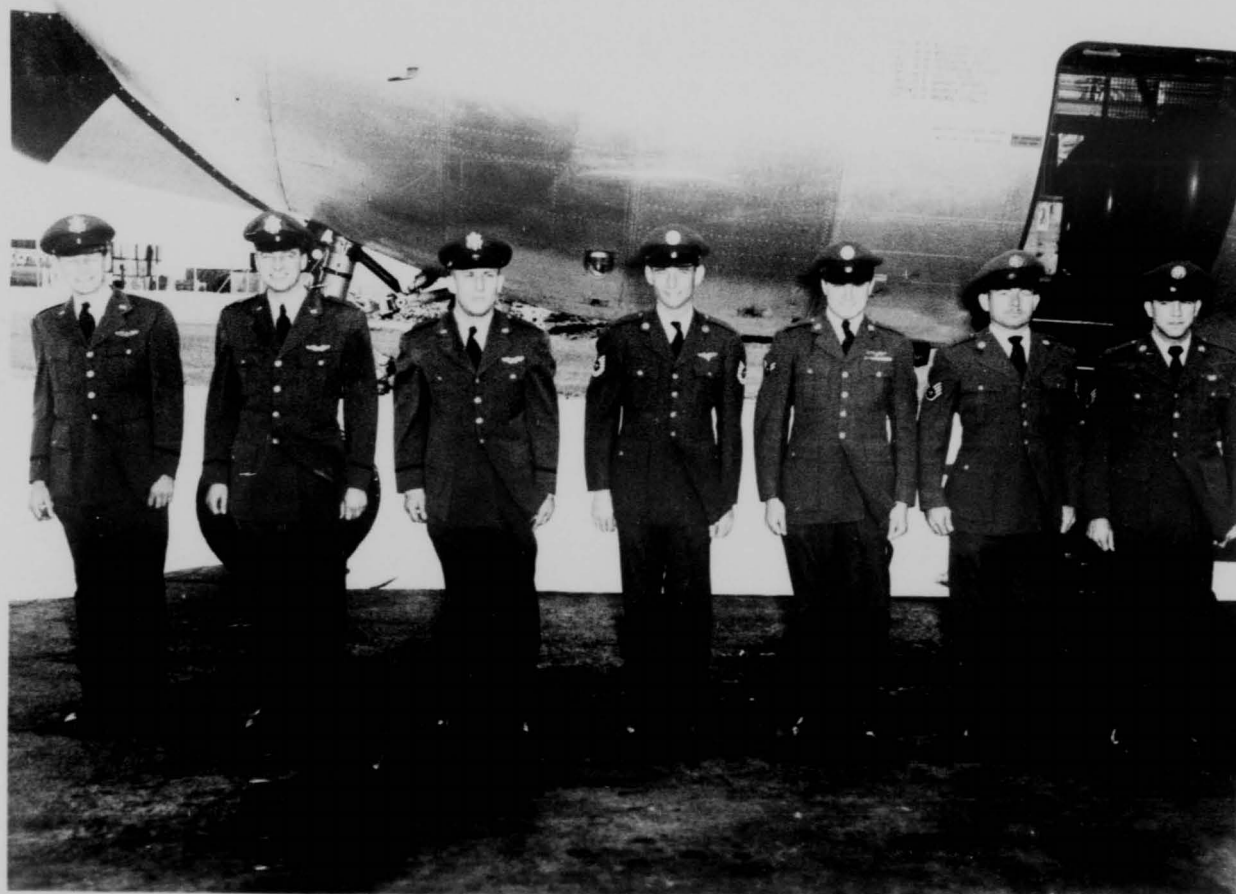
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1042

CREW OF THE MONTH FOR JUNE 1954

LEFT TO RIGHT

AIR CRAFT COMMANDER	CAPTAIN	WILLIAM E. WAGGONER
CO-PILOT	1st LT	WILLIAM H. WOLFORD
NAVIGATOR	CAPTAIN	RALPH H. DENGLER
FLIGHT ENGINEER	T SGT	ROSCOE N. JACOBSEN
RADIO OPERATOR	A/2C	HOWARD V. LOTT
BOOM OPERATOR	S SGT	ROBERT E. BARRY
ASSISTANT BOOM OPERATOR	S SGT	JAMES H. BARKLEY



P

1045

C O P Y
- - - -HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30DCOS

8 Jul 1954

SUBJECT: Crew of the Month Report for June 1954

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. Under the provisions of the Strategic Air Command Flying Safety Brochure for 1954, Crew TO5AO assigned to the 303rd Air Refueling Squadron, 303rd Bombardment Wing, Medium, has been selected as Wing Flying Safety Crew of the Month of June 1954. The aircraft commander is Captain William E. Waggoner, AO680778.

2. Captain Waggoner and his crew have been flying together since August 1953. The crew is constituted as follows:

Aircraft Commander	Capt William E. Waggoner
Co-pilot	1st Lt William H. Wolford
Navigator	Capt Ralph H. Dengler
Flight Engineer	T SGT Roscoe N. Jacobsen
Radio Operator	A/2C Howard V. Lott
Boom Operator	S Sgt Robert E. Barry
Assistant Boom Operator	S Sgt James H. Barkley

3. Captain Waggoner's crew was formed at Davis-Monthan Air Force Base. Captain Waggoner received B-29 transition at Randolph Air Force Base, and KC-97 transition at West Palm Beach. He has accumulated 1771 flying hours without being cited for a violation or charged with an accident. 35 of these hours have been in the past 30 days. Captain Waggoner graduated from pilot school 24 May 1943 at Blackland Air Force Base, Waco, Texas. From 1 June 1943 until his discharge in November 1945, he flew B-24's. He was recalled in January 1951 and flew KB-29's with the 91st Air Refueling Squadron. In October 1952, Captain Waggoner transferred to the B-29 program at Randolph air force base.

4. On 23 April 1954, at 1630Z, Captain William Waggoner and his crew departed a United Kingdom Base on a routine air refueling mission. At 1637Z, as he was climbing on course to his assigned mission, he received a call from the area control that an extreme emergency existed with one of his Wing's B-47's which was over another United Kingdom Base unable to lower his gear, dangerously low on fuel, with a crash landing imminent. Captain Waggoner, without a moment's hesitation, turned toward the bomber's position, which was in the opposite direction, and his crew immediately went to work with clocklike precision, preparing for the emergency situation. As the Co-pilot, Lieutenant William Wolford, briefed the crew on the situation, the navigator, Captain Ralph Dengler, accurately "fixed" their position and that of the disabled bomber, giving Captain Waggoner the most direct route and rate of climb to arrive most expeditiously at the bomber's position and altitude. At the same time, the flight engineer, Technical Sergeant Roscoe Jacobsen, determined the maximum power consistent with safe engine operation and nursed his engines to peak performance. Meanwhile, the Radio Operator, Airman Second Class Howard Lott, Boom Operators, Staff Sergeant Robert Barry and Staff Sergeant James Barkley were quickly and efficiently preparing for their vital part in the operation. The radioman established contact with the ground stations concerned, setting up a reporting procedure so that supervisory personnel in the control room would at all times know the tanker's position, altitude and closure speed. The Boom Operators were quickly and efficiently checking the air refueling equipment and readying the system for an immediate contact.

5. Just prior to reaching the bomber's position, Captain Waggoner made visual contact with the bomber and although the bomber pilot was unable to see him, he directed him into a descent and quickly into refueling position. At this time, the B-47 was down to less than 8000 pounds of fuel. With the bomber in position, Sergeant Barry, who was to make the hook-up, took over. With a superior calmness and coolness he talked the bomber pilot, Captain Douglas, into the refueling envelope, making the contact in less than minute after the rendezvous. Through the expert flying ability of the bomber pilot, Captain Daouglas, and efficient boom operation, a fuel load of 34,000 pounds was transferred to the B-47 in the minimum amount of time without a disconnect.

6. After refueling, the B-47 descended to traffic altitude, and by following instructions given by the Wing Commander, Colonel John K. Hester, and Boeing Technicians, who were in the tower, was able to lower his landing gear and make a safe landing. The tanker crew, after hearing the bomber safely on the ground, turned back to its home base.

7. On a previous occasion, Captain Waggoner's calmness and quick thinking possibly saved an F-86 aircraft from major damage or destruction. On this occasion, in December 1953, Captain Waggoner was on the warm up pad at Davis-Monthan Air Force Base when he observed an F-86 on final approach for landing with his gear still retracted. Captain Waggoner immediately called the F-86 advising him to go around, preventing a crash landing and enabling the F-86 to lower his gear and make a safe landing.

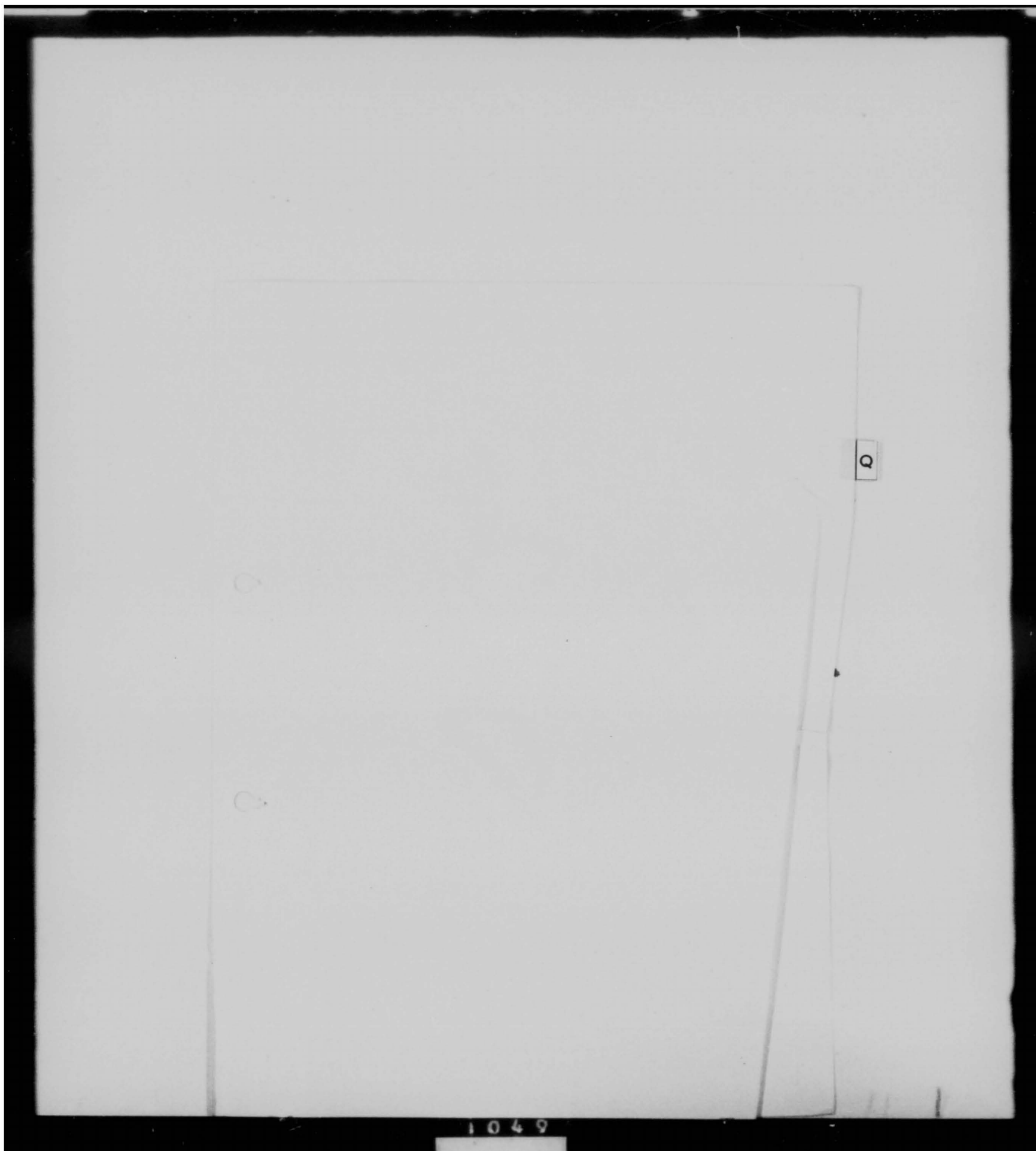
8. The conduct of Captain Waggoner's crew their coolness and efficiency in emergencies, reflects great credit upon themselves, their unit and the United States Air Force.

FOR THE COMMANDER

1 Incl
1. Photo (intrip)

/s/t/ A. R. HADDEN
1st Lt, USAF
Asst Adj

Copy Furnished
Comdr, 15AF



Breakdown of inspections performed by the Quality Control
Section during the month of June 1954.

39 Jacket files (A/C forms)
3 Engine changes KC-97
6 Engine Changes B-47
2 KC-97 dock
5 B-47 dock
15 B-47 flight line
7 KC-97 flight line
39 B-47 TO 1B-47-544

SECRET

HISTORY



303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

DAVIS-MONTHAN AFB TUCSON, ARIZONA

SECRET

1055

SECRET

Classification SECRET
Auth. 36 ADIV
Date 7 Aug 54 Initials [Signature]

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

Davis-Monthan Air Force Base

1 July - 31 July

1954

36th Air Division

Fifteenth Air Force

Strategic Air Command

Prepared in the Information Services Office in accordance with
Air Force Regulation 210-3, Strategic Air Command Regulation 210-1
and Fifteenth Air Force Regulation 210-1. Reports Control Symbol
assigned this report is 1-1F-D2.

Prepared by:

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John D. Hampton
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Historical Officer

William J. Wigglesworth
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Colonel, USAF
Commander

RSI Cont No
S 07996

SECRET

3722

3-2130-7

1056

TABLE OF CONTENTS

Title Page - - - - -	<u>1</u>
Table of Contents - - - - -	<u>2-3</u>

TEXT

I ORGANIZATION AND ADMINISTRATION - - - - -	<u>4-7</u>
<u>Mission</u> - - - - -	<u>5</u>
<u>Organization</u> - - - - -	<u>5</u>
<u>Command</u> - - - - -	<u>6</u>
Inspector - - - - -	<u>6</u>
Comptroller - - - - -	<u>6-7</u>
Changes in Key Personnel - - - - -	<u>7</u>
II PERSONNEL - - - - -	<u>8-9</u>
<u>Officer</u> - - - - -	<u>10</u>
<u>Airmen</u> - - - - -	<u>10-11</u>
III OPERATIONS AND TRAINING - - - - -	<u>12-13</u>
<u>Assigned Missions, Exercises, and Projects</u> - - - - -	<u>14-16</u>
<u>Flying Training General</u> - - - - -	<u>17</u>
Directorate of Operations - - - - -	<u>17</u>
Operational Plans - - - - -	<u>17-18</u>
ECM and Communications - - - - -	<u>18-19</u>
Intelligence - - - - -	<u>19-20</u>
Gunnery - - - - -	<u>20</u>
Munitions - - - - -	<u>20</u>
Special Weapons - - - - -	<u>21</u>
Ground Training - - - - -	<u>21-22</u>
Flying Safety - - - - -	<u>22-23</u>

3

IV MATERIEL - - - - -	<u>24-25</u>
Maintenance Control - - - - -	<u>26-27</u>
Maintenance Standardization Team - - - - -	<u>27-29</u>
Quality Control - - - - -	<u>29-30</u>
Wing Logistics - - - - -	<u>30-33</u>
Wing Supply - - - - -	<u>33</u>

1058

4
CHAPTER
1

1059

ORGANIZATION AND ADMINISTRATION

1060

5

M I S S I O N

The mission of the 303rd Bombardment Wing, Medium is too:

- (1) Man, train, and equip assigned units for the primary purpose of conducting long-range bombardment operations utilizing either atomic or conventional weapons.
- (2) Develop and maintain the capability to engage in effective air refueling operations.
- (3) Develop a mobility capability and train subordinate units to the degree required to permit overseas deployment and establishment of operations on short notice in any part of the world, as directed by higher headquarters.
- (4) Support the Air Reserve and National Guard programs in accordance with instructions from higher headquarters.
- (5) Be prepared to participate in disaster relief and other domestic emergencies.
- (6) Perform such special missions as directed by higher headquarters.

The commander of the 303rd Bombardment Wing, Medium is responsible for exercising command jurisdiction over, and conducting the operations and training of, assigned units in accordance with policies established by higher headquarters. In execution of these responsibilities, the wing commander performs the functions contained in SAC Regulation 20-15.

O R G A N I Z A T I O N

This history constitutes the nineteenth report since the conversion of the 303rd Bombardment Wing, Medium to B-47 aircraft. Activities in general and the current status of the "Combat Ready" Wing for the month of July 1954 are reflected herein.

1061

C O M M A N D

During the temporary absence of Colonel Lloyd D. Chapman, 303rd Bombardment Wing, Medium, Deputy Commander, Colonel Ira V. Matthews, ^{1/} was assigned additional duties as Acting Deputy Commander of the Wing.

I N S P E C T O R

Inspection of Unit Fund Records and Property in all units assigned to the 303rd Bombardment Wing was accomplished on 14 - 15 July. One special subject was closed out during the month of July, "Repair and Accounting of Reparable Property in accordance with Air Force Letter 121-7. A request was submitted to Fairford England to have the Unit Fund Checks of the 358th, 360th Bombardment Squadrons and the 303rd Periodic Maintenance and the 303rd Field Maintenance Squadrons. A personal conference period was held by the 303rd Bombardment Wing Inspector on 22 July 1954, there was one complaint to record. Daily assistance was rendered to squadron commanders in reference to administrative problems and interpretations of requirements of various directives.

C O M P T R O L L E R

As of 31 July 1954, 377 Officers were authorized in the Wing, 314 of which were assigned in their required specialties. Officer MIRS remained unchanged at a percentage of 83.3. A total MIRS of 71.2 percent was realized for airmen with 1610 airmen authorized and 1150 assigned in required specialties. There were a total of 44 airmen eligible to reenlist throughout the wing during the month of July. Thirty five of these reenlisted for a rate of 79.5.

^{1/} 303rd Bomb Wing General Order Number 20, 25 August 1954. Appendix B.

7

During the month of July 1954 a total of eight Reports of Survey were registered. The total cost was \$6,547.73, this resulted in .9 surveys per thousand personnel, and an average cost of \$818.00 per survey. A total of 1572 B-47 Flying hours were required during the month of July with a total of 1255 hours utilized. A total of 587 KC-97 aircraft flying hours were required during July with 543 hours being utilized. A total of 148 RBS Radar Bombing runs were accomplished in May, 91 in June, and 127 in July for a total of 366 runs, the average index of these runs was 48.3 percent. There were 120 Visual runs accomplished for an average index of 63.6 percent. A total of 46 long range cruise control legs were accomplished during the month of July 1954, the average raw score was 1.9. Forty Bombardment Crews and 18 Air Refueling Crews were combat ready for the month of July 1954.

C H A N G E S I N K E Y P E R S O N N E L

There were three changes in the 303rd Bombardment Wing Roster of Key Personnel for the month of July 1954. Captain John D. Hampton was appointed duty as Wing Adjutant effective 22 July 1954, vice Captain David A. Neill relieved. ^{2/} Lieutenant Colonel Myron P. Lewis was assigned as Commander of the 303rd AEM Squadron, vice Lieutenant Colonel Russell E. Dougherty, and ^{3/} Captain Kenneth L. DeHaven assumed command of the 303rd Bombardment Wing Tactical Hospital, ^{4/} vice Major William S. Gaines relieved.

^{2/} 303rd Bomb Wing Special Order Number 141, 22 July 54, Appendix C.

^{3/} 303rd Bomb Wing Special Order Number 132, 9 July 54, Appendix D.

^{4/} 303rd Tactical Hospital General Order Number 4, 1 July 54, Appendix E.

1063

CHAPTER
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1064

P E R S O N N E L

1065

P E R S O N N E L^{1/}

OFFICER:

The Officer Section, 303rd Directorate of Personnel nominated personnel for overseas and Zone of Interior assignments during the month of July. Nominations for overseas and Zone of Interior were as follows: One to USAFE, one to 5th Air Force, three KC-97 crews to the 9th Air Refueling Squadron three to AC&SS, two B-47 crews were transferred to Smoky Hill AFB, Kansas, one to 98th Bomb Wing, one to Eglin AFB, Florida and one to Pilot AOB Training. A total of seventeen officers were lost during the month. Also during the month two crews were sent to Stead Air Force Base, Nevada for the purpose of attending advanced survival training. During the month of July this headquarters received two quotas for B-47 Transition Training, and five quotas for ECM Indoctrination Course. Two officers were attending this course of instruction.

AIRMEN:

On 25 June 1954 this headquarters received information on the July Airmen Proficiency Testing Period for the 25, 32, 36, 42, 53, 55, 56, 72, 75, 77, 81, 92, 94 and 95 Career Fields. Testing was scheduled for the period beginning 20 July 1954 lasting through 24 July 1954. Organizations within the Wing submitted names of the airmen eligible and who desired testing. This headquarters forwarded the information to 36th Air Division Headquarters where the testing was conducted. During the month this headquarters forwarded forty seven requests for Reclassification on

^{1/} Information reported by Major Robert W. Bouknecht, Director of Personnel.

airmen assigned this wing to higher headquarters. The majority of the reclassification was normal upgrading from the three skill level to the five skill level. Twenty six airmen were placed on formal OJT (On the Job Training) during the month of July. Six airmen PAFSC 43151J met the Base Classification Board during the month of which five will be awarded PAFSC 43171J. Incoming personnel (maintenance) are being screened for experience in "Dock Maintenance Inspection" and those found qualified or are potentially qualified are being assigned to the Periodic Maintenance Squadron to inspect 303rd Bombardment Wing Aircraft. A survey was conducted of the skill level of personnel assigned to the Wing with the following results: Comparing authorized skill levels against assigned, it was determined that the Wing is short in the supervisory and senior level (7-5) and over airmen in the apprentice and helper AFSC's. This overage in apprentice and helper level personnel is due, mainly, to improper duty assignments and secondly to lack of skill on the part of the individual to perform duty at the higher level of skill. Immediate action is being taken to eliminate these problems.

During the month of July eighty-nine airmen were assigned to the 380th Bombardment Wing, Cadre to be installed at Lincoln Air Force Base, Nebraska making a total of ninety-two airmen assigned as of 31 July 1954. This headquarters is required to furnish a total of one hundred and forty six airmen to the Cadre there. The cadre will be withdrawn in increments beginning 1 December 1954.

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OPERATIONS AND TRAINING

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ASSIGNED MISSIONS EXERCISES PROJECTS

During the month of July 321 Radar Bomb Score runs were accomplished, of these runs 127 record radar runs were made for a CEA of 2035 feet and a CEP of 1600 feet. This is considerable improvement over the previous month's results. There also was a great improvement in the record visual RBS, the Wing having 24 runs for a CEA of 1009 feet and a CEP of 885 feet. Thirty seven visual releases were made with a CEA of 826 feet and a CEP of 839 feet. Less than four percent of the record radar runs were gross errors. Thirty percent of the runs were below 1000 feet, 65 percent of these runs were below 2000 feet, 81 percent below 3000 feet, 90 percent below 4000 feet, and 94 percent below 5000 feet. A total of 36 Night Celestial legs were accomplished for a CEA of 17.5 NM and two day celestial legs were made for a CEA of 13.5 NM. The 303rd Air Refueling Squadron accomplished 28 night celestial legs for a CEA of 11 NM and three day celestial legs for a CEA of 9 NM. During the month of July an Evaluation Mission was flown on San Antonio, Texas. The purpose of this exercise was:

- (1) To determine the current radar bombing capability of the 303rd Bombardment Wing.
 - (a) Using motion pictures and radar motion picture trainer in lieu of a radar simulation plate and ultrasonic trainer.
 - (b) Utilizing a prediction made by the 15th Reconnaissance Technical Squadron prediction in lieu of one made by the wing prediction team.
- (2) To compare the radar bombing accuracy of B-47 crews at various levels of experience and training.

(3) To determine the effort of different altitudes and air speeds on B-47 bombing accuracy.

(4) To determine the grid navigation capability of the 303rd Bomb Wing.

This wing made 22 runs on the above mission and obtained a CEA of 3054 and a CEP of 2285 feet. The scored grid photos showed a CEA of 17.5 NM and a CEP of 21.1 NM.

During the first two weeks of July the main effort was turned toward the Evaluation Mission flown on San Antonio, Texas. The mission was originally scheduled to be flown on the 19th, 20th, 21st, and 22nd of July. The last day was to have been for make up purposes and as many aircraft and crews as could successfully employed, within the limits of the wing capability, were to fly the mission. Due to unforeseen obstacles, the date was extended to the following Monday, 26 July 1954. It was flown as scheduled and the Target Development Section was able to accomplish the scoring, as well as report preparation and submission without experiencing difficulties. It was very apparent during this mission that the service from the photo lab was not nearly as timely, as that given to the wing while on temporary duty in England. This can be attributed to the fact that a more obsolete method of film processing, done by hand, is used in the Davis-Monthan Air Force Base Photo Lab than at the overseas station. Though an automatic film processing machine is installed in the lab, they were reluctant to utilize it for fear of risking loss of several rolls of film simultaneously, if the machine should become inoperative and the film overdeveloped while still in the chemicals.

In addition to a slower processing method, there are two units, namely the 43rd Bomb Wing and the Strategic Evaluation Squadron on the base, which require as high, or higher priority in the accomplishment of their film needs.

A new method of target study for the observers was utilized in the afore mentioned mission. This system employs the use of a standard 16mm motion picture projector, which in effect projects the image on the backside of a glass screen, mounted in a viewing box, into which the observer is peering, from the front side. The screen is translucent, thereby allowing the observer to view the radar scope version of the IP Target Run, as though he were flying the bomb run himself. A high and low gain version of the bomb run is presented to give the observer a simulated effect of changes of the target under the two conditions. Approximately 16½ hours of target study, on the average, was given to each observer. Five projectors were utilized in order to train more observers in a comparatively short period of time.

Fifty target folders on San Antonio were prepared, containing all allowable materials as prescribed by competition rules, and placed in each folder. Actual radar scope photos of the target were not allowable for study material, however, scope photos were made of the specially prepared radar prediction plate on San Antonio, and included in the folders. The balance of the activity in July was devoted to normal duties such as preparation of target materials on domestic sites scoring of film and the submission of regular reports on the foreign and domestic target materials. There a total of 108 rolls of radar film processed through the section, from which 87 camera runs and 69 Form I's were scored.

FLYING TRAINING GENERAL

During the month of July the 303rd Bomb Wing had several higher headquarters ordered missions which included Four Wolf Pack missions, each requiring four B-47 aircraft and four KC-97 aircraft for refueling support. One check point exercise was flown in conjunction with the Air Defense Command on the 10th and 11th of July. Six B-47 aircraft and seven KC-97 aircraft were used for this mission. These two commitments were for Air Defense Command practice and very few 50-8 requirements were accomplished. Operations "Nightrider" was flown on the 26th, 27th, 28th, and 29th of July as a Wing Evaluation exercise. All three tactical squadrons were equally represented. Five crews were committed to individual crew evaluation with the 3908th Strategic Evaluation Squadron during the month. Prior to the end of the month, the evaluation was completed and the crews were returned to their respective squadrons.

The Wing Control Room is now in full operation with the complement of a UHF set. Qualified personnel at this time is one of the major problems we are faced with for a 24 four operating schedule.

DIRECTORATE OF OPERATIONSOPERATIONAL PLANS:

Briefing and flights for project "Wolfpack", in accordance with 15AF Operations Order 15-54, on July 5, 14, and 16th were continued. A total of 12 aircraft were involved. Reports as required by ADC were forwarded from this office on schedule. A verbal report from the Project Officer at George Air Force Base commented on excellent cooperation of the 303rd Bomb Wing and the success of the missions flown. On 9 June, amendment

number two to Operations Order 50-54 (Emergency War Plan) was received and work was started immediately on reworking all flight plans and fuel logs. Deletion of some targets and addition of others made this necessary. A reassignment of all crews was accomplished with primary, secondary, and alternate target assignments.

On 9 July 1954 a briefing was conducted for 16 crews scheduled to fly operation "Check-Point"^{1/}, in accordance with 15AF Operations Order 25-54, Operation "Check-Point", 16 aircraft were scheduled to fly the 10th and 11th of July. Fourteen completed the mission as briefed. Reports as required were forwarded from this office on 11 July 1954.

On 17 July 1954, 15AF Operations Order 21A-54 was received and 303rd Bomb Wing Operations Order 21A-54, "San Antonio Evaluation"^{2/} was completed and distributed on 20 July 1954. Briefing for this mission was conducted on 24 July and mission dates were 27 through 30 July 1954.

ECM AND COMMUNICATIONS:

During the month of July communications briefings were conducted for the last two phases of Operations Order 15-54, project "Wolfpack". Coordination with CAA by means of the El Paso Air Traffic Control Center was also accomplished. Communications flimsies were prepared and distributed for Operations Order 25-54, exercise "Check Point". Crews were briefed on the communications procedures to be utilized for this mission. All participating crews were then interrogated subsequent to their landing at Davis-Monthan Air Force Base. Communications flimsies were also prepared for Operations Order 21A-54. Crews were briefed prior to take-off

^{1/} 303rd Bomb Wing Operations Order 25-54, 3 Jul 54, Appendix F.

^{2/} 303rd Bomb Wing Operations Order 21A-54, 8 Jul 54, Appendix C.

and interrogated subsequent to landing at Davis-Monthan AFB. Approximately thirty five telephone movements or new line installations were completed during the month of July, this includes the installation of several GFP (Government Full Period) phones which give the wing quicker service because of the direct connections.

INTELLIGENCE:

The Estimates Section briefed and interrogated all missions flown under Operations Orders 15-54, 21A-54 and 25-54. Briefings for Operations Order 15-54 were conducted at squadron level with Wing Intelligence Personnel presenting the intelligence aspects of these missions. Briefings for Operations Order 25-54 and 21A-54 were presented at wing level by the Wing Briefing Team. All briefing aids for Wing presentations were prepared by this section. In accomplishing the mission briefings this section briefed and interrogated a total of 68 crews. As requested the Fifteenth Air Force, a formal EWP flak analysis estimate was prepared and delivered to Headquarters 15th Air Force. Another formal flak analysis was prepared as required by 15th AF Operations Order 21A-54. This analysis was based on a hypothetical flak situation existing in the target vicinity. Also during the month the wing sanctioned the use of transparency aids, the Wing Evaluation Mission was briefed with transparency overlays. The use of this briefing aid will reduce the three fourths the time and personnel required to prepare briefing aids.

During the month of July the Operational Intelligence Branch continued with the 15th Air Force ground training requirements and the following

progress is reported for the month:

SUBJECT	HOURS	ATTENDANCE
1. Aircraft Recognition	24	Combat Crews
2. Psychological Warfare	8	Combat Crews
3. Psychological Warfare	16	Non-Combat Crews

The Intelligence Ground Training program is 45 percent complete for Combat Crew personnel and 65 percent complete for Intelligence personnel. There were 19 reaccomplishments made in the P-2 program and there were 15 new P-2 forms completed.

GUNNERY:

A total of 16 gunnery sorties were flown during the month of July with an average fire-out percentage on these missions of 65 percent, three combat crews completed satisfactorily the gunnery portion of the scheduled SAC Crew Evaluation, eighteen co-pilots accomplished OQ training exercises and 48 hours of training exercises on TIA tail radar trainers were accomplished by co-pilots of the 303rd Bombardment Wing.

MUNITIONS:

During the month action was taken to obtain and reproduce bombing tables for the 250 pound, practice AN-M57 bomb with conical fin, action was also taken to secure performance data on the 250 pound bombs when released at high speeds and altitudes. Practice M64A1 500 pound bombs for the forthcoming bombing competition were also reserved. Passive Defense Training with Division Ground Training was also coordinated.

Notification was received by the Wing Munitions Officer of selection to attend the U.S. Naval Land Ordnance Disposal Course beginning 8 November 1954 at Indian Head, Maryland.

SPECIAL WEAPONS:

During the month of July special emphasis was placed on the refresher training of the 303rd AEM Squadron personnel in Ringout, Posy loading, and aircraft loading techniques. Interrogation of a portion of the 43rd Aviation Squadron personnel into the 303rd AEM Squadron required that the Special Weapons section indoctrinate these personnel in aircraft familiarization, weapon test and monitor equipment and the utilization of this equipment in AEM operations.

Combat crews scheduled to attend the SAC Evaluation School during this period were given the additional training and loadings that are required to prepare these crews for the evaluation. The 303rd Special Weapons Section sent one member as an observer with the 43rd Bomb Wing to Limestone AFB to survey the special weapons facilities of that base in preparation for the forth coming operation of the 303rd Bombardment Wing through there.

GROUND TRAINING:

Aircrew Training Phase II was conducted during the month of July in which a total of 99 aircrew personnel were scheduled to attend this course. A total of 68 aircrew personnel have completed this course during the month of July making a total of 129 aircrew personnel in the wing who have now completed this type of training. Non-Aircrew training also started during the month of July in which a total of 297 non aircrew personnel were scheduled to attend the course. During July a total of 235 non aircrew personnel completed the course of training. Carbine firing was conducted in July for 303rd Wing personnel, a total of 384 personnel were scheduled to fire with a total

of 188 personnel completing the firing for the month. OQ Range training was conducted during the month of July with 16 personnel scheduled to attend. There were 2,856 manhours utilized at the B-47 WED during the month of July. A class was scheduled for B-47 Aircrew Refresher for Aircrew personnel. Classes were conducted during the month on 66-14 and 65-2 training, there were 80 maintenance personnel scheduled for this course, 41 attended this type training.

FLYING SAFETY:

A Wing Flying Safety Meeting was held in the Foxhole for all rated personnel, Saturday, 31 July 1954, Captain Harry W. Anderson, Assistant Wing Flying Safety Flying Officer, discussed "proper taxiing and parking procedure and a brief outline, "how to submit an incident report", on the viewpoint and of the pilot and maintenance personnel. Mr Pressnell, General Electric Representative, discussed the use of the anti-stall switch, and Mr West, Boeing Technical Representative, discussed "fuel in the camera, battery, and drag chute compartments. All Squadron Flying Safety Officers submitted their monthly activity reports for July 1954. Information extracted from these reports revealed that: Each squadron conducted at least one flying safety meeting during the month of July for all rated and maintenance personnel. All incident reports sent from the Wing Flying Safety Office, were brought to the attention of all personnel concerned. The findings, conclusions, and recommendations of the investigating officer on the minor aircraft accident involving B-47E, S/N 51-5217, on 24 June 1954, at Davis-Monthan AFB, was brought to the attention of all rated and maintenance personnel. In the 358th

Bombardment Squadron a serious accident could have occurred recently when a crew experienced a compressor stall at 30,000 feet during practice stalls with the engine stall prevention switch off. Since the maximum EGT was not known, the engine was disassembled for inspection. A groove 5/16 inch deep was found around the turbine wheel. It is estimated, had the stall been allowed to continue for seconds longer, the turbine wheel would have disintegrated and resulted in an accident similar to the one which occurred during air refueling in December of 1953. It is recommended that use of the ESFS and the seriousness of compressor stalls be reviewed for all flight crews - It should be pointed out that compressor stalls can still occur with the ESFS on and that close monitoring of engine instruments is extremely necessary during any maneuver requiring excessive throttle movement. Action taken regarding this incident: (1) An emergency Unsatisfactory Report was submitted, A SAC Form 5 (Incident Report) was also submitted. In the 303rd Air Refueling Squadron, AFR 62-10 and related wing directives have been re-read to all personnel. A more satisfactory parking system is being devised to facilitate the ground handling of aircraft.

CHAPTER
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1080

M A T E R I E L

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MAINTENANCE CONTROL

A staff visit by the 15th Air Force Inspectors during the month of July has proved very beneficial to the 303rd Job Control Section. The inspectors pointed out several improvements that should be incorporated by the section, the major one being the employment of the new type specialist dispatch boards. These boards are now under construction and are to be in use during the month of August. It was decided that the control room would have to be in operation 24 hours a day, hence the normal day shift had to be spread out to cover this period. Additional personnel are expected to be assigned in the near future to assist in this new work load. Special attention continues to be given to the aircraft selected for evaluation by the Strategic Evaluation Squadron as well as other special missions as directed by higher headquarters.

During the Month of July the Supply Liaison Section began compiling a Master Listing of all items used by the Wing in aircraft maintenance and at the same time preparing new Bench Stock Lists and pre-issue lists. This project is now in the publication stage, the method used to compile these listings was to screen all stock records cards for consumption, interchangeability and useage.

Twenty seven new technical orders were processed and initiated by the Aircraft Records and Technical Order Compliance Section during the month of July. These technical orders were entered in all AF Form 60A, 60B, and 61's. Approximately 1188 entrys were required to be made in the aircraft records, also approximately eight hundred compliances were recorded in the aircraft records. The revision of AF Form 1 Part V for the KC-97 aircraft

was accomplished during the month of July and the AF Form 1 Part V for the B-47E aircraft is a special subject for the month of August accomplishment. The B-47 aircraft technical order rate for the wing on the 31st of July was: 1037 total Tech Orders with a 23.6 average and a 13.8 working average. For the KC-97 aircraft the Technical rate for the wing was: 288 total tech orders 14.4 average and a 2.5 working average. The Reports and Analysis Branch was also visited by the 15th Air Force Inspectors, Manhour and status reporting procedures were checked. Malpractices noted in Time Cards accomplishment have been eliminated by inspections performed on Maintenance activities by members of the Analysis Branch and subsequent corrective action taken by squadron on discrepancies noted in inspections. Continued emphasis will be placed by members of this branch to insure compliance with existing directives.

MAINTENANCE STANDARDIZATION TEAM

The Maintenance Standardization Team has been assigned a Senior Communications Navigation Mechanic, a Communications Navigation Supervisor and a Turret Systems Supervisor, the team is now fully manned and the work load of this section is more evenly distributed. SAC Timely Subject Number 10 (Maintenance Practices and Ground Safety Precautions) has been a continuing project for the Team this month. Deficiency reports were submitted and "on the spot" corrections made when applicable.

Investigation of causes for aircraft failing to take off as scheduled has taken up considerable time, but has shown the importance of accurate aircraft status reporting by the flight line to Maintenance Control.

Progress is being made on the Technical Publications Familiarization program, charts have again been sent to all maintenance organizations of the 303rd Bomb Wing and when the master list has been completed and the categories established on the required reading, all sections will have current publications listed on their familiarization charts. Surveys were made on the utilization and parking of aircraft ground servicing equipment, power units, maintenance stands, etc. Maintenance Instruction Letters are being drafted and old directives revised to incorporate the improved methods which have resulted from the survey. The shortage of transportation has made it necessary that we establish a parking plan for the large power units such as the Marathon, to eliminate as much as practicable all movements of these units. Such a plan has been devised utilizing more extension cables on the power distribution system. Authorization for additional extension cables is pending.

Ground Training commitments for the maintenance personnel throughout the wing for the month of July have been high, some squadrons had as many as 35 percent of their assigned personnel complete MTD, classroom lectures, and other ground training classes during the month. Factory technical representatives have helped train out many deficient areas of substandard maintenance.

The Maintenance Standardization Team Advisory Committee meeting was held on the second Tuesday of the month, this was the first meeting to be conducted since the return of the Wing from TDY. The meeting covered an outline on objectives and responsibilities of the members. Current maintenance problems were discussed and some very worthwhile suggestions

were brought up which have resulted in better understanding and coordination between the maintenance organizations of the wing. This advisory committee was formed during the TDY of the wing and is outlined in the 303rd Bombardment Wing Maintenance Instruction Letter 00-30^{1/}. It is hoped that these meetings will improve the relationship between squadrons and effect a coordinated effort by all to improve the quality of maintenance in our wing.

Q U A L I T Y C O N T R O L

During the month of July a special project was started by the Quality Control Section on the condition of the flight line and special items on the aircraft. This project concerns watching for grounding of aircraft, fire bottles, being in position and other items being carried in the Form 1, Parts II and III of the aircraft. This section made a complete inspection of all ground power equipment assigned the Wing for the Wing Air Inspector; One sergeant went TDY from this section to assist in the movement of an aircraft to the depot. This aircraft had extensive damage done when the rear gear collapsed while awaiting take-off. During the month of July the Quality Control Section conducted a total of 91 inspections.^{2/}

The Test Flight Unit of Quality Control supervises the test flying of 17 aircraft during the month of July, the test flight crews were briefed before flight and then debriefed after test flight. All Aircraft test flown were monitored by this unit until they were released to the tactical

^{1/} 303rd Bomb Wing Maint Instruction Letter 00-30, April 1954, Appendix H.

^{2/} Breakdown of Inspections by Quality Control for July 54, Appendix I.

squadrons. The Unsatisfactory Reports Unit of Quality Control for the month of July processed a total of 147 reports consisting of 120 for Armament and Electronics, 19 for Airframe, seven for Engines and one emergency.

W I N G L O G I S T I C S

On 1 July a Fifteenth Air Force 15-014 Report was submitted to DM2M, Headquarters Fifteenth Air Force, this report outlined the tentative requirements for airlift for the impending August maneuver involving all aircraft of the Wing. Detail of the maneuver has not been received.

On 6 July this section received notification from the 303rd Director of Operations that 45 B-47 aircraft would deploy to Limestone AFB in three increments of 15 each over a three day period beginning 11 August. The first increment would depart Limestone, after 24 hours ground time, and proceed to Eielson, AFB, Alaska, returning to Davis-Monthan AFB after a 24 hour ground time at Eielson. The second and third increments would depart Limestone AFB, after 24 hours ground time, and proceed to Davis-Monthan AFB on a profile mission. On this same notification, it was noted that thirteen KC-97 aircraft would deploy to Harmon AFB on 11 August for Refueling support of the B-47's, returning to Davis-Monthan subsequent to return of the B-47's, and that seven KC-97's would deploy to Eielson on the same date, returning to Davis-Monthan after departure of B-47's from Eielson. Immediately after receiving this information, plans were formulated for a Control and Enroute Maintenance Teams at Harmon and Limestone, and a Control and Maintenance Task Force at Eielson. For the special

enroute kit of spares, the Supply Liaison Officer was requested to furnish the Air Refueling Squadron Supply officer with a list of spares for KC-97 aircraft required for the mission, the 360th Bomb Squadron supply officer with a list of spares for B-47 for Limestone, and the 359th Bomb Squadron supply officer with a list of B-47 spares for Eielson. Each of these supply officers were requested to forward AF Form 446's for items in the enroute spares list to the Base Supply Officer with a deadline delivery date of 7 August 1954.

Twenty four copies of SAC Manual 400-1a, dated June 1954 were received on 8 July 54, this supersedes SAC Manual 400-1 and all changes thereto, embodies the new Staging Team concept for both bombers and tankers, and prescribes drastic change in the phased deployment of personnel and material. Headquarters Fifteenth Air Force placed a deadline date of 27 August on Change Number 4 to the 303rd Bomb Wing Mobility Plan, a change occasioned by SAC Manual 400-1a.

Fifteenth Air Force Message DOOPO 2445 (SECRET) was received on 14 July which deleted the requirement for thirteen KC-97's of the 303rd Air Refueling Squadron at Harmon. The 303rd Air Refueling Supply Officer was notified to cancel requisitions for the enroute kit of spares to Harmon, and a new 15th Air Force 15-JUL4 Report was submitted to Headquarters 15th AF, ATTN: DM2M. A Task Force of 266 personnel and 24,200 pounds of equipment was planned for Eielson, and Control and Enroute Maintenance Team of 287 personnel and 25,561 pounds of equipment was planned for Limestone.

On 15 July a list of personnel by AFSC and organization planned for

Limestone and Eielson was sent on disposition forms to each unit involved in the maneuver, requesting that names be submitted, for each AFSC listed, to the Logistics Officer NLT 21 July.

In accordance with recommendations of a survey party which visited Limestone, a corrected Fifteenth Air Force 15-UL4 Report was submitted on 17 July, ATTN: Dm2M at 15th AF increasing the materiel requirements by 4,000 pounds. Eielson requirements remained the same.

On 27 July the Logistics Officer went to Headquarters Fifteenth Air Force as a member of a briefing team to brief the Commander, Fifteenth Air Force on 303rd Bomb Wing plans for the maneuver to Limestone and Eielson. Due to commitment of aircraft to Bombing Competition (2 ea) and Strategic Evaluation (5 ea), a request was made of General Terrill to reduce the commitment of 32 aircraft (70% of aircraft possessed) to 25 at Harmon and cancel the Eielson exercise.

On 30 July Fifteenth Air Force message DM2M 2923 (CONFIDENTIAL) was received by the Logistics Section which was a notification that the 303rd Bomb Wing would be required to participate in a 15-day staging exercise to Guam on or about 1 November 1954 with 15 B-47's and 7 KC-97's. The B-47's would land at Hickam, refuel, and proceed to Guam with a refueling between Hickam, and Midway utilizing 303rd Air Refueling KC-97's bases at Midway for refueling support. KC-97's would proceed to Guam subsequent to completion of B-47 refueling. Tentative plans for this exercise were started on 31 July 1954.

The Logistics Officer was assigned an additional duty as Vehicle

Liaison Officer for the 303rd Bomb Wing, also during the month of July the supply NCO was transferred to the Supply Liaison Unit of Maintenance Control, which left the Logistics Section with one NCO with primary duty in this section. A senior clerk has been assigned to this section, but his duties are with the Administrative Section of the Director of Materiel and Wing Supply Section fifty percent of the time.

As of the end of the month the Materiel and Personnel portions of the Staging Team section of Change four to the 303rd Bombardment Wing Mobility Plan was completed.

W I N G S U P P L Y

During the month of July Amendment 3 to Vol IV, AFM 67-1 was received, this amendment completely revises the systems of accounting for organization property. It deletes the UPREAL and Plant Account and established a uniform card system for accounting for all unit in-use property. Considerable time has been spent in this section studying these changes, revising Wing directives to coincide with the new procedures and informing the units of the wing of the provisions of the amendment.

During July the distribution of personnel in the Supply Career Field assigned to units of this wing was carefully studied and several transfers were made, within the wing, to provide a more equitable distribution of experienced personnel.

Initial distribution of SAC Form 310, "Organization Supply Inspection and Rating", was received during the month of July, this is a new form to be used for Unit Supply Spot Checks under the provisions of SAC Regulation 67-32. The form was given extensive study in preparation for the first inspection utilizing this form scheduled for 3 August 1954.

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303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	WILLIAM J. WRIGGLESWORTH	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	JOHN D. HAMPTON	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	KENNETH L. DEHAVEN	CAPTAIN
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	ROBERT W. BOUKNECHT	MAJOR
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIEL	MAX W. HENNEY	LT COL
HQ SQ SECTION COMMANDER	ROBERT W. BOUKNECHT	MAJOR
358TH BOMB SQUADRON COMMANDER	ALBERT J. BOWLEY	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	LT COL
303RD AIR REFUELING SQ COMMANDER	HENRY G. BUSSING	LT COL
303RD FIELD MAINTENANCE SQ COMMANDER DONAL B. CUNNINGHAM		MAJOR
303RD ARMT & ELECT MAINT SQ COMMANDER MYRON P. LEWIS		LT COL

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CORRECTED COPY - DESTROY ALL OTHERS

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 20)

ANNOUNCEMENT OF STAFF ASSIGNMENT

26 August 1954

1. COLONEL (0036C) IRA V MATTHEWS, 5 159A, United States Air Force, Regular Air Force, Headquarters 303d Bombardment Wing, Medium, is announced in addition to other duties as "Acting Deputy Commander," this wing, during the temporary absence of COLONEL (0036C) LLOYD D CHAPMAN, 4 862A, United States Air Force, Regular Air Force, effective this date.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert V. Morey
ROBERT V MOREY
1st Lt, USAF
Assistant Adjutant

JOHN D HAMPTON,
Captain, USAF
Adjutant

DISTRIBUTION: "B"

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 141)

22 July 1954

1. Fel named SGT & 1mm USAF 358 Bomb Sq M 303d Bomb Wg M are awarded the Good Conduct Medal w/o Clasp as indicated during pd of sv indicated as result of dnst of hon, effcy & fidelity by en SGT & 1mm concerned.

AUTH: 35-50 as amnd.

			FROM	TO
TSGT	FRANK Y GALVAN	AF 39 587 190	11 Apr 51	10 Apr 54
SSGT	WILLIAM J CARLSON	AF 17 328 321	13 Jul 51	12 Jul 54
SSGT	BILLY L DELOZIER	AF 18 384 610	15 Jan 51	14 Jan 54
SSGT	WILLIAM J GALASKA	AF 17 327 409	17 Mar 51	16 Mar 54
SSGT	JOSIEPH R GIOVINO	AF 12 360 313	19 Oct 51	18 Oct 54
SSGT	LOU E GOBLE	AF 17 299 075	3 Jan 51	2 Jan 54
SSGT	ALAN K QDUM	AF 13 384 576	25 Mar 51	24 Mar 54
SSGT	JAMES N RUSSELL	AF 19 398 858	11 Jun 51	10 Jun 54
SSGT	LLOYD B SABA	AF 13 401 879	22 Apr 51	21 Apr 54
SSGT	WILLIAM B TERRY	AF 11 228 976	24 Apr 51	23 Apr 54
SSGT	CSCAR C WENTZEL JR	AF 13 395 179	20 Mar 51	19 Mar 54
A/IC	RICHARD L BLAIR	AF 17 329 792	22 Mar 51	21 Mar 54
A/IC	JACOB M BROCKHALL	AF 33 238 441	17 Aug 50	16 Aug 53
A/IC	JAMES W CLYNCH	AF 11 227 944	18 Jun 51	17 Jun 54
A/IC	JOHN E STAMPER	AF 14 404 599	19 Jun 51	18 Jun 54

1ST CLASP

MSGT	CLAYTON H BODINE	AF 39 087 895	30 Jun 51	29 Jun 54
MSGT	FORREST D CRAMER	AF 15 221 195	1 Apr 51	2 Apr 54
MSGT	WOODROW W DALTON	AF 18 043 899	24 Jun 50	23 Jun 53
MSGT	OTTO J LINSS	AF 6 718 557	21 Jul 50	20 Jul 53
MSGT	HERBERT K NEWTON	AF 35 132 472	5 Mar 49	4 Mar 52
TSGT	GEORGE J BOUCHER	AF 11 164 177	17 Dec 49	16 Dec 52
TSGT	DOUGLAS L NORRIS	AF 14 290 058	8 Jun 51	7 Jun 54

2ND CLASP

M SGT	CLYDE E SHARP	AF 39 854 074	28 Feb 49	27 Feb 52
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2. VOOcmr 19 Jul 54 1ST LT (1234C) BENJAMIN J DZIUBA AO 1 909 275 USAF(AFRes) 303d AR Sq 303d Bomb Wg M dsd an "Instr Flt Exam" for 303d AR Sq 303d Bomb Wg M in KC-97G type acft, eff 19 Jul 54. ESF/O.

3. CAPT (1245Z) PAUL R HOUSER 25 867A USAF(RegAF) 359 Bomb Sq M 303d Bomb Wg M dsd "Acft Comdr in B-47 type acft."

4. CAPT (7024) JOHN D HAMPTON AO 718 948 USAF(AFRes) this hq aptd prim dy as "Wg Adj", for 303d Bomb Wg M, eff 22 Jul 54, vice CAPT DAVID A NEILL AO 591 008 US F(AFRes) this hq reld.

5. LT COL RUSSELL E DOUGHERTY 9 985A USAF(RegAF) this hq is atchd 358 Bomb Sq M 303d Bomb Wg M for purpose of fly and dwg of personal equip only, for infinite period.

(cont)

SO 141 Hq 303d Bomb Wg M (SAC) DWAFFB Tucson, Ariz 21 Jul 54 (cont)

6. 2ND LT GENE T BERRY AO 3 033 929 USAF(AFRes) reld asgmt & dy w/Hq 303d Bomb Wg M and trfd asgd WP 358 Bomb Sq M 303d Bomb Wg M, for dy in DAFSC 1231B. RUAT Comdr NLT 23 Jul 54 for asgmt to dy.
PCA. No tvl involved. LDCA: 25 Jul 54.

7. 2ND LT RICHARD F MORROW AO 3 033 949 USAF(AFRes) reld asgmt & dy w/Hq 303d Bomb Wg M and trfd asgd WP 359 Bomb Sq M 303d Bomb Wg M, for dy in DAFSC 1231B. RUAT Comdr NLT 23 Jul 54 for asgmt to dy.
PCA. No tvl involved. EDCS: 25 Jul 54.

8. MSGT NELL H SAWYERS AF 6 231 001 USAF this hq granted 6 days ordinary lv of abs eff o/a 2 Aug 54 & UCMR proper orgn & B.

BY ORDER OF THE COMELDER:

OFFICER:

JOHN D HAMPTON
Captain, USAF
Adjutant

Clifford Y. F. Liu
CLIFFORD Y. F. LIU
1st Lt, USAF
Asst Adj

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1098

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 132)

9 July 1954

1. M SGT (64173) VICTOR H MARTIN AF 19 021 194 USAF reld asgmt & dy w/358 Bomb Sq M 303d Bomb Wg M and trfd in gr asgd WP 303d ABM Sq 303d Bomb Wg M, for dy in AFSC 64173. RUAT comdr NLT 9 Jul 54 for asgmt to dy. PCA. No tvl involved. EDCSA: 10 Jul 54.
2. S SGT (64173) HUBERT DAVIS AF 34 641 051 USAF reld asgmt & dy w/303d ABM Sq 303d Bomb Wg M and trfd in gr asgd WP 303d ABM Sq 303d Bomb Wg M, for dy in AFSC 64173. RUAT comdr NLT 9 Jul 54 for asgmt to dy. PCA. No tvl involved. EDCSA: 10 Jul 54.
3. VComdr 8 Jul 54 MAJ (1245) JOHN J IRBY 7 422A USAF(RcgAF) Hq 303d Bomb Wg M dsd an "Instr Flt in B-47 Acft." AUTH: SAC Reg 60-7, dtd 30 Oct 53.
4. S SGT JACK H WOOLBRIGHT AF 14 299 029 USAF Hq 303d Bomb Wg M granted 7 days ordinary lv of abs off o/a 10 Jul 54 & UCWR proper orgn & B.
5. Par 1 SO 129 this hq es as pertains to trf of CAPT (3054) HOWARD A HANDRAN AO 688 528 USAF(AFRcs) fr 303d ABM Sq 303d Bomb Wg M to Hq 303d Bomb Wg M, is revcd.
6. LT COL (1416) MYRON P LEWIS JR AO 663 389 USAF(AFRcs) reld asgmt & dy w/Hq 303d Bomb Wg M and trfd in gr asgd WP 303d ABM Sq 303d Bomb Wg M, for dy in DAFSC 3211 as "Commander." RUAT comdr NLT 12 Jul 54 for asgmt to dy. PCA. No tvl involved. EDCSA: 13 Jul 54.
7. MAJ (1525B) CHARLES L MAZE 11 341A USAF(RcgAF) Hq 303d Bomb Wg M placed on SD w/Maint Con Sec 303d Bomb Wg M, for dy in DAFSC 4341, off 12 Jul 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID A NEILL
Capt, USAF
Adj

Clifford Y P Liu
CLIFFORD Y P LIU
1ST LT, USAF
Asst Adj

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HEADQUARTERS 303RD TACTICAL HOSPITAL
303RD BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 4)

1 July 1954

ASSUMPTION OF COMMAND. -- Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 303rd Tactical Hospital, 303rd Bombardment Wing, M (SAC), effective this date.

DISTRIBUTION:
D

Kenneth L. Dehaven
KENNETH L. DEHAVEN
Capt, USAF (MC)
Commander

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

OPERATIONS ORDER

NUMBER 25-54

3 July 1954

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CLASSIFICATION SECRET
 AUTHORITY Comdr 303d BW
 DATE 3 July 1954
 INITIALS [Signature]

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Davis-Monthan Air Force Base, Arizona
 3 July 1954

OPERATIONS ORDER 25-54

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303d Air Refueling Squadron	Lt Col Henry G. Bussing

1. GENERAL SITUATION: ADC will conduct their annual summer exercise during the period 9 July through 11 July 1954. Fifteenth Air Force will be part of a simulated aggressor force penetrating all critical air defense areas in the United States, plus NEAC, Alaska, and Canadian areas. This is a canned mission and is not designed to test the tactics and/or techniques of the 303rd Bomb Wing. The exercise is designed so as to provide maximum training benefits for forces involved in the air defense of the United States and its approaches. This is exercise "CHECK POINT".

a. Intelligence. See Annex A.

b. Friendly Forces:

(1) Air Defense Command:

(a) Provide defending fighter force within the United States.

(b) Coordinate salient features of this exercise with the Royal Canadian Air Force Air Defense Command, Alaskan Air Command, Northeast Air Command, United States

303 BW M
 Ops O 25-54
 3 Jul 54

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Army, Civil Aeronautics Administration, United States Navy, and other participants.

- (c) Provide Air Defense Identification Zone clearance for Strategic Air Command aircraft involved in this mission.
- (d) Assure that all interceptor force pilots are qualified in accordance with ADC Regulation 51-4 and SAC Regulation 51-6, 15 February 1954. Interceptor aircraft attack angle will be based on relative flight paths of the aircraft with no attack angle greater than 90 degrees from stern of strike aircraft.
- (e) Arrange for admittance of all SAC observer's to ADC sites during this exercise.
- (f) Disseminate emergency recall code word.
- (2) Alaskan Air Command:
 - (a) Provide air rescue facilities as required.
- (3) Northeast Air Command:
 - (a) Provide air rescue facilities as required.
- (4) Air Rescue Service:
 - (a) Provide air rescue facilities as required.
- (5) First Weather Group:
 - (a) Provide forecasts and current weather information as required.
- (6) Military Air Transport Service:
 - (a) Provide air rescue facilities as required.

303 B' M
Ops O 25-54
3 Jul 54

2

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(7) 2d Air Force and 8th Air Force:

(a) Provide aggressor aircraft as directed by SAC

Operations Order 25-54.

2. MISSION: On 10 and 11 July 1954, the 303rd Bomb Wing will fly designated routes through the southwestern air defense system to provide training for air defense system forces. Units of this command are to derive the maximum training benefits from missions flown.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron

(1) Provide three B-47 aircraft and crews plus one ground spare for missions R3D and R3E on 10 July 1954 as indicated in Annex "C".

(2) Execute missions as indicated in Annex "C".

(3) Place one observer with the 27th Air Division (ADC), Norton Air Force Base, California.

b. 359th Bombardment Squadron

(1) Provide three B-47 aircraft and crews plus one ground spare for mission R57A on 11 July 1954 as indicated in Annex "C".

(2) Execute missions as indicated in Annex "C".

c. 360th Bombardment Squadron

(1) Provide three B-47 aircraft and crews plus one ground spare for mission R209E on 11 July 1954 as indicated in Annex "C".

(2) Execute missions as indicated in Annex "C".

d. 303rd Air Refueling Squadron

(1) Provide seven KC-97 aircraft and crews plus two ground

303 BWM
Ops O 25-54
3 Jul 54

3

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spares for missions R209D and R209F on 11 July 1954 as indicated in Annex "C".

- (2) Execute missions as indicated in Annex "C".

3X. GENERAL INSTRUCTIONS:

- (1) E-Day is 9 July 1954.
- (2) This exercise is not a test of SAC's capability to penetrate a defended area, therefore no analysis or evaluation of SAC tactics or techniques will be made.
- (3) Possible 24 hour delay or cancellation of various strike phases due to weather conditions will be determined between SAC and ADC 24 hours prior to implementation of each strike phase. Missions will be flown as outlined herein unless otherwise directed by this headquarters.
- (4) All times will be in GCT.
- (5) Aircraft will use current altimeter settings while at 23,000 ft or below, and will use 29.92 when 24,000 ft or above.
- (6) Aircraft running lights will be on during hours of darkness.
- (7) Fighter interceptor pilots will meet criteria established in ADCR 51-4 and SAC Reg 51-6.
- (8) Fighter attacks may occur at any time strike aircraft are within the "Unfriendly" area.
- (9) Required B-47 range extension will be accomplished through air refueling.
- (10) Air refueling for participating aircraft may be scheduled on an individual basis as required or for training purposes.

303 BW M
Ops O 25-54
3 Jul 54

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- (11) All B-47 aircraft will have a minimum fuel reserve of 12,000 pounds upon arrival over home station at completion of the mission. Fuel reserves for KC-97 aircraft will be 3,600 pounds.
- (12) Assembly and formation for strike aircraft will be as outlined in the current SAC Tactical Doctrine.
- (13) IFF equipment on Fifteenth Air Force aircraft will not be operated at any time during the exercise.
- (14) In event of an emergency, exercise will terminate by the use of code word which will be announced by separate classified message. Air defense units will require appropriate ground stations to transmit applicable code preceded by the word "Emergency" on designated military emergency channel. Strike aircraft upon receipt of code word message will alter flight from restricted or heavily populated areas and proceed to home stations.
- (15) Routes and designated times for control points will be adhered to as closely as possible.
- (16) Blank overlays of SP-7 charts have been distributed to participating units. Strike navigators will prepare route overlays thereon to include altitudes, times and interceptors encountered. In addition to the standard format contained thereon, overlays are to indicate:
 - (a) Zone of continuous air attack.
 - (b) Specific time of chaffing and duration.

303 BW M
Ops O 25-54
3 Jul 54

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- (c) Specific time of communication jamming and duration.
 - (d) If any part of a mass attack was flown as an individual aircraft.
 - (e) The completed overlays will be made available to the 303rd Wing Navigation Section in the Wing Headquarters Building within 24 hours after landing.
- (17) The mission designations contained in Annex D will be included in the remarks section of the flight plan. These designations will be substituted for nicknames ref SAC Reg 55-3, and will be used in all transmission with CAA and/or ADC; i.e., "This is Air Force 1234 CHECKPOINT SAC RAID 3 over Blythe Radio, etc. All aborting aircraft will cancel present flight plan with CAA and establish new flight plan to appropriate destination. Copies of Route Annex SAC Operations Order 25-54 have been furnished CAA to familiarize their personnel with routes, control times, etc.
- (18) Strike aircraft will be considered to be within "Unfriendly" area from start of strike routes as indicated in SAC Operations Order 25-54, until within approximately 200 miles of home station after attack on final city or airbase, as listed in SAC Operations Order 25-54. Normal position reports will be made at all times; except that when in the "Unfriendly" area position reports will be preceded by the phrase: "Check Point Exercise - do not pass to air defense radars". Aircraft clearances will have a cover sheet

303 BW M
Ops O 25-54
3 Jul 54

6

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clearly marked "Check Point Exercise - do not pass to radar between points indicated in Remarks Section". Remarks section of Form 175 will indicate points of entering and departing "Unfriendly" areas.

- (19) Requirements of SAC Reg 55-18 are waived for this mission.
- (20) All strike aircraft on night missions, upon detection of interceptor aircraft, will flash navigation lights off and on. In addition, identification procedures contained in the current editions of JANAP 158 will be implemented by use of the Aldis lamp.
- (21) "Military Necessity" will be used during this exercise and will be included on all flight plans covering areas under the jurisdiction of CAA. For other areas arrangements will be made in advance for altitude reservations. "Military Necessity" cannot be used in areas outside CAA jurisdiction.
- (22) For clearance purposes movement of aircraft may be treated as unclassified. Detailed information concerning this exercise will remain SECRET.
- (23) No press releases authorized except for those forwarded this station from Headquarters Fifteenth Air Force.
- (24) Maximum training is to be accomplished in conjunction with this mission.
- (25) Reports: As required by Annex "B".
- (26) KC-97 formation included in Annex "C" will be flown only

303 BN M
Cps O 25-54
3 Jul 54

7

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in daylight and under VFR conditions; otherwise, aircraft will adhere to the 1000' altitude separation provided.

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS:

a. Logistical support will be provided by home station of aircraft as required. This headquarters will be contacted for support airlift needed to provide engines for grounded aircraft.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

- (1) In accordance with SACCEI, applicable JANAP's, ACP's, and current Facility Charts except as modified herein.
- (2) Aircraft call signs in accordance with SACDAL.
- (3) Authentication in accordance with AFSAL 5104 ().
- (4) All ICAO requirements and procedures will be accomplished.
- (5) Emergency procedure in accordance with ACP 130, 135, JANAP 300, and current Facility Charts.
- (6) Navigational Aids will be as listed in current Facility Chart.
- (7) For the purpose of this exercise, HF 6738 kcs will be monitored by all HF equipped aircraft for any military emergency that may arise and to effect recall. In addition to monitoring a CAA frequency, all aircraft will monitor one of the following frequencies when not actually making CAA position reports: 121.5 Military Emergency, 133.20 GCI Common, 243.0 Military Emergency, 354.2 GCI Common.
- (8) Primary control stations will be Offutt, March, Eielson,

303 BN M
Ops O 25-54
3 Jul 54

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McChord, and Andrews; any other AACS may be used as a secondary.

WILLIAM J. WRIGGLESWORTH
Colonel, USAF
Commander

OFFICIAL:

E. G. Shelton
E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

DISTRIBUTION:

Comdr 36 ADiv, 1 cy
Comdr 303 BW, 1 cy
Comdr 358th BSq, 3 cys
Comdr 359th BSq, 3 cys
Comdr 360th BSq, 3 cys
Comdr 303d ARSq, 3 cys
Chf, Oprs Plans, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Obs Div, 1 cy
Chf, Intell Div, 1 cy
Proj Off, 303d BW, 1 cy
Unit Historian, 4 cys

303 BW M
Ops O 25-54
3 Jul 54

9

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
3 July 1954

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 25-54

INTELLIGENCE

Annex A
303 BW M
Ops O 25-54
3 Jul 54

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HEADQUARTERS 303D BOMB WING M
DAVIS-MONTHAN AIR FORCE BASE
TUCSON, ARIZONA
6 JULY 1954

ANNEX "A"TOOPERATIONS ORDERSERIAL NR. 25-54INTELLIGENCE1. INTELLIGENCE SUMMARY:a. General Situation.

- (1) As an agressor force, aircraft of this command will fly a simulated penetration mission through the Western Air Defense system on 10 and 11 July 1954 to provide training for the air defense forces. For this mission, all of Alaska, Canada, and the United States will be considered enemy held territory.
- (2) Code name for this exercise is "CHECKPOINT."

b. Enemy Order of Battle.

- (1) Radar: See SAC Intelligence Brief No 158, 4 June 54.
- (2) Fighters: Same as per 1b(1) above.
- (3) Flak: Certain AAA defended cities and industrial sites will be overflown during this exercise. The following is a list of cities in the Western Army Antiaircraft Command with the type and number of weapons employed at each site:

<u>City</u>	<u>Weapon</u>	<u>Number</u>
San Francisco	120mm	64
	90mm	128
Hanford, Wash.	120mm	256

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(3) Continued

Seattle, Wash.	120mm	64
	90mm	128
Los Angeles, Calif.	90mm	64

c. Enemy Capabilities.(1) Radar: See SAC Intelligence Brief No 158, 4 June 1954.(2) Fighter: Same as per 1c(1) above.(3) Flak:

Type Gun	Vertical Range	Horizontal/Slant Range
90mm	35,000 ft	13,100 yds
120mm	46,000 ft	15,900 yds (MT fuze) 19,000 yds (VT fuze)

Both guns employ gun laying radar with a search range of
70 miles and an automatic tracking range of 56 miles.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information: Air crews will observe and
 report the following:

- (1) Time, location, altitude, number, type aircraft, markings, tactics, and duration of encounter of intercepting aircraft.
- (2) Were fighters GCI controlled: Area of responsibility of each GCI station if can be determined.
- (3) Was AAA encountered? Time, location, altitude, type fire and duration.
- (4) How were fighters and AAA coordinated?
- (5) If searchlights were employed, their effectiveness in coordination with fighters and AAA, if any.
- (6) Report all abnormal radio and/or radar activity or jamming by time, location, frequency, type and strength of signal.

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- (7) Report all foreign voice transmissions describing language, and any action seeming to result therefrom.

b. Means of Reporting Information: Where information cannot be transmitted in accordance with SAC Manual 55-8, it will be forwarded as directed in USAF Collection Instructions, 1 July 1952.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials.

- (1) Maps and charts as required.
- (2) Aerial and radar target materials as desired and/or available.
- (3) Target coverage will be obtained by each strike aircraft, utilizing aerial strike cameras and radar scope cameras. Duplicate negatives of all aerial and scope photography will be forwarded to Headquarters, 15th Air Force, ATTN: DIT, within 7 days after completion of mission. All cameras will be operated IAW SAC Manuals 50-13, 50-37, and 50-38, as applicable.

b. Survival Intelligence.

- (1) In the event of bail-out or crash-landing normal survival procedures with SAC Survival School Techniques will apply.
- (2) In the event of bail-out or crash landing at sea, emergency water survival procedures will apply.
- (3) Air crews will be given a survival briefing prior to take-off.

c. Captured Enemy Documents, Material and Prisoners. Omitted

d. Intelligence Reports and Distribution: As outlined in Annex "B" of the Operations Order.

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
3 July 1954

ANNEX "B"

TO

OPERATIONS ORDER

NUMBER 25-54

REPORTS

Annex "B"
303 BW M
Ops O 25-54
3 Jul 54

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
3 July 1954

ANNEX "B"

TO

OPERATIONS ORDER

NUMBER 25-54

REPORTS

1. DEPLOYMENT AND RE-DEPLOYMENT (When staging base is utilized)

a. In accordance with Inclosure 10, SAC Regulation 55-11 (Distribution "B"), Position reports in accordance with procedure "BRAVO" addressed to this headquarters and parent unit utilizing ACF 101 Routing indicators.

2. STRIKE PHASE

a. Fifteenth Air Force Aggressor (Strike) force missions will be reported as diversionary missions in accordance with SAC Manual 55-8 and 55-8A. Where SAC Manual 55-8A uses the term "Target Task Force" or "Task Force" read as "Raid Force". A raid force is defined as all aircraft assigned a common raid number in Annex "D" of this operations order.

b. DISTRIBUTION "A"

- (1) B-2 (paragraph 4, Column D, will include all raid numbers scheduled for unit mission).
- (2) B-10, B-11 (See special instructions, appendix 1, to this annex).

Annex B
303 BW M
Ops O 25-54
3 Jul 54

SECRET

1118

SECRET

- (3) B-15, B-17, B-23 (last B-23 report for the mission: Add paragraph 7; listing all raid numbers that were not intercepted).
- (4) If there are no intercepts on unit mission, send a negative B-23 report within four hours after last raid force lands stating "no raid force of this unit was intercepted".
- (5) B-24, B-59, B-81 (See special instructions, Appendix 2 to this Annex).

c. DISTRIBUTION "B"

- (1) B-27, B-30, B-32, Airborne Communications Analysis Report (See report format, Appendix 3, to this Annex).
 - (2) B-33, B-34, (B-47 and KC-97 aircraft orbit)
 - (3) B/R 36, if applicable.
 - (4) RT-31, Flash ROB (IAW Hq SAC Ltr DIEO, 9 Jan 54, Subj: SOP FROB). To be submitted by the 15th Recon Tech Sq.
 - (5) RT-32, to be submitted by 5th and 99th Recon Tech Sqs.
3. AIR REFUELING MISSIONS (IAW SAC Manual 55-8D DISTRIBUTION "A")
- a. T-2, T-10, T-33, T-14, T-15, T-17, T-23, T-24, T-81.
4. Reports required in accordance with paragraph 6a SAC Manual 55-8.
5. All reports will contain the flagword ZIPFO and the code name CHECKPOINT at the beginning of the text.
6. RAID FORCE IDENTIFIER: Raid forces will be identified by the raid number assigned participating unit in Annex "A" of this operations order. Individual aircraft will be identified by prefixing the raid number by digits 1 through 10. For Example: Two aircraft assigned to raid number

Annex B
303 BW M
Ops O 25-54
3 Jul 54

2

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1119

SECRET

one will be indicated as "1R1" and "2R1", or six aircraft assigned to
raid number 208A would be indicated as "1R208A" through "6R208A".

Annex B
303 BW M
Ops O 25-54
3 Jul 54

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SPECIAL INSTRUCTIONS FOR SUBMISSION OF B-11 REPORT FOR DIVERSIONARY
MISSION

B-11 report is required to notify higher headquarters when each aggressor raid force has passed its briefed control point. The following special instructions will adapt the B-11 report for the diversionary mission. One report will be submitted immediately after passing the control point by each raid force commander to include all raid numbers in his force. Individual aircraft within the force need not be reported. Reference is made to SAC Manual 55-8A, page 18:

Paragraph 1, "Target Task Force Identifier." Raid numbers will be substituted for target task force identifiers.

Paragraph 2, "Addressee(s)." Same as for normal B-11 report.

Paragraph 3, "Bombs Away Time." Give control point time instead of bombs away time.

Paragraph 4, "Mission Success Estimate." Report as unobserved (U).

App 1, Annex B
303 BW M
Ops O 25-54
3 Jul 54

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SIMULATED COMBAT OPERATIONS SUMMARY (B-81 REPORT)
FOR ADC AGRESSOR FORCE MISSIONS

- a. Purpose: To provide information on a mission which will confirm or correct the content of prior reports and provide information for analyzing simulated combat operations.
- b. Point of Origin: Operating base where mission aircraft land.
- c. Transmission Method: Teletype.
- d. Submit: One report for each wing-to-cover all aircraft participating in the mission.
- e. Report Due Time: Within 12 hours after last aircraft makes initial landing at briefed destination. Do not delay report for stragglers.
- f. Suggested Classification: CONFIDENTIAL.
- g. Suggested Precedence: Priority (PF).
- h. Contents format:
 - 1. ZIPPO, cite number, report code number.
 - 2. Operations Order, issuing headquarters, and wing designation.
 - 3. Number of aircraft required for the mission by highest authority issuing operations order.
 - 4. Number of aircraft scheduled by unit.
 - 5. Number of aircraft airborne.
 - 6. Number of aircraft deviating from briefed route while in unfriendly territory.
 - 7. Number of aircraft completing mission as briefed while in unfriendly territory.

App 2, Annex B
303 BW M
Ops C 25-54
3 Jul 54

5

SECRET

1122

SECRET

8. Reason for aircraft, listed in paragraph 6a above, which did not complete the mission as briefed while in unfriendly territory.
9. Unit Commander's Remarks. Brief narrative giving estimated success of mission, reason for success or failure, in-flight replanning which required deviation from planned mission and recommendations. The purpose of these remarks is to provide interim information to be utilized until a thorough analysis can be made and submitted in detail in the Wing Commander's Report.

App 2, Annex B
303 B' M
Ops O 25-54
3 Jul 54

6

SECRET
1123

SECRET

AIRBORNE COMMUNICATIONS ANALYSIS REPORT

1. PURPOSE: To provide information for analyzing effectiveness of air/ground transmission of B-11 reports.
2. ORIGINATOR: Commander of each participating unit.
3. TRANSMISSION METHOD: Teletype.
4. SUBMIT: One report to cover all raid forces under the command of the reporting unit.
5. REPORT DUE TIME: Submit within two days after termination of the exercise.
6. CONTENTS FORMAT:
 - a. Zipcode, cite number, CHECKPOINT Airborne Communications Analysis Report for (reporting unit).
 - b. Successful transmissions.
 - c. List in numerical order each raid number, serial number of aircraft successfully transmitting, AACS station transmitted to, time of transmission.
 - d. Unsuccessful transmissions. List by raid number reports not successfully transmitted and the reason why.
 - e. Average time between control point time and successful transmission.
 - f. Remarks.

App 3, Annex B
303 H' M
Ops 0 25-54
3 Jul 54

7

SECRET

1126

SECRET

SAC/ADC SUMMARY REPORT
 CHECK POINT SAC RAID NO _____
 SITE # _____

Note: All times in GCT.

<u>Desired Information</u>	<u>Date</u>
1. Number & type aircraft	_____
2. Time first appearance on PPI	_____
3. Bearing and distance from site	_____
a. Time identified as friend or foe	_____
4. Time first ECM or jamming	_____
Time ECM or jamming (Chaff UHF etc)	_____
5. Time first fighter dispatched	_____
Time interval fighters dispatched	_____
6. Time of first intercept	_____
Location of first intercept	_____
Altitude over Control Point	_____
7. Time over control point (CP)	_____
Altitude over Control Point	_____
8. Deviation from mission as briefed	
a. Assigned Route	
b. Scheduled Time	
c. Altitude	
9. Remarks	

 OBSERVER'S NAME, RANK, HOME STATION

App 4, Annex B
 303 BW M
 Ops O 25-54
 3 Jul 54

8

SECRET

1125

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
3 July 1954

ANNEX "C"

TO

OPERATIONS ORDER

NUMBER 25-54

ROUTE, TIMING, AND FORCE REQUIREMENTS

Annex C
303 BW M
Ops O 25-54
3 Jul 54

SECRET
1126

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
3 July 1954

ANNEX "C"

TO

OPERATIONS ORDERNUMBER 25-54ROUTE, TIMING, AND FORCE REQUIREMENTS

1. SCOPE: This annex contains route, timing and force information concerning the Fifteenth Air Force aggressor (strike) force participating in this exercise.
2. TIMING: Controlpoint times to be made good are as indicated in route assignment this annex. The general sequence of operation is as follows:

<u>ASSIGNED SQUADRON</u>	<u>MISSION NUMBERS</u>	<u>CONTROL POINT & TIME</u>	<u>DATE</u>
358th	R3D	Los Angeles 1345Z	10 Jul 54
358th	R3E	Los Angeles 1330Z	10 Jul 54
359th	R57A	Los Angeles 0600Z (1st Acft)	11 Jul 54
303 ARS	R209D	Los Angeles 1300Z	11 Jul 54
360th	R209E	Los Angeles 1300Z	11 Jul 54
303 ARS	R209F	San Diego 1300Z	11 Jul 54

3. ROUTE PRECAUTIONS: All Air Space Reservations not listed as specific turnings or control points will be avoided.

Annex C
303 B M
Ops O 25-54
3 Jul 54

SECRET

1127

SECRET

4. ABBREVIATIONS:

- a. CP - Control Point
- b. R2A - Raid Number 2A.

5. GENERAL: All routes between specified points will be direct, except as adjusted to avoid Air Space Reservations.

a. The time listed under control time column pertains to the control point (CP) as specified in route column.

b. Altitudes as listed under the altitude column are to be adhered to from level off point, to a point approximately 200 N.M. of home station after attack on last target.

PHASE I

<u>RAID</u>	<u>ROUTE</u>	<u>CONTROL TIME</u>	<u>ALT</u>
R3D	358th Bomb Sq, 1 acft. Depart Davis-Monthan 1044Z 10 Jul, climb on course to 30M to Blythe 1116Z to 36N 127W 1243Z to Los Angeles (CP) to San Diego 1358Z to Davis-Monthan 1443Z.	1345Z 10 Jul	30000'
R3E	358th Bomb Sq, 2 acft formation. Depart Davis Monthan 1055Z 10 Jul, climb on course to 33M to Blythe 1124Z to 32N 125W 1240Z to Los Angeles (CP) to March 1337Z to Albuquerque 1450Z to Davis-Monthan 1550Z.	1330Z 10 Jul	33000'
R57A	359th Bomb Sq, 3 acft trail 15 min separation. Depart Davis Monthan 0343Z 11 Jul, climb on course to 27M, 30M and 35M to Blythe 0412Z to March 0431Z to 33N 124W 0520Z to Los Angeles (CP) to 33N 124W 0640Z to Los Angeles 0720Z to Blythe 0745Z to Davis Monthan 0814Z	0600Z 11 Jul	27000' 1st acft 30000' 2d acft 35000' 3d acft

Annex C
303 BW M
Ops O 25-54
3 Jul 54

SECRET

<u>RAID</u>	<u>ROUTE</u>	<u>CONTROL TIME</u>	<u>ALT</u>
209D	303 ARS KC-97, 4 acft formation, Depart Davis Monthan 0731Z, climb to 23, 24, 25, & 26M Blythe 0826Z to March 0901Z to 33N 127W 1103Z to Los Angeles (CP) to San Diego 1325Z to Yuma 1400Z to Davis-Monthan.	1300Z 11 Jul	23000' 24000' 25000' 26000'
R209E	360th Bomb Sq, 3 acft stream 15 min separation. Depart Davis-Monthan 1036Z, climb to 30M to Blythe 1105Z to March 1124Z to 32N 124W 1215Z to Los Angeles (CP) to March 1307Z to Albuquerque 1424Z to Davis-Monthan 1504Z.	1300Z 11 Jul 1st acft	30000'
R209F	303 ARS KC-97, 3 acft formation Depart Davis-Monthan 0821Z, climb to 19, 21, 20M to Blythe 0917Z to March 0952Z to 30N 122-30W 1125Z to San Diego (CP) to Yuma 1335Z to Davis-Monthan 1426Z.	1300Z 11 Jul	19000' 20000' 21000'

Annex C
303 BN M
Ops O 25-54
3 Jul 54

3

SECRET
1128

G

1130

CONFIDENTIAL

303RD BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER 21A-54

8 July 1954

CONFIDENTIAL

30-3177C

1151

CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
8 July 1954

OPERATIONS ORDER 21A-54

CHART OR MAP REFERENCES: WACs and Sectionals as desired.

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Albert J. Bowley
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd A&EM Squadron	Lt Col Myron F. Lewis, Jr
303rd Periodic Maint Squadron	Maj Merton V. Smith
303rd Field Maint Squadron	Maj Donald B. Cunningham
15th Recon Technical Squadron	Lt Col George H. Fisher

1. GENERAL SITUATION: Omitted.

a. Intelligence: See Annex "A".

b. Friendly Forces

(1) 3922nd R.B.S. Squadron

(a) Provide for scoring of simulated radar bomb runs
for evaluation mission at San Antonio, Texas, from
27 July through 30 July 1954.

2. MISSION: The 303rd Bomb Wing will conduct a simulated radar
bombing evaluation mission against an industrial type target in San
Antonio, Texas, between 27 July and 30 July 1954.

a. The purpose of this exercise is:

(1) To determine the current radar bombing capability of
the 303rd Bomb Wing.

303 BN M
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

1132

CONFIDENTIAL

- (a) Using motion pictures and radar motion picture trainers in lieu of a radar simulation plate and ultrasonic trainer.
- (b) Utilizing a prediction made by the 15th Recon Technical Squadron Prediction Team in lieu of one made by the Wing Prediction Team.
- (2) To compare the radar bombing accuracy of B-47 crews of this wing at various levels of experience and training.
- (3) To determine the effect of different altitudes and airspeeds on B-47 bombing accuracy.
- (4) To afford PI's of 15th Recon Tech Sq the opportunity to score bomb impact points from radar scope photography under controlled conditions.
- (5) To determine the grid navigation capability of the 303rd Bomb Wing.

3. TASKS FOR SUBORDINATE UNITS:

a. 303rd Bomb Wing

- (1) 358th Bomb Squadron: Provide B-47 aircraft and combat crews present for duty 27 thru 30 July. Crews to be scheduled for mission in three equal increments as outlined in Operations Annex "B".
- (2) 359th Bomb Squadron: Provide B-47 aircraft and combat crews present for duty 27 thru 30 July. Crews to be scheduled for mission in three equal increments as outlined in Operations Annex "B".

303 BW M
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

CONFIDENTIAL

- (3) 360th Bomb Squadron: Provide B-47 aircraft and combat crews present for duty 27 thru 30 July. Crews to be scheduled for mission in three equal increments as outlined in Operations Annex "B".
- (4) 303rd Armament and Electronics Squadron: Provide necessary personnel and equipment in support of this mission. Equip all scheduled B-47 aircraft with operational scope cameras and necessary film.
- (5) 303rd Periodic Maint Sq: Provide necessary personnel and equipment in support of this mission.
- (6) 303rd Field Maint Sq: Provide necessary personnel and equipment in support of this mission.

b. 15th Recon Tech Sq will plot bomb impact from radar scope photography obtained by participating crews.

x. GENERAL INSTRUCTIONS:

- (1) All available crews will be scheduled for this mission.
- (2) Route: Davis-Monthan AFB; Socorro, N.M.; Pawhuska, Okla; McAlester, Okla (CP); Tyler, Tex; Crockett, Tex (PIP); Bryan, Tex (IP); San Antonio, Tex (TGT); Cisco, Tex; Tucson, Ariz; Williams AFB, Ariz; Davis-Monthan AFB.
- (3) Bombardment Phase:
 - (a) Provisions of SAC Reg 50-42, "Bombing Evaluation Missions," 20 Jan 53, will apply on this exercise, except as changed by this operations order. Normal quality and quantity training credit will be given

303 BN M
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

CONFIDENTIAL

for radar release when run is properly identified to the scoring site as a radar record run.

- (b) Initial Point: Center of the city of Bryan, Texas; coordinates - $30^{\circ} 40' 25''$ N - $96^{\circ} 22' 30''$ W. Axis of attack 236° . Distance IP to target $134 \frac{3}{4}$ N.M.
- (c) Target: Missouri Pacific Railroad Station at North Medina and West Commerce Street (RBS target "B"), San Antonio, Texas. Grid coordinates on 15th RTS Mosaic 0469-9999-2-25M, 2d Edition, dated October 1953: A 56 P 00. Geographic coordinates (same chart): $29^{\circ} 25' 40''$ N - $98^{\circ} 30' 17''$ W. Grid coordinates on ACIC Mosaic 0469-9999-3-25M, 1st Edition dated August 1952; C 43 239. Geographic coordinates (same chart) $29^{\circ} 25' 39''$ N - $98^{\circ} 30' 17''$ W. Elevation of top target is 733 feet; ground elevation is 658 feet.
- (d) Bombing altitudes:
Crews will be divided into three task forces on an equal capability basis. One task force will bomb at maximum altitude at Mach .74, one task force will bomb at 2,000 feet above optimum altitude at Mach .78, and one task force at optimum altitude at Mach .81.
- (e) Bomb Load (for scoring purposes only): One simulated bomb in accordance with para 9d, SAC Reg 50-4, 19 Jan 54.
- (f) Method of Bombing: Offset.

303 B' M
Ops O 21A-54
8 Jul 54

4

CONFIDENTIAL

CONFIDENTIAL

- (g) Wing will be scheduled for one period on four consecutive nights. No more than one-third of the wing effort will be scheduled for any one night and the fourth period will be treated as a make-up period.
- (h) All target times are to occur during hours of darkness. Twilight at San Antonio is 1113Z, sunrise 1140Z.
- (i) Squadron commanders will take positive action to insure that optical assistance is not available and is not used on the bomb run.
- (j) Detachment 24, 3922nd RBS Squadron, 3903d RBS Group, is located on the east side of Kelly Air Force Base. TWX (commercial) number is SA 113, telephone number is Kelly Air Force Base, Texas, Ext. 5115.
- (k) Participating crews will complete SAC Form 284, "Radar Scope Photo Log," 30 Mar 54.
- (l) For this evaluation mission, the RBS site will be advised of the observers wind in component velocities, rather than in the direction and velocity. Example:
N 32 W 67.
- (4) Navigation Phase:
 - (a) A simulated polar grid navigation leg of a minimum duration of one and one-half hours will be flown. This leg may be flown either in daylight or darkness.
 - (b) Utilization of the radar bombing-navigation system (including polar nav. unit) is authorized for wind

303 BW M
Ops O 21A-54
8 Jul 54

5

CONFIDENTIAL

CONFIDENTIAL

tracking and automatic dead reckoning in the performance of the grid navigation leg.

- (c) Steering on the grid navigation leg will be accomplished by unslaved directional gyros rated by celestial heading checks. Aircraft position will be determined by celestial fixes, celestial MPFs, and/or dead reckoning only.
- (d) The simulated grid navigation leg will be scored by radar scope photography in accordance with the procedures outlined in para 5 of SAC Reg 51-11.
- (e) All grid navigation evaluation logs will be replotted in accordance with para 7 of SAC Reg 51-11, except that all replotting will be accomplished under the direct supervision of wing and squadron staff or standardization board observers and will be reviewed by the wing observer.
- (5) Units will obtain maximum training accomplishments not to interfere with the minimum requirements as set forth in this operations order.
- (6) Adherence to flying safety principals will be emphasized.
- (7) A wing liaison officer will contact local ARTC regional office approximately five days prior to execution date for purpose of coordinating mission plans.
- (8) Route will be coordinated with WADF, in accordance with 15AF Reg 50-19. Coordination may be effected with CADF at wing commander's discretion.

303 BW M
Ops O 21A-54
8 Jul 54

6

CONFIDENTIAL

CONFIDENTIAL

- (10) Control tower officers will be in place for this exercise as required in SAC Reg 62-8 and 62-17.
- (11) Crews will be briefed on GCA and IFR procedures for alternate or emergency bases.
- (12) Aircraft security procedures including anti-sabotage inspection of aircraft prior to flight will be in accordance with applicable regulations.
- (13) ADIZ penetration procedures will be emphasized.
- (14) No public announcement of this mission is authorized. In answers to queries, ISO will state that aircraft are involved in a routine training mission. ISO should be given general briefing on scope of mission.
- (15) Crews will complete target study as outlined in Chapter 3, SAC Manual 50-12, Jan 54, except that radar motion picture trainers will be used in lieu of ultrasonic trainers.
- (16) Major Sullivan, Robert F., 137334, Clearance Final Top Secret, is directed to visit the RBS site during this exercise in accordance with para 11, SAC Reg 50-42, 20 Jan 53. RBS Site, Detachment 24, 3922d RBS Squadron, Kelly Air Force Base, San Antonio, Texas, will be notified not later than 48 hours prior to his arrival of his name, rank, organization, and security clearance. Maj Sullivan will have in his possession a list of all aircraft numbers and names of associated radar observers for each aircraft.

303 BW M
Ops O 21A-54
8 Jul 54

7

CONFIDENTIAL

1138

CONFIDENTIAL

(17) Reports (Special Bombardment)

- (a) SAC Form 44 submitted in accordance with SAC Reg 50-42 will have information entered for each crew in the same vertical order that it appears on SAC Form 47, RBS Scoring Report. Crews aborting prior to the IF and not shown on SAC Form 47 will be entered last on SAC Form 44. Columns 56 - 69 of Section II must be completed without knowledge of or reference to RBS scores, and form should bear a certification to this effect. Copy of SAC Form 44 will be forwarded to 15AF Headquarters only.
- (b) Within 14 days after its last mission, but not until representatives of Headquarters Fifteenth Air Force have visited the unit to analyze the mission, wing will forward radar target photography obtained on this mission plus completed radar scope photo logs to 15th Reconnaissance Technical Squadron for estimate of bomb burst position in accordance with SAC Reg 50-42. No data pertaining to wing's estimate of bomb impact from radar scope photos, or to RBS scores, will be included.
- (c) 15th Reconnaissance Technical Squadron will plot bomb impact from radar scope photography obtained by crews of the 303rd Bomb Wing and will submit SAC Form 44A in accordance with SAC Reg 50-42 to 15th Hq only.

303 BW M
Ops O 21A-54
8 Jul 54

8

CONFIDENTIAL

CONFIDENTIAL

Submission date is changed from two days to four days after receipt of the radar film strips.

(d) Information normally required in para 12a and b, SAC Reg 50-42, 20 Jan 53, will not be required for this mission. Other reports required by para 12, SAC Reg 50-42, 20 Jan 53, will be forwarded to 15AF Hq only.

(e) Within 14 days after its last mission the wing will forward the following items to Hq 15AF, ATTN: DOTO:

1. Information requested in the following questionnaire:

Item 1 - What action was taken to insure that optics were not used?

Item 2 - What recommendations does unit have on techniques and capability for plotting bomb impact position from radar scope photos?

Item 3 - What special briefing and target materials were prepared for use with RAI?

Item 4 - Following will be compiled in tabular form with observers' names listed vertically in same order as on SAC Forms 44 and 47:

Column 1 - Observer's name

Column 2 - Was RAI used for altitude measurement?

Column 3 - Was RAI used for wind refinement on bomb run?

Column 4 - Was RAI used for final wind refinement

303 B M
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

CONFIDENTIAL

on bomb run?

Column 5 - Was RAI used for AP identification on bomb run?

Column 6 - Was RAI used for final AP identification on bomb run?

Column 7 - If RAI was not used on bomb run, state reasons.

Item 5 - State total number of simulated bomb runs (such as camera scored runs) made on San Antonio by participating crews of wing during past 12 months.

2. One set of representative actual radar photographs of the target taken on the bomb run.
- (f) A report of the navigation evaluation will be prepared by the wing observers section and forwarded to arrive at 15AF Hq not later than 15 days after completion of the last mission by the wing, and will include the following:
1. Photo scored CE for each crew.
 2. Replot CE for each crew.
 3. Distance in nautical miles between photo scored position and replot position at ETA for each crew.
 4. Wing photo scored CEA and CEP.
 5. Wing replot CEA and CEP.
 6. Average of the distances (for all crews) in nautical miles between photo scored positions and

303 BW M
Ops O 21A-54
8 Jul 54

10
CONFIDENTIAL

CONFIDENTIAL

replot positions at ETA.

7. Analysis of crew procedure used by wing, to include causes for each error over 20 n.m., weakness in procedure and other pertinent comments and recommendations.
- (g) Unit flak intelligence officers, in coordination with operations plans personnel, will submit recommendations for penetration and withdrawal routes based on data contained in Annex A, Intelligence. Counter-measures which could be employed under combat conditions for a target of this type should be included. Two copies of recommendations, together with flak clock, analysis, and other supporting data will be forwarded Headquarters, Fifteenth Air Force, ATTN: Director of Intelligence, not later than 48 hours prior to mission. Flak analyses and recommendations will be classified and marked Confidential in accordance with para 24a(3), AFR 205-1.
- (h) Combat Reports: The following reports will be submitted in accordance with SAC Manual 55-8 and 55-8A, Nov 53, for the Bomb Evaluation Phase:
 1. DISTRIBUTION B:
 - a. B-3, B-16, B-23, and B-24 (negative reports not required)
 - B-27 (submitted after unit's last mission)

303 BW M
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

1142

CONFIDENTIAL

B-51

B. B-81

(1) Submit one report for each bombing period; change report due time to four hours after last expected aircraft lands at briefed destination.

(2) Paragraph 5, Unit Commanders' Remarks, need be reported only in last B-81 for each wing participating. However, any pertinent remarks affecting each bombing period mission may be included in the report for that period.

2. Reports required in accordance with paragraph 6a, SAC Manual 55-8.

3. All combat reports will contain the word "ZIPPO".

4. Target reference number "E85 and GZ "B" will be utilized as Bombardment TTF identifier. To identify individual aircraft of a task force utilizing the same target and GZ, two digit numbers beginning with 10 (and so on in sequence) will be assigned to each aircraft in briefed order over the target. This number will prefix the target task force identifier.

(i) The following reports will be submitted in compliance with SAC Manual 55-8D, Apr 54, for air refueling missions:

303 BW M
Ops O 21A -54
8 Jul 54

12

CONFIDENTIAL

CONFIDENTIAL

1. DISTRIBUTION B:

- a. T-23 and T-24 (negative reports not required)
- b. T-81

- (1) Submit one report for each bombing period requiring aerial refueling; change report due time to four hours after last expected aircraft lands at briefed destinations.
- (2) Paragraph 5, Unit Commander's Remarks need be reported only in last B-81. However, any pertinent remarks affecting each bombing period mission may be included in the report for that period.

2. Reports required in accordance with para 6a,
SAC Manual 55-8.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal
- b. Communications:

- (1) Enroute communications will be in accordance with SACCEI, applicable JANAP's, ACP's, current facility charts, SAC Reg 50-4 and pertinent directives except as modified herein.
- (2) Aircraft call signs will be in accordance with SACDAL.
- (3) IFF will be operated in accordance with SAC Reg 55-23.

303 BW M
Ops O 21A-54
8 Jul 54

13

CONFIDENTIAL

CONFIDENTIAL

- (4) VHF, UHF channelization will be in accordance with SACCEI and current facility charts.
- (5) Identification and recognition will be in accordance with SACCEI.
- (6) Authentication will be in accordance with AFSAL 5104 ().
- (7) Communication control stations for submission of airborne reports will be Andrews, primary, and March, secondary. All other AACCS stations, except Carswell and Offutt Air Force Base, may be used as alternates. (This restriction of Carswell and Offutt is imposed to test long range air/ground capability of aircraft and ground facilities).
- (8) High frequency position reports will be submitted in accordance with procedure "Bravo" as contained in Inclosure 6, SAC Reg 55-11 using ACF 101 () routine indicators.
- (9) In order to test communications from this headquarters to aircraft participating in this mission, this headquarters will dispatch at least three messages to aircraft of each wing during each mission. Messages will be routed via primary and secondary control stations. These messages will be of test nature, if no official transmissions are required. Each wing will advise this headquarters, AITW: DGEIR, upon completion of each mission the time of receipt of each message received from Hq, 15AF. Aircraft will monitor appropriate HF frequency during periods :00 to :05 and :30 to :35 each hour for traffic from AACCS

303 EW 1
Ops C 214-54
8 Jul 54

14

CONFIDENTIAL

1145

CONFIDENTIAL

stations, except while on bomb run. Briefing officer will prescribe frequencies to be monitored).

- (10) Code word to effect recall of this mission will be "Shoe Horn", i.e., "Shoe Horn March", return to March Air Force Base.
- (11) RES VHF frequencies: Primary 142.20 Secondary 138.42
RES UHF frequencies: Primary 364.6 Secondary 356.8
- (12) San Antonio Bomb Plot will guard and transmit on high frequency 4270 kcs.

WILLIAM J. WRIGGLESWORTH
Colonel, USAF
Commander

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36ADiv, 1 cy
Comdr 803d ABGp, 1 cy
Comdr 303d B'g, 1 cy
Dir of Oprs, 1 cy
Dir of Pers, 1 cy
Dir of Mat, 1 cy
Comdr 15 Recon Tech Sq,
Roswell, New Mex, 1 cy
Comdr 358th BSq, 3 cys
Comdr 359th BSq, 3 cys
Comdr 360th BSq, 3 cys
Comdr 303d Fld Maint Sq, 1 cy
Comdr 303d Fdc Maint Sq, 1 cy
Comdr 303d AGEN Sq, 1 cy
Chf, Oprs & Tng, 1 cy
Chf, Oprs Plans, 1 cy
Chf, Intell Div, 1 cy
Chf, Comm Div, 1 cy
Chf, Obs Div, 1 cy
Lang Historian, 4 cys
RES Obs, 1 cy
Detach 2, 9th Twa Sq, 1 cy
Vg Control Room, 1 cy

303 BW M
Ops O 21A-54
8 Jul 54

15

CONFIDENTIAL

1146

CONFIDENTIAL

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

303 B-1.
Ops O 21A-54
8 Jul 54

16

CONFIDENTIAL

1147

CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
15 July 1954

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 21A-54

INTELLIGENCE

Annex A
303 BW M
Ops O 21A-54
15 Jul 54

CONFIDENTIAL

1148

C. A. F. D. V. 111

HEADQUARTERS 3031 BOMBING M
DAVIS-MONTEIN AIR FORCE BASE
TUCSON ARIZONA
15 JULY 1954

WENTX 0000

TO

OPERATIONS CENTER

SERIAL NR. 21A-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation.

- (1) Significance of the mission is as stated in paragraph 2 of this operations order.
- (2) Political, Economic and Psychological. (Omitted)
- (3) The hypothetical enemy has overrun Mexico and has occupied the southcentral portion of the United States. See Appendix 1.

b. Enemy Order of Battle: (Simulated)

- (1) Electronics: See Appendix 1.
- (2) Fighters: See Appendix 1.
- (3) Flak:

- a. 1. Defenses in the vicinity of San Antonio consist of 144 heavy anti aircraft guns. These are believed to be 120 mm in caliber and are known to be controlled by AAFCM M-33 gun laying radar. Gun positions are sited in a roughly concentric pattern at a radius of 8 miles from the heart of the city.
(29° 25' 30"N - 98° 30' 00"W).

c. Capabilities of Enemy Forces:

- (1) Electronics: Soviet Radar Characteristics, AIS 2-22 Aug 53, 15 AF Hq.

C. A. F. D. V. 111

1149

- (2) Fighters: Characteristics of enemy aircraft are as indicated in the Characteristics and Performance Handbook, USSR, Aircraft.
- (3) AA: Ref BIRG, VOL I, Sec II 4c, SAC Hq.
2. INTELLIGENCE REQUIREMENTS: (Confidential)
- a. I:
- (1) Note interceptions by enemy aircraft: time, location, altitude, VFR or IFR, number and type aircraft, markings, tactics, and duration of encounter.
 - (2) Were fighters GCI controlled?
 - (3) Was AA encountered?
 - (4) How were interceptors and AA coordinated?
 - (5) Were searchlights employed?
 - (6) Did abnormal radio activity or jamming occur? Where, when, on what frequencies, type and strength of signal?
 - (7) Were any voice transmissions observed? If so, describe language or any action seeming to result thereafter.
- b. Means of Obtaining Information:
- (1) A complete interrogation of bomber and tanker crews will be conducted immediately after the mission by intelligence officers and staff specialists.
3. INTELLIGENCE ACTIVITIES: (Confidential)
- a. Navigation, Target and Prediction Materials:
- (1) Charts:
 - (a) WAC NR 469
 - (b) Sectionals: San Antonio, Del Rio, Austin, El Paso, Beaumont and Corpus Christi
 - (2) Target Materials:
 - (a) Target Charts: US - TOC - Series 100, with RIA overprint,

CONFIDENTIAL

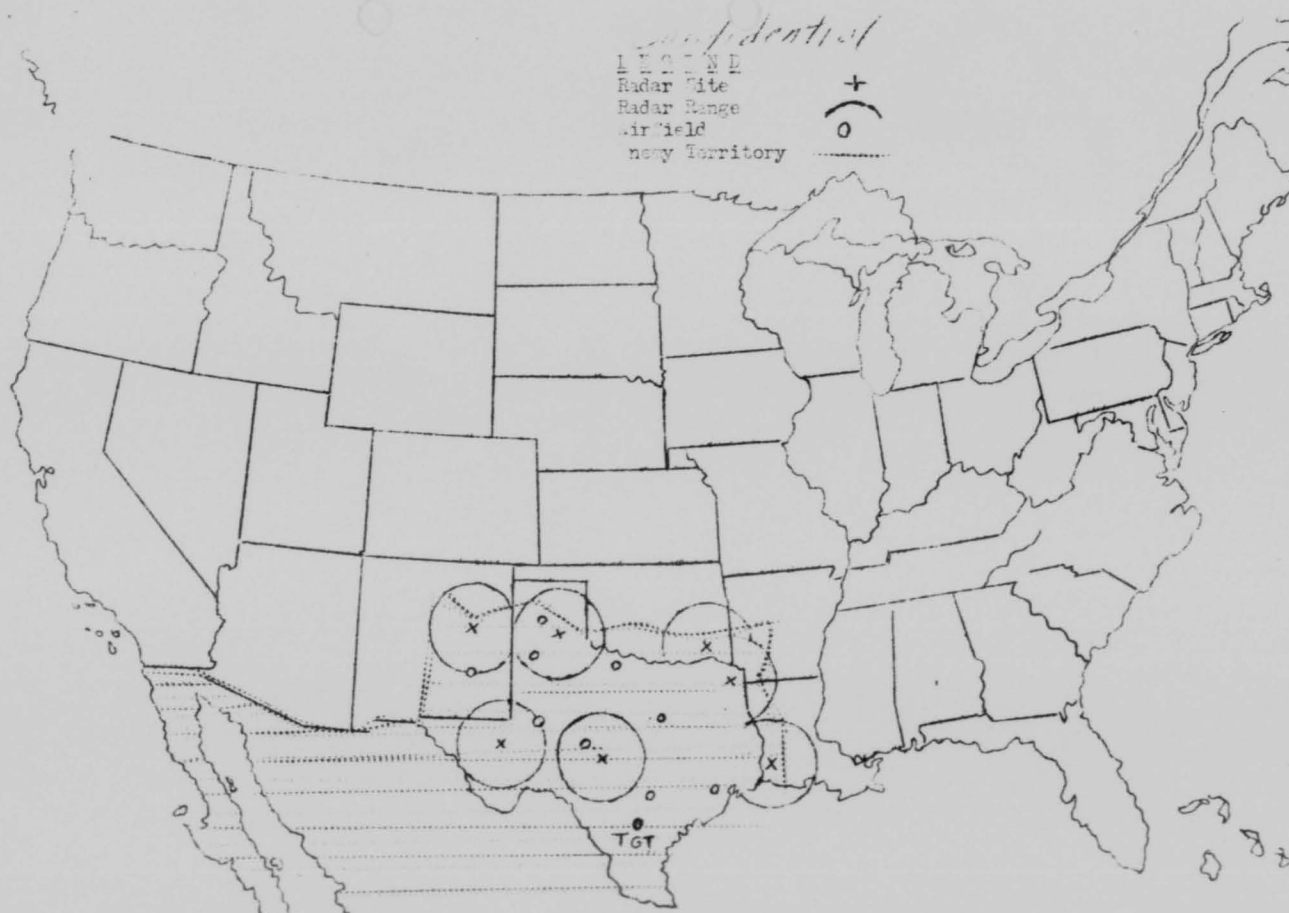
1150

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SO469-9999-100, October 1953, 1st Edition 15RTS, litho,
date 15RTS 1-54.

- (b) Target Mosaics: US-TCM Series 25, 0469-9999-1, 0469-9999-2, 0469-9999-3, 0469-9999-4, October 1953, 2d Edition, 15RTS, litho date 15RTS 12-53. (A/P coordinates, sheet #2, $29^{\circ} 25' 40''$ N - $98^{\circ} 30' 17''$ W). US-TCM Series 25, 0469-9999-1, 0469-9999-2, 0469-9999-3, 0469-9999-4, August 1952, 1st Edition, US-ACIC, Litho date ACIC 8-53. (A/P coordinates, sheet #3, $29^{\circ} 25' 36.16''$ N - $98^{\circ} 30' 16.49''$ W).
- (c) Offset Aiming Point: Northeast corner of open storage area, adjacent to North section of warehouse area, North of Kelly Air Force Base, located at $29^{\circ} 23' 29''$ N - $98^{\circ} 34' 03''$ W.
- (d) Radar Motion Picture: Radar motion pictures and O-15 photos taken of a target simulation plate provided by the 15th RTS from the above listed materials will be used for target study. 20 hours study per observer will be accomplished. Study will be accomplished both at wing and squadron level. One radar motion picture trainer, one projector and two rolls of film will be loaned out to each squadron for refresher study until the required hours of target study are accomplished. All 20 hours of target study will be monitored by the Wing Target Development Section.
- b. Survival Intelligence: (Omitted)
- c. Captured Enemy Documents, Material and Prisoners: (Omitted)
- d. Reports and Distribution: In accordance with paragraph 3X31 of this operations order.

CONFIDENTIAL



1152

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ANNEX B

TO

OPERATIONS ORDER

NUMBER 21A-54

OPERATIONS

Take-off schedule for each task force, route outline, and requirements.

Annex B
303 B-1
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

1153

CONFIDENTIAL

1ST TASK FORCE 27 July 1954				
T.O. TIME	CONTROL PT TIME (MCALLISTER, TEX)	TGT TIME (SAN ANTONIO)	LDC TIME G.C.T.	TACTICS
G. C. T.	G.C.T. (MCALLISTER)	G.C.T.	(PG TIME)	
0304	0515	0615	0849	Max Alt at Mach .74
0319	0530	0630	0904	"
0334	0545	0645	0919	"
0349	0600	0700	0934	"
0404	0615	0715	0949	"
0419	0630	0730	1004	"
0434	0645	0745	1019	"
0449	0700	0800	1034	"
0504	0715	0815	1049	"
0519	0730	0830	1104	"
0704	1015	1115	1249	"

Latest possible T.O. & Tgt Time
(No Wind)

1

CONFIDENTIAL

Annex B
303 H' B
Ops O 21A-54
8 Jul 54

1154

CONFIDENTIAL

2ND TASK FORCE

28 July 1954

T.O. TIME G. C. T.	CONTROL PT TIME (MCALLISTER, TEX) G.C.T. (NO WIND)	TGT TIME (SAN ANTONIO) G.C.T.	ILG TIME G.C.T. (NO WIND)	TACTICS	
0304	0515	0615	0849	2000' Above optimum Mach .78	
0319	0530	0630	0904	"	
0334	0545	0645	0919	"	
0349	0600	0700	0934	"	
0404	0615	0715	0949	"	
0419	0630	0730	1004	"	
0434	0645	0745	1019	"	
0449	0700	0800	1034	"	
0504	0715	0815	1049	"	
0519	0730	0830	1104	"	
Latest possible T.O. & Tgt Time (No Wind)	0704	1015	1115	1249	"

Annex B
303 BWB
Ops O 21A-54
8 Jul 54

CONFIDENTIAL

1155

~~CONFIDENTIAL~~
3RD TASK FORCE 29 July 1954

T.O. TIME G.C.T.	CONTROL POINT TIME (MCALLISTER, TEX) G.C.T. (NO WIND)	TGT TIME (SAN ANTONIO) G.C.T.	LOG TIME G.C.T. (NO WIND)	TACTICS	
0304	0515	0615	0845	Optimum Hach .81	
0319	0530	0630	0904	"	
0334	0545	0645	0919	"	
0349	0600	0700	0934	"	
0404	0615	0715	0949	"	
0419	0630	0730	1004	"	
0434	0645	0745	1019	"	
0449	0700	0800	1034	"	
0504	0715	0815	1049	"	
0519	0730	0830	1104	"	
Latest possible T.O. & Tgt Time (No Wind)	0704	1015	1115	1249	"

Annex B
303 M 1
Ops O 21A-54
8 Jul 54

3
~~CONFIDENTIAL~~

CONFIDENTIAL

1. BOMBS: Davis-Monthan AFB

TO: Socorro, New Mex

TO: Fairhuska, Okla

TO: Tyler, Texas

TO: Crockett, Texas (PIP)

TO: Bryan, Texas (IP)

TO: San Antonio, Texas (TGI)

TO: Cisco, Texas

TO: Tucson, Ariz

TO: Williams AFB, Ariz

TO: Davis-Monthan AFB

2. TACTICS: The route from Davis-Monthan AFB to Tyler Texas will be flown at optimum altitude and mach .74; on departing Tyler, each aircraft will go to its specified tactic and hold it until after completion of the bomb run on San Antonio; to Williams AFB, Ariz will be flown at optimum altitude and mach .74; upon completion of the grid navigation leg at Williams AFB a clean descent will be made to 25,000 and this altitude will be maintained to Davis-Monthan AFB.

3. REQUIREMENTS: Each crew will complete one simulated radar bomb run; one simulated polar grid navigation leg of a minimum of 1½ hours duration, and any additional requirements as may be directed by this or higher headquarters.

Annex B
303 EW M
Ops O 21A-54
8 Jul 54

4

CONFIDENTIAL



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
APO 167, c/o Postmaster
New York, New York

MAINTENANCE INSTRUCTION LETTER
NUMBER 00-30

23 April 1954

MAINTENANCE STANDARDIZATION TEAM

(Supersedes MIL 00-30 dated 3 November 1953)

1. PURPOSE. To outline the responsibilities of the Maintenance Standardization Team to the 303rd Bombardment Wing and to all squadrons and sections within it.

2. SCOPE. Applicable to all squadrons, sections and personnel formulating or coordinating maintenance and operating problems, procedures, forms and publications within the 303rd Bombardment Wing, Medium.

3. GENERAL. In order for the Maintenance Standardization Team to properly perform its duties, it will be necessary that the Team be furnished all pertinent facts and figures of any case reported to them. To further assist the Team in serving the Wing, an Advisory Committee has been appointed with membership representing the seven squadrons of the 303rd Bombardment Wing.

4. RESPONSIBILITIES. a. The primary purpose of the Team is to assist in increasing the quality of aircraft maintenance within the Wing.

b. The Team will submit to the Chief of Maintenance, recommendations for the improvement of maintenance policies, procedures, forms, etc., acceptable for aircraft maintenance quality standards.

c. The Team is required to investigate areas of maintenance quality deficiencies and recommend improvement in policies, procedures and methods which will correct the deficiencies, increase maintenance quality and improve efficiency.

d. The Team will serve as advisors of quality maintenance to all aircraft maintenance personnel and activities.

e. The Team will indoctrinate maintenance personnel in the established maintenance quality standards and insure that they are familiar with current technical publications affecting Wing assigned aircraft.

5. PROCEDURES. a. The Maintenance Standardization Team Advisory Committee will hold meetings at the Maintenance Standardization Team office at 1300 hours on the second Tuesday of every month. Members will bring to the meetings, problems and recommendations from their squadron or section affecting quality maintenance. The Committee will discuss these problems and recommendations for the purpose of coordinating, improving and expediting the maintenance policies, procedures and accomplishments within the Wing.

Maint Instr Ltr
No. 00-30

2 Pages
Page 2

b. Committee members should be on the alert for any maintenance practice within their squadron that might be improved, and encourage ideas on how to do the job better, faster and easier.

c. The Maintenance Standardization Team will maintain a supply of the attached suggestion blanks. These are to be distributed by the Advisory Committee members to all personnel having suggestions for improving maintenance policies, procedures, forms, publications, etc. The completed forms may be submitted to any Advisory Committee member or directly to the Standardization Team.

d. The Team, with the aid of the Advisory Committee, will determine and recommend to the Chief of Maintenance acceptable suggestions affecting quality maintenance submitted by maintenance activities and personnel.

6. References. SAC Manual 66-12.

BY ORDER OF THE COMMANDER:

OFFICIAL:

WILLIE J. BARRY
Major, USAF
Chief of Maintenance

Clifford Y F Liu
CLIFFORD Y F LIU
1st Lt, USAF
Assistant Adjutant

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1 Attachment

1. 303B/ Form 654

1160

SUGGESTIONS

TO: FROM: DATE:

SUBJECT:

SCOPE:

SUGGESTION, WHAT, WHERE, WHEN, WHO, & WHY?

NAME

RANK

SERIAL NO.

INDIVIDUAL SUBMITTING THIS INFORMATION

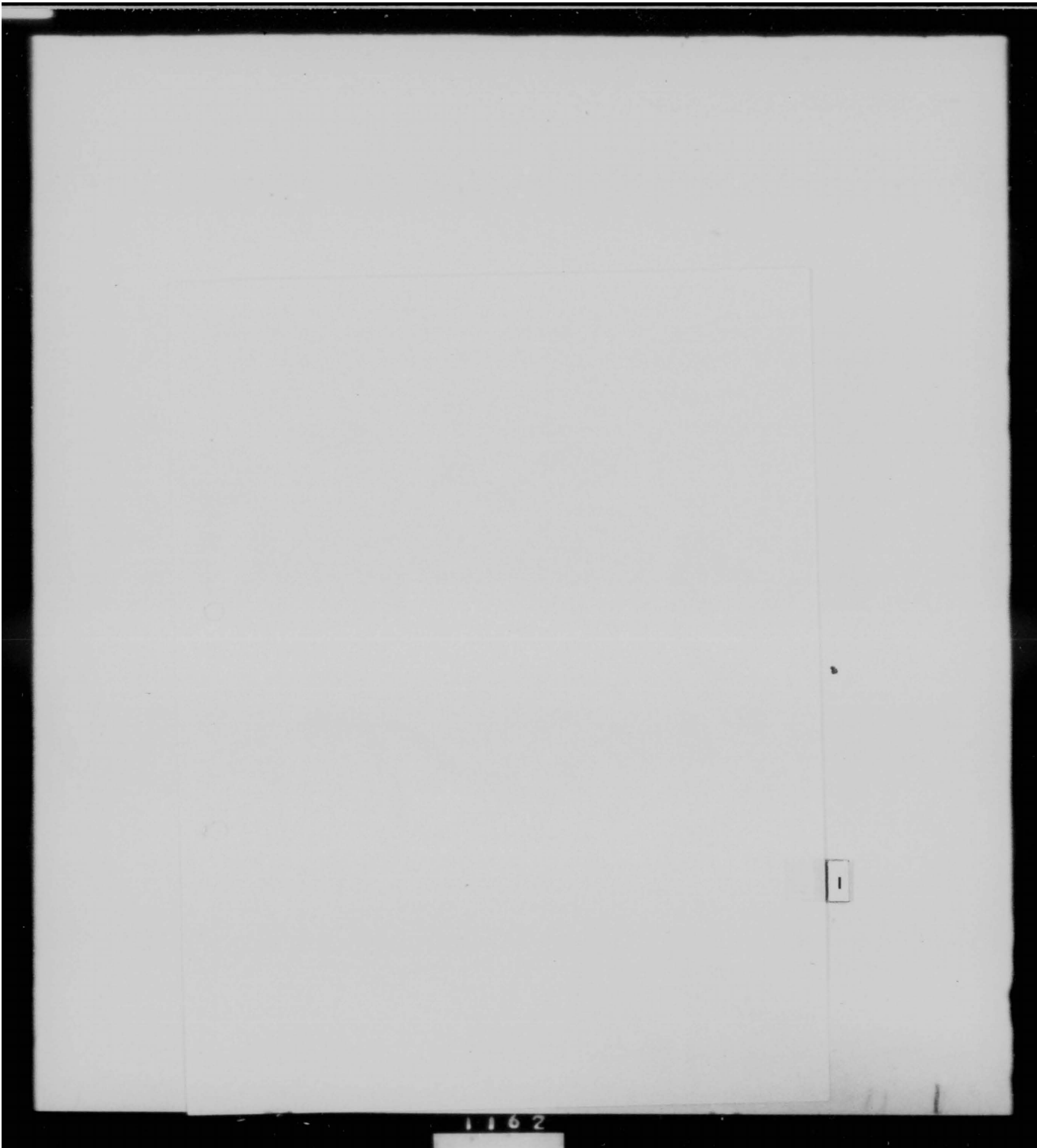
SPACE BELOW FOR USE OF STANDARDIZATION TEAM ONLY

PROJECT NO. DATE RECEIVED: RESEARCHER:

ACTION:

FORM
303BW 654 (T)
10 NOV 53

COMPLETED:
DATE:



Breakdown of Inspections by Quality Control

July 1954

13	B-47 Flight Line Inspections
6	KC-97 Flight Line Inspections
7	B-47 Periodic Dock Inspections
3	KC-97 Periodic Dock Inspections
3	KC-97 Engine Changes
15	B-47 Engine Changes
30	Aircraft Record Jacket Files
1	KC-97 Landing Gear Malfunction
1	KC-97 Propeller Change
2	Housekeeping Inspections
10	Special Inspections

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1164

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER 00-8

23 July 1954

SPECIAL SUBJECT TREND CHARTS

1. PURPOSE. To establish a procedure whereby squadrons, shops, and sections are actively engaged in compiling time standards and provide the Analysis Section of Maintenance Control with an additional source of information for revision of existing time standards.
 2. SCOPE. The provisions of this directive are applicable to all maintenance activities of the 303rd Bombardment Wing, Medium.
 3. ACTION. All maintenance activities will maintain five Special Subjects Trend Charts on a monthly basis. Subjects to be chosen for time studies each month will be selected by the maintenance supervisor unless a special study is requested by the Chief of Maintenance. Results of these job studies will be forwarded to the Reports & Analysis Branch of Maintenance Control, not later than the fifth working day of the following month.
 4. PROCEDURES. Special Subjects Trend Charts will be furnished by the Reports & Analysis Branch. Charts will be mounted in a frame with an acetate cover, and hung in a conspicuous location. Postings to charts will be with colored grease pencils. Charts will be maintained in following manner:
 - a. Special subject to be studied will be entered on line above title of chart.
 - b. Manhour Column: This column is divided into ten blocks. Each line will be made to represent a specific number of manhours. Time standard line will be established on chart to allow a leeway for jobs requiring manhours above or below established time standard as specified in 303rd Bombardment Wing Time Standard Manual.
- EXAMPLE: Page 2, Job 2 of Time Standard Manual states that the time standard for a flaperon change on a B-47 has been established as 25 manhours, therefore, the lines on the chart could be numbered from 0 manhours to 50 manhours allowing a five manhour increment for each square. A line drawn in black grease pencil across the chart at 25 manhour line would indicate the time standard.
- c. Aircraft Number: Enter last three tail numbers of aircraft on which flaperon was changed.
 - d. Date: Enter date of change.

Maint Instr Ltr
No. OC-8

2 Pages
Page 2

c. Chart Postings: Individual job postings will be made in bar graph form. Jobs accomplished that are under time standard will be indicated by a green line from 0 manhours to time taken. Jobs accomplished that took over the time standard will be indicated by a green line from 0 manhours to time standard and a red line from the established time standard to time taken.

5. RESPONSIBILITY. Compliance with the provisions of this Maintenance Instruction Letter is the responsibility of all Squadron Commanders of the 303rd Bombardment Wing, Medium.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER B-17

29 July 1954

B-47 FUEL TANK LEAKAGE CHECK LIST

1. PURPOSE. To make available to those maintenance personnel concerned, a chart devised as an aid in determining and locating the most probable causes of fuel tank leakage in B-47 aircraft.

2. SCOPE. This Maintenance Instruction Letter is applicable to all maintenance personnel involved in locating and/or repairing fuel tank system leaks.

3. GENERAL. The attached chart is a more detailed and specific check list of tank fuel leakage points than the chart contained in the applicable -2 handbook and therefore is deemed more desirable. Proper utilization of the check list can be readily determined by carefully reading it step by step.

4. PROCEDURE. a. When fuel tank leakage is evident but the reason for the leak has not been definitely established, the attached chart should be utilized in getting a "fix" on the specific cause of the fuel leak.

b. Proper and timely use of this check list should reduce the number of recurring fuel tank leaks in the same tank and on the same aircraft.

5. RESPONSIBILITY. The maintenance supervisors of all activities concerned with maintaining B-47 fuel tank systems will insure proper utilization of the attached check list when fuel leak "trouble shooting" can be facilitated by its use.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

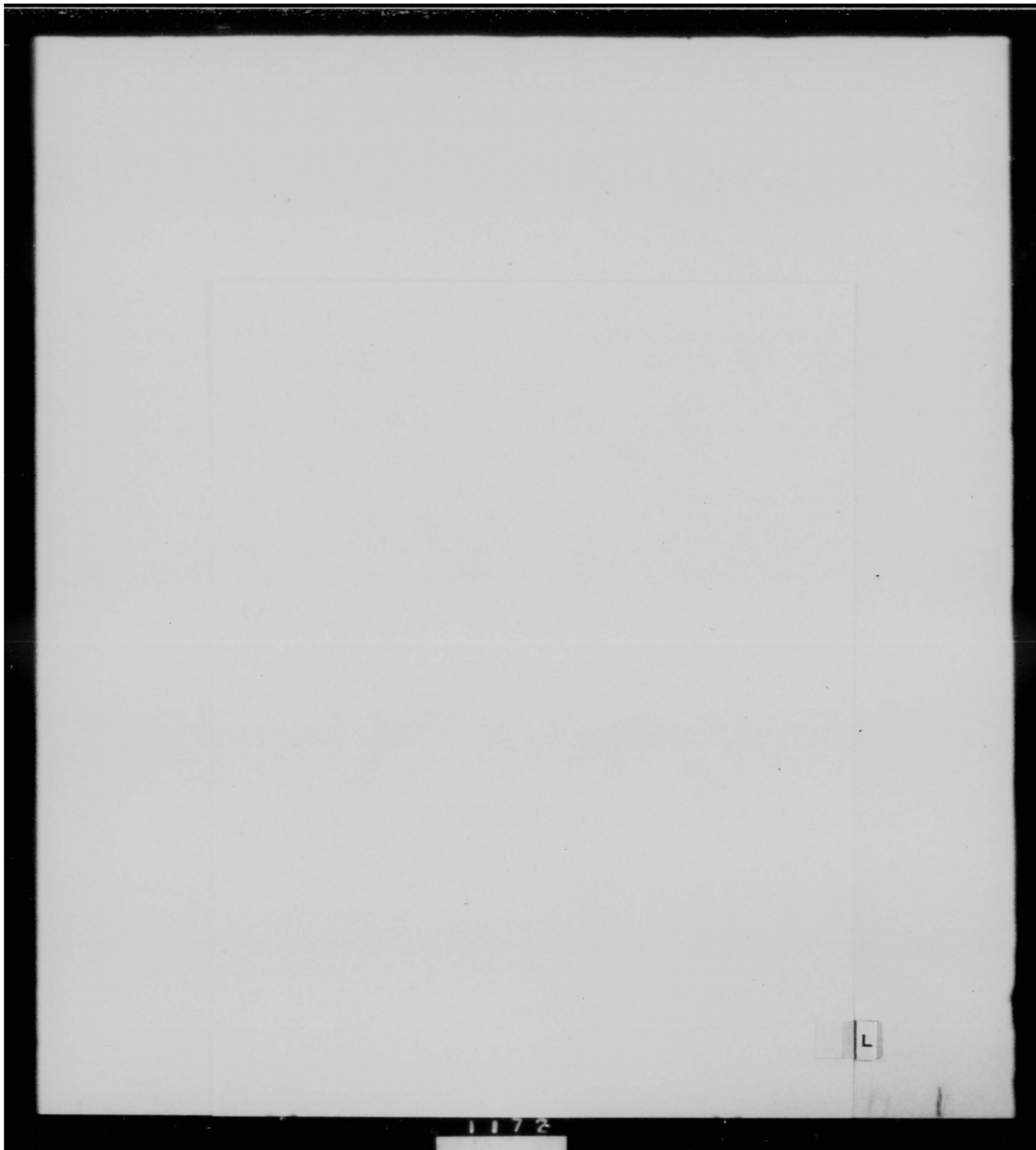
DISTRIBUTION: "E" Plus (15 Cys on Sq)

1 Attachment
Fuel Tank Leakage
Check List

TANK	FUEL LEVEL		CELL NO.	LEAKAGE POINTS
	GALLONS	Pounds (gal X 6.5)		
Rwd Main	148	962	1	1. Aft fuel probe access 2. Lower inter connects to cell # 2
			2	1. Aft Boost pump sumps 2. Fuel probe access 3. Lower inter connects to cell # 1 4. Refueling check valve
			10,11,12	None
	295	1918	1	Fuel fuel probe (✓ points at preceding level)
			2	No additional points
			10,11,12	None
	1034	6721	1	1. Rwd boost pump sumps (✓ points at preceding levels) 2. Access door
			2	No additional points
			10,11,12	None
	1330	8645	1	No additional points
			2	Inter connects to cells 10,11,12 (✓ points at preceding levels)
			10,11,12	1. Inter connects to cell # 2 2. Cell # 11 aft access door
	1477	9601	1	No additional points
			2	Fuel probe inter connect to cell #11 (✓ points at preceding levels)
			10,11,12	Fuel probe inter connect to cell # 2 (✓ points at preceding levels)
	2068	13442	1	Upper inter connect to cell #2 (✓ points at preceding levels)
			2	Upper inter connect to cell #1
			10,11,12	No additional points (Bladder cell across connections partially covered)
	2954	19201	1	1. Filler neck 2. Inter connect to cell #11 (✓ points at preceding levels)
			2	No additional points
			10,11,12	1. Inter connect to cell # 1 2. Access connections (✓ points at preceding levels) 3. Aft vent cell # 11

TANK	FUEL LEVEL		CELL NO.	LEAKAGE POINTS
Center Main	Callons	Pounds (gal x 6.5)		
	72	468	3	None
	NOTE: There will be no reading on fuel quan gage at this level		4	None
			5	1. Boost Pump sumps 2. Access door
	863	5610	3	1. Lower inter connects to cell #4 2. Refueling check valve connection 3. Access door 4. Boost pump sumps
			4	1. Lower inter connects to Cell #3 2. Lower inter connects to cell #5 3. Access door
			5	Lower inter connect to cell #4 (4 points at preceding level)
	2443	15880	3	No additional points
			4	No additional points
			5	Aft vent (4 points at preceding levels)
	2733	17765	3	No additional points
			4	Upper inter connects to cell #5 (4 points at preceding levels)
			5	1. Upper inter connects to cell #4 2. Fuel probe (4 points at preceding levels)
	2874	18681	3	1. Filler neck 2. Upper inter connect to cell #4 (4 points at preceding level)
			4	1. Upper inter connect to cell #3 2. Fuel probe (4 points at preceding levels)
			5	No additional points.

TANK	FUEL LEVEL		CELL NO	LEAKAGE POINTS
	GALLONS	POUNDS (gal x 6.5)		
AFT MAIN	Fill until gage first gives indication	gage first gives indication	6	Access Door (Boost pump mounting)
			7	None
	345	2243	6	Lower interconnects to cell #7 (✓ point at preceding level)
			7	1. Lower interconnects to cell #6 2. Access Door (Boost pump mounting)
	3100	20150	6	Refueling check valve (✓ points at preceding levels)
			7	No additional points
	3445	22393	6	1. Filler neck 2. Upper interconnect to cell #7 (✓ points at preceding levels)
			7	1. Upper interconnect to cell #6 2. Aft vent 3. Fuel Probe (✓ Points at preceding level)
BOMBAY	82	533		1. Aft Boost Pump mounting 2. Fuel Probe 3. Access door 4. Fwd Boost Pump Mounting
	3250	21125		1. Filler neck 2. Aft Vent



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER B-11

12 July 1954

FOURTH CREW MEMBER POSITION
(Supersedes MIL B-11 dated 13 Jan 54 and B-11A dated 5 Feb 54)

1. PURPOSE: To provide for the installation of a fourth crew member position in wing assigned B-47 type aircraft.

2. GENERAL: Fifteenth Air Force message DM4BB 2499, 9 November 1953, has authorized the installation of a fourth crew member position in B-47 type aircraft. This installation is an interim measure until such time as a technical order is published and kits for the seats are made available. (WADC message WCSH-10-146-E, 28 October 1953 quoted in DM4BB 2599) Aircraft in each Bombardment Squadron will be modified excepting those aircraft that are not equipped with spoiler doors.

3. ACTION:

a. Aircraft will be modified by the installation of two aluminum reinforcing plates in the aft corners of the stepway to the left of the co-pilots position and forward of the ELGE stand. The plates are to be attached to the aircraft structure with 10/32 steel aircraft bolts and drilled as required to accommodate safety belt attachment. The 303rd Field Maintenance Squadron will perform this modification when an appropriate request has been processed through Wing Maintenance Control by the tactical squadrons concerned.

b. Safety bolts will be attached to the reinforcing plates with 1/4 inch bolts by the bomb squadrons. Attachments may be by means of clevis bolts or by means of angle irons drilled to accommodate 1/4 inch bolts. Drilled angle irons are available in the Maintenance Quality Control Office.

c. A walkaround bottle may be used for oxygen facilities. Use of a walkaround bottle will limit the operational altitude to 35,000 feet.

d. The 303rd Armament & Electronics Maintenance Squadron will install communication facilities for a fourth crew position when an appropriate request has been processed through Wing Maintenance Control by the tactical squadron concerned. This installation will be made in accordance with the accompanying drawing. Present installation not conforming with this drawing will be reworked or removed and replaced.

MAINT INST LTR
No B-11

2 Pages
Page 2

4. RESPONSIBILITIES: The commanders, 358th, 359th, 360th, Bomb Squadrons, 303d Field Maintenance and 303rd A & E Maintenance Squadrons are responsible for compliance with this directive.

BY ORDER OF THE COMMANDER:

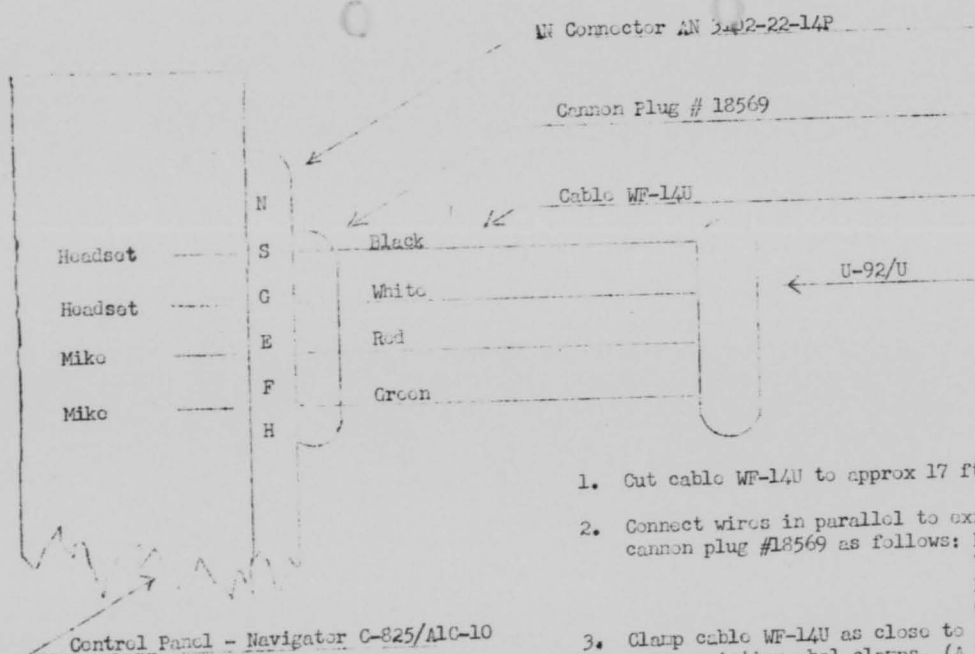
OFFICIAL:

BILLIE J BARRY
Major, USAF
Chief of Maintenance

Clifford Y P Liu
CLIFFORD Y P LIU
1st Lt, USAF
Assistant Adjutant

1 Atchmt
Wiring Diagram

DISTRIBUTION: "E"
Plus 16 cys ea Sq.



Page 229F of T.O. 1B-47B-2
May be used as reference

1. Cut cable WF-14U to approx 17 ft.
2. Connect wires in parallel to existing wires in cannon plug #18569 as follows: Black - RZ 144A20
White - RZ 105A20
Red - RZ 103A20
Green - RZ 104A20
3. Clamp cable WF-14U as close to cannon plug as possible, using existing abel clamps. (A larger clamp may have to be used)
4. Install cable strap on equipment rack behind Navigators seat for stowage of cable WF-14U when not in use.

INTERPHONE INSTALLATION FOR FOURTH CREW MEMBER POSITION

Attachment # 1 to MIL B-11 dtd 12 Jul 54

SECRET

HISTORY



303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

DAVIS-MONTHAN AFB TUCSON, ARIZONA

SECRET

1180

SECRET

SECRET

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

1 August - 31 August

1954

36th Air Division

Fifteenth Air Force

Strategic Air Command

Classification
Auth. 34 ADIV
Date 2 Oct 54 Initials Hampton

Prepared in the Information Services Office in accordance with
Air Force Regulation 210-3, Strategic Air Command Regulation 210-1,
and Fifteenth Air Force Regulation 210-1. Reports Control Symbol
assigned this report is 1-AF-D2.

Prepared by:

Robert L. Pritchard
Robert L. Pritchard
Staff Sergeant
Historical Technician

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Historical Officer

W. J. Wrigglesworth
WILLIAM J. WRIGGLESWORTH
Colonel, USAF
Commander

RSI Cont. No.

S 08583

SECRET

3-2141-1

TABLE OF CONTENTS

Title Page - - - - -	1
Table of Contents - - - - -	2 - 3
<u>T E X T</u>	
I ORGANIZATION AND ADMINISTRATION - - - - -	4
<u>Mission</u> - - - - -	5
<u>Organization</u> - - - - -	5
<u>Command</u> - - - - -	5
Inspector - - - - -	5 - 7
Comptroller - - - - -	7 - 8
Changes in Key Personnel - - - - -	8
II PERSONNEL - - - - -	9 - 10
<u>Combat Crew Resources</u> - - - - -	11
<u>Officer</u> - - - - -	11
<u>Airmen</u> - - - - -	12
III OPERATIONS AND TRAINING - - - - -	13 - 14
<u>Assigned Missions, Exercises, and Projects</u> - - - - -	15 - 16
<u>Flying Training General</u> - - - - -	16
358th Bombardment Squadron - - - - -	16 - 17
359th Bombardment Squadron - - - - -	17 - 19
360th Bombardment Squadron - - - - -	20 - 21
303rd Air Refueling Squadron - - - - -	21
<u>Directorate of Operations</u> - - - - -	22
Operational Plans - - - - -	22 - 23
ECM and Communications - - - - -	24
Intelligence - - - - -	24 - 33

Gunnery - - - - -	33
Munitions - - - - -	33 - 34
Special Weapons - - - - -	34
Ground Training - - - - -	35
Flying Safety - - - - -	36 - 40
IV MATERIEL - - - - -	41 - 42
Maintenance Control - - - - -	43
Maintenance Standardization Team - - - - -	44
Quality Control - - - - -	45
Wing Logistics - - - - -	46 - 48
Wing Supply - - - - -	48 - 49

WHAT'S ON THE COVER?

Boeing Stratojet B-47 Medium Bombers of the 359th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, fly in formation over the Arizona desert during a training exercise.

Photograph by:

A. J. Sandoval
Technical Sergeant
ISO Photographer

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1185

ORGANIZATION AND ADMINISTRATION

1186

MISSION

There were no changes in the mission of the 303rd Bombardment Wing, Medium during the month of August 1954.^{1/}

ORGANIZATION

This history constitutes the twentieth report since the conversion of the 303rd Bombardment Wing, Medium to B-47 aircraft. Activities in general and the current status of the "Combat Ready" Wing for the month of August 1954 are reflected herein.

COMMAND

Under the provisions of Air Force Regulation 24-1 as amended, Colonel William J. Wrigglesworth, 303rd Bombardment Wing Commander, assumed command of the 36th Air Division, SAC, Davis-Monthan Air Force Base, during the temporary absence of Brigadier General Nils O. Ohman.^{2/} Effective 26 August 1954, General Ohman reassumed command of the 36th Air Division.^{3/}

Colonel Lloyd D. Chapman, Deputy Commander, 303rd Bombardment Wing, assumed command of the 303rd Bomb Wing during the temporary absence of Colonel William J. Wrigglesworth effective 27 August 1954.^{4/}

INSPECTOR

In accordance with 15th Air Force Message IG 1377, Subject: Field Test of Inspection Functions at Division Level, dated 10 August 1954,^{5/}

-
- ^{1/} 303rd Bombardment Wing History for July 1954.
 - ^{2/} Hqs 36th ADiv General Order Number 24, 19 Aug 54, Appendix B.
 - ^{2/} Hqs 36th ADiv General Order Number 25, 26 Aug 54, Appendix C.
 - ^{4/} 303rd Bomb Wing General Order Number 21, 27 Aug 54, Appendix D.
 - ^{5/} Hqs 15th Air Force Msg IG 1377, Subj: Field Test of Inspection Functions at Division Level, dated 10 Aug 1954, Appendix E.

the 36th Air Division was authorized to conduct a Field Test of Inspections at Division level for a period of six months, utilizing the present authorization of one Officer and one Airman assigned to the 303rd and 43rd Bombardment Wings.

The 36th Air Division Inspection System was activated on 17 August 1954. The inspection system will operate under the direct supervision of the Division Commander. Personnel assigned are those personnel authorized for the Wing Inspection Systems of the 303rd and the 43rd Bombardment Wing, which consists of one officer and 1 airman from each wing. Since this is a field test for evaluation purposes, no change in personnel was authorized and no PCA will be accomplished. On 17 August 1954, the Division Commander designated Lt Colonel Charles O. Roberts, as Division Inspector and outlined the primary duties of his office on a Disposition Form dated 17 August 1954. At the time the system was activated, the assigned inspector of the 43rd Bomb Wing was TDY at school. This fact was coordinated with the Division Commander and the Commander of the 43rd Bomb Wing. A request was made to the Director of Personnel, 36th Air Division, for the assignment of a field grade officer qualified in supply and maintenance to function as assistant Division Inspector. During the period 17 to 31 August suitable office space and equipment was procured, and requisitions were submitted for the necessary regulations, manuals, etc., to establish a reference library of directives. In addition, SCP's governing the functions of the Inspection System were

6/ Disposition Form from 36th Air Division Commander dated 17 Aug 54, Appendix F

prepared. These SOP's are in the process of coordination with the Wing and Air Base Group Commanders and Division Staff Agencies and will be prepared as Division Policy Letters, 123-2, 123-3 and 123-4.

COMPTROLLER

During the month of August increased authorizations for Manning in Required Specialties were received to provide for the 380th Bombardment Wing cadre. These increased authorizations reduced MIRS percentages for both Officer and Airmen categories. Airmen MIRS percentages were further reduced by PCS transfers and the early release program extended those Airmen desiring entry into the first semester school terms. The following table is submitted as a comparison of the past two months.

Officers	July	August
Required	377	408
IRS	314	311
% IRS	83.3	76.2
Airmen	July	August
Required	1610	1754
IRS	1150	1098
% IRS	71.2	62.6

Two personnel were AWOL during the month of August from the 303rd Bombardment Wing, bringing the four month total to eight AWOL's and a rate of 1.0. the Combined strength for the four month period was 7947.

There were two disabling injuries in the Wing during August for a loss of six man days. Four days were lost as a result of an injury in an automobile accident. The remaining two man days were lost due to an off duty sprained ankle. There were no military vehicle accidents during the month. The cost of ground accidents was \$2,788 for a ground safety index of 5.47 percent.

The reenlistment rate forecast in this report is based upon July and August experience. There were 31 terminations and 13 reenlistments for August as compared to 44 and 35 respectively for July. The two month rate was 64. percent. The large percentage of Airmen accepting early release to enter the first semester school term is expected to further decrease the reenlistment rate during the following month.

There were three reports of survey registered during the month of August as compared to eight for the month of July. The cost of the three surveys for August was 238.26 dollars.

A total of 1422 B-47 flying hours were required for the month of August with a total of 1173 hours being utilized, six hundred and twenty two hours of KC-97 flying hours were required for August with a total of 463 being utilized. A total of 9298 flying hours were required for the four months period with 8227 hours being utilized for a 88.4 percent of required utilized.

CHANGES IN KEY PERSONNEL

There three changes in the 303rd Bombardment Wing Roster of Key Personnel for the month of August 1954. Lt Colonel Philip A. Fitter^{2/} was relieved from assignment and duty with the Headquarters 303rd Bomb Wing and transferred to the 358th Bombardment Squadron for duty as Commander, vice, Lt Colonel Albert J. Bowley, relieved effective 24 August 1954. Lt Colonel John J. Moore was appointed 303rd Director of Personnel and Commander of the Hq Squadron Section 303rd Bomb Wing, vice Major Robert W. Bouknecht, relieved, effective 24 August 1954.^{8/}

^{2/} 303rd Bomb Wing Special Order Number 151 dated 5 Aug 54, Appendix G.

^{8/} 303rd Bomb Wing Special Order Number 166 dated 27 Aug 54, Appendix H.

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PERSONNEL

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COMBAT CREW RESOURCES

The 303rd Bombardment Wing "Combat Crew Resources" for the month of August were as follows:

Combat Crew Resources (B-47)

AFSC	1245	1234B	1525
Assigned	90	38	61
Less Staff Personnel	<u>12</u>	<u>5</u>	<u>0</u>
Total Crew Personnel	78	33	61

Combat Crew Resources (KC-97)

AFSC	1234	1534	43271D	29353	43159F
Assigned	53	25	27	23	60
Less Staff Personnel	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Crew Personnel	51	24	27	23	60

OFFICER

The Officer Section, Directorate of Personnel, nominated personnel for overseas and Zone of Interior assignments during the month of August. A total of 21 officers were lost during the month as a result of these nominations.

The following listed school quotas were received by this headquarters in August:

1. Field Officer Course
2. Officer Intelligence Course
3. Officer Flak Intelligence Course
4. Officer Thermo Nuclear Course
5. Officer Staff ECM Indoctrination Course

All of the Officer school quotas received for the month of August by this headquarters were filled.

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AIRMEN

During the month of August 1954 this headquarters received the August Cycle Promotion for Airmen. Accompanying the quotas was a customary message which closed certain career fields for this cycle. Copies of the message were made and disseminated with other information concerning the promotion to organizations of the Wing. This headquarters made a further breakdown of the quotas allotted to all squadrons on a percentage basis. The quotas received for the August Cycle Promotion period were as follows:

<u>M SGT</u>	<u>T SGT</u>	<u>S SGT</u>	<u>A/1C</u>	<u>A/2C</u>
4	9	31	66	93

The organizations within the Wing submitted Data Sheets, Forms 20 and Service Records on the airmen recommended for promotion. The information was used by the promotion board to determine the most qualified and eligible for promotion. All promotion quotas were utilized.

A total of 52 Mandatory Technical School Quotas were received by this headquarters during the month of August ^{1/}.

During the month of August a total of 49 requests for reclassification were forwarded to higher headquarters. The majority of the classification was upgrading from the three skill level to the five skill level.

Twenty eight airmen were assigned to the 380th Bombardment Wing, (Cadre) to be installed at Lincoln Air Force Base, Nebraska making a total of 110 airmen assigned as of 31 August 1954. The cadre will be withdrawn in increments beginning 1 December 1954.

^{1/} Mandatory Technical School Quotas for August 1954, Appendix I.

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OPERATIONS AND TRAINING

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ASSIGNED MISSIONS EXERCISES PROJECTS

During the month of August, the 303rd Bombardment Wing completed a simulated combat mission in addition to normal 51-26 training. The simulated combat mission involved 30 B-47 aircraft and 18 KC-97 aircraft of the 303rd Bomb Wing, and 15 KC-97 aircraft of the 509th Air Refueling Squadron from Walker Air Force Base. Ten B-47 aircraft were deployed to Limestone Air Force Base from Davis-Monthan Air Force Base on each of three days, 17, 18 and 19 August, and 10 aircraft flew the simulated mission from Limestone to Davis-Monthan each day on 19, 20, and 21 August.

Two B-47 aircraft of the Wing were sent to other SAC bases under direction from higher headquarters, for the purpose of being utilized for special loading training. One of these aircraft was sent to Rushmore Air Station at Ellsworth Air Force Base, South Dakota, for the period 24 through 26 August, and the other to Fairchild Air Force Base for the period 24 through 27 August 1954.

The Wing released six crews to the 3908th SAC Evaluation Squadron during the month of August. Of these crews, five completed evaluation and were returned to their respective squadrons; the sixth did not complete evaluation due to excessive ground aborts; was returned to the Wing, and will be rescheduled at a later date.

In the month of August a total of 303 Radar Bombing Score runs were accomplished. Of these, 97 were record radar runs with a CEA of 2369 feet and CEP of 1900 feet, an increase of 300 feet over the previous

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months results, but great improvement was shown in record visual RBS, having 47 runs for a CEA of 992 feet and a CEP of 850 feet.

Because of August being a special training month, training efforts of the Wing were concentrated on SAC Regulation 51-26 requirements and radar and visual bombing. Due to non-availability of 250 and 500 pound practice bombs, visual bombing activity was reduced considerably.

A percentage of 6.2 of the record runs were gross errors. 16.4 percent of the radar record runs were below 1000 feet, 52.7 percent of these runs were below 2000 feet, 75.3 percent below 3000 feet, 90 percent below 4000 feet, and 92.8 percent below 5000 feet. Twenty-two percent of the total runs were malfunction runs which includes aborts of all types.

Thirty-three record night celestial legs were flown with a CEA of 13NM. Twenty-eight minutes was the average time between the last fix and final ETA. Five record day celestial legs were accomplished for a CEA of 16.4NM and had an average of 27.4 minutes between the last LOP and/or MFP and final ETA.

During the month of August a 15th Air Force Operations Order directed a simulated combat mission to be flown utilizing 30 aircraft in increments of 15 aircraft a day for three days. Of these 30 strike aircraft eight were non-effective and the remaining 22 scored strikes with a CEA of 2695 feet and a CEP of 1190 feet.

FLYING TRAINING GENERAL

358th Bombardment Squadron

During the month of August flying time for the 358th Bombardment Squadron totaled 353 hours and 45 minutes, of which 26 hours and 55

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minutes were utilized for SAC Competition. One hundred and fifty five hours and fifty five minutes fell under 303rd Bombardment Wing Operations Order 136-54, Strategic Evaluation Schooling, two crews finished SES totaling 21 hours and 40 minutes together. Two crews were regressed, one exchanged with Smoky Hill Air Force Base, and three formed new crews. The new crews were formed by utilizing the five lieutenants assigned to the Squadron during the month of August.

During the month of August A-1 survival kits were brought up to date in preparation for a forthcoming mission. Twelve aircraft were loaded with survival equipment, such as B-5 vests and R-1 exposure suits for over water missions. Regular periodic inspections for over water survival equipment and parachutes were accomplished, according to needs, parachutes underwent the visual ten day inspection and sixty day inspection, requiring repacking. Survival equipment was sent in for its usual sixty day and six month inspection. R-1-2 life rafts and B-5 vests were also given the required 60 day inspections.

359th Bombardment Squadron

Throughout the first half of the month of August the activity of the 359th Bombardment Squadron Operations Section was focused on the special unit mission scheduled for the 16, 17th, 18th, and 19th of the month.

The plan of the mission required the squadron to deploy three aircraft the first day, four aircraft the second day, and three aircraft the third day. The staging base was designated as Limestone Air Force Base.

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On landing at Limestone, special weapons were to be loaded on the aircraft to be flown to Davis-Monthan Air Force Base. The return flight was to be a combat profile flight with a simulated bomb run and radar camera scoring of the impacts. The special weapons were not to be released. The return mission was scheduled to be flown after approximately a forth-hour layover at Limestone.

The deployment was delayed one day because of the excessive amount of engine changes required and being accomplished within the Wing. In actuality this squadron deployed three aircraft on the 17th, four aircraft on the 18th and three aircraft on the 19th. The three aircraft on the 19th were assigned this squadron for the period of the mission by the 360th Bombardment Squadron. Likewise one crew from this squadron was assigned to the 360th for the mission. The squadron successfully dispatched its 10 aircraft from Limestone on the return flight and obtained three of the first five low-scored runs on the target.

August being a "free month", or a non-rated month, under SAC Regulation 50-8, the flying activity was given over to the following, in order of priority:

1. Flying for accomplishment, those crews on probation.
2. Flying for accomplishment, to maintain and improve the status of those crews not on probation.
3. Flying those crews in a non-ready category, with ready status as the immediate aim.
4. Preparing ready crews for lead status in their training under SAC Regulation 51-19.
5. Instrument check flights and pilots proficiency flights.

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The 359th Bombardment Squadron was scheduled for 522:00 hours of flying activity during the month of August and accomplished a total of 345:15 hours. In the main, this deficiency is attributable to maintenance problems involving multiple engine changes in accordance with Wing directives and the Unit Mission, which involved "stand-down" preparations on several aircraft. At the end of the month there were portends of impending major crew changes, however this was not borne out by the 31st of the month. One crew was transferred intact to Smoky Hill Air Force Base and six new co-pilots and two observers were assigned to the squadron.

The Operations Section appeared to be in a period of transition as regards crews and crew stability and trends seemed to indicate a major realignment and consolidation of crews and personnel within the section.

On the whole the month was somewhat below average as concerns flying time, but this is attributed to the fact that the greatest number of our planes were grounded because of the engine changes being accomplished during the early part of August. Tech Order compliances were accomplished at a normal average rate. The mission was considered as having contributed highly to our over-all combat effectiveness and it also provided a cross country shakedown for seven of our aircraft.

Two 359th Bombardment Squadron aircraft were lost through transfer, however, the squadron gained four new aircraft which brought the total now possessed up to 17 aircraft. A total of 263 acceptance checks were completed on the newly assigned aircraft and the engineering officer accepted them for the squadron.

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360th Bombardment Squadron

During the month of August the 360th Bombardment Squadron was requested to fly 85 Sorties with a total of 67 flown for a 78.8 percent accomplishment. Five hundred and two hours of flying time were requested with a total of 536 hours and 35 minutes logged for a 106.7 percent accomplishment for the month. An average of 25:30 ground crew man hours were spent per flying hour.

A Unit Simulated Combat Mission was flown between the 17th and 21st of August with a total of nine 360th Bombardment Squadron Crews being credited for the mission. A total of 13 360th Bomb Squadron aircraft were utilized by the 303rd Bombardment Wing on the mission. A total of 10 ground crew personnel were placed on TDY for the mission.

One crew of the 360th was sent to Barksdale Air Force Base for a period of 10 days from 21 August to 30 August for the purpose of participating in the SAC Bombing and Navigation Competition. Five ground crews were also placed on TDY for this purpose.

There 24 Post Flights completed during the month and a total of eight 100 hour inspections completed.

Two B-47 aircraft were received by the squadron during the month, one being new, Number 52-151, and the other one from the 43rd Bombardment Wing, Number 52-087.

A total of 30 squadron personnel attended Non-Air Crew, Security Indoctrination, B-47 M.T.D. and Maintenance and Supply Procedure Schools during August. A total of five new pilots reported into the squadron

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during the month of August. The assigned strength of the 360th Bombardment Squadron as of 31 August 1954, was 55 Officers and 128 Airmen.

303rd Air Refueling Squadron

This having been a SAC Regulation 50-8 training month, the emphasis was toward checking out new boom operators to replace presently qualified men who are soon to be discharged. The program for training was formulated and considerable progress made. Eventually, the checked out boom operators of the squadron will consist of career airmen and/or airmen with a minimum of 18 months retainability after check-out. Although the squadron has 50 potential boom operators who have yet to check out, thirty eight of these personnel must attend MTD prior to their flight training.

During August the squadron accomplished 76 wet hookups and 470 dries in 474 hours of flying.

All the flying time was not however, devoted to training. Approximately 180 hours was consumed by a "Max Effort" and special projects directed by higher headquarters. The squadron performed very well during the three day "Max Effort" - all ships off and all bombers refueled.

Approximately 80 percent of the ground training required for the month was accomplished, considering an overall average. While we are behind in some phases, we are well ahead in others, and it is felt that the squadron will complete all the training required by the 36th Air Division on schedule.

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22

D I R E C T O R A T E O F O P E R A T I O N S

Operational Plans

On 2 August 1954, Amendment Number One to 303rd Bombardment Wing Operations Plan 50-54 (Emergency War Plan) was distributed by this section. Primary efforts of Plans personnel were expended on this amendment for a period of three weeks.

The 303rd Bombardment Wing Operations Order 136-54, dated 6 August 1954, was prepared from resources of the 303rd Operational Plans Branch upon receipt of Fifteenth Air Force Operations Order 136-54. The order directed the 303rd Bomb Wing to conduct a special weapons exercise at a forward base. Thirty B-47 aircraft were deployed to Limestone Air Force Base, Maine and flew a combat profile mission to Davis-Monthan Air Force Base, supported by KC-97 refueling aircraft out of the 509th Air Refueling Squadron operating from Ernest Harmon Air Force Base, Newfoundland. KC-97 refueling aircraft of the 303rd Air Refueling Squadron were used as secondary refueling aircraft in event refueling was not completed at the primary refueling point. The mission was originally scheduled for a period of six days beginning 16 August 1954, but a 24 hour delay due to a directive from Fifteenth Air Force grounding all B-47 aircraft for an inspection of all Studebaker engines installed. The subject of Flying Safety was continually stressed as the primary consideration of the mission.

On 26 and 27 August Lt Colonel Arnold W. Henke, Chief, Operations Plans branch, gave a briefing to staff personnel of Fifteenth Air Force

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on the projected mission to be flown during the Operational Readiness Test to be conducted in September. The briefing was presented for approval of the Commander, Fifteenth Air Force and his staff on our proposed mission to be flown during the Operational Readiness Test.

Fifteenth Air Force directed the 303rd Bombardment Wing to participate in "Operation Fly Trap" which is testing the capability of the comparatively new RC-121 type aircraft assigned to the Air Defense Command for the express purpose of extending the land based surveillance and control capability of the Air Defense System. The 303rd Bomb Wing has been obligated to provide three B-47 target aircraft every week for calibration of airborne early warning and control research and height finding radar equipment. The first mission for the 303rd Bomb Wing is scheduled for 7 September 1954 and will continue for 13 weeks.

Due to the operational planning of current operations orders levied on the Plans section, it is impossible to keep operations plans of the 40 and 50 series current without working overtime to meet the suspense dates set by higher headquarters. It is felt that units involved in the Emergency War Plan should be authorized additional personnel in the Plans Section in order that training missions and missions directed in the Emergency War Plan can be properly researched and planned. Under the current authorization, extensive research and planning is impossible using personnel resources from the Plans Section.

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24

ECM and Communications

During the month of August the communications flimsy for the unit simulated combat mission, Operations Order 136-54, was written. This mission consisted of two phases. The first phase was the deployment of B-47 aircraft to Limestone AFB, Maine. The second phase was a simulated strike mission. The communications procedures to be utilized for both phases of the mission were outlined in the flimsy.

All B-47 and KC-97 air crews participating in the mission were given a specialized briefing on the communications procedures to be utilized.

The Wing Communications Officer was placed on TDY to the CAA Regional Office located at Boston, Massachusetts for the purpose of coordinating aircraft movements and clearances for the mission.

All B-47 crews participating in the mission were interrogated subsequent to their landing at Davis-Monthan Air Force Base.

Intelligence

During the period of this report major effort was applied to a program of general housecleaning and relocation of offices and functions to conform more closely to the principles of sound management.

The Administrative Branch was assigned a more secure and central office and all files, classified and unclassified, were consolidated within this office. A work order for the installation of a "Dutch Door" to the Administration Branch was submitted on 17 August. This arrangement will facilitate better security and control of documents. The classified files were screened on 16 August and approximately one hundred pounds of

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material was determined to be of insufficient value to warrant retention and was destroyed. This material was selected carefully, item by item. None of the more valuable publications, such as the Air Intelligence Digest, were destroyed and many of the materials destroyed were extra copies of various publications.

As soon as the classified files had been put in order the reorganization of the unclassified files was accomplished. Therefore, all files are now completely organized in accordance with the provisions of AFM - 181-4. A significant amount of filing space was created in this process of screening and reorganization.

On 23 August, ten three-position combination dial-type padlocks were received and put into use on classified storage facilities. These locks replaced inadequate substitute padlocks which had been used as an interim measure.

The draftsman, with all his equipment, was moved from his position in the Target Branch to an office more convenient to the sliding panels used for graphic display of briefing information. This relocation centralizes the functions of the draftsman and should produce increased efficiency within this area.

The store-room and the map room were given a thorough house-cleaning. Supplies and equipment in the store-room were carefully sorted and properly arranged, waste materials were discarded and the large amount of maps heretofore stored there were moved to the map room. All maps were screened and the entire stock remaining was re-binned and labeled to facilitate quick inventory and restocking. The warehouse type door to the

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map room was found to be in need of modification to provide better security. A work order for such modification was submitted to the AIO on 17 August 1954.

The general clean-up campaign was then extended to the War Room. Surplus supplies and equipment were removed to the store-room. The appearance of the WAR ROOM was further ameliorated by draping inexpensive cloth material at the rear and on the sides of the rostrum. In addition a large relief map of Europe and part of Asia was mounted and framed on the East wall.

Certain surplus desks and other items were withdrawn from all sections of the Intelligence Division and were returned to supply channels on 25 August. During the last week in August the area outside the building was given a general clean-up. As a result of this campaign the appearance of the Intelligence Division was greatly improved and it is believed that its efficiency was increased correspondingly.

The Wing Intelligence structure was short seven personnel as of 31 August 1954. At the time of writing no information regarding the manning of these spaces had been received.

Estimates Section

Highlighting the activities of this section was its participation in the 303rd Bomb Wing's Special Weapons exercise and Unit Profile mission flown in compliance with Headquarters 15th Air Force's Operations Order 136-54. The mission dubbed TRIPLE - PLAY, included deployment of 30 B-47 aircraft to Limestone AFB, Maine, and the strike phase from Limestone AFB to the target Fossom Kindom Reservoir Texas, and return to Davis-Monthan Air Force Base. The briefing for the mission was accomplished on

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14 August. The Estimates Section coordinated the arrangements for obtaining and securing the briefing room, provided briefing aids, such as slide and opaque projectors, furnished personnel to operate the briefing aids, presented the intelligence portion of the briefing and policed the area following the briefing. On 13 August the Acting Chief, Major Thomas J. Strganac departed by support KC-97 aircraft to Limestone AFB for nine days TDY, to head the 303rd Reports Control Team there for this mission. The B-47 aircraft departed Davis-Monthan in three increments of ten aircraft each on 16, 17, 18 August. On 19, 20, 21 the Strike Phase of the mission was flown.

The Estimates Section also arranged the de-briefing details. The 359th Bomb Squadron building was provided for the purpose. The furniture in the large briefing room in that building was relocated to facilitate a logical flow of crews during the de-briefing and refreshments for the crews were set up at the entrance to the room. All crews were interrogated for intelligence information which was forwarded to Headquarters 15th Air Force in B-23 and B-24 reports. Information given by the crews was of excellent quality.

Early in the period covered in this report it was decided that renewed emphasis would be given to the dissemination of current intelligence information to personnel of the Intelligence Division. One airman was assigned the additional duty of monitoring timely subjects and maintaining the current world wide situation on a wall map. Twice each week all personnel of the Intelligence Division were given a verbal synopsis of the situation by the airman-in-charge. This program will be continued indefinitely.

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28

A new sub-section, Foreign Capabilities, was created during the month. This activity will boil down information concerning the offensive capabilities of potential enemy nations and maintain a current concise estimate of those capabilities.

A major project for developing an EWP transparency briefing system was completed. This system is immeasurably more efficient than the old method of preparing briefing information on large sliding panels. All graphic aids to EWP briefing have been reduced to transparencies which can be carried in a brief case. The small bulk of this case facilitates secure storage and easy movement. With a minimum of difficulty this system allows the projection of any required combination of over-laid route, flak and fighter information.

Operational Intelligence

During the month of August two officers from this section were lost to Permanent Change of Station and TDY assignments. This drastic reduction of instructor personnel will be met by additional duty for officers in other sections who are qualified to instruct in required subjects. Training was given on the subjects of Psychological Warfare, Naval Recognition, and Air to Air Recognition during the month.

The P-2 Interrogation program was continued, thirteen officers were interrogated for P-2 cards. Seven of these were reaccomplishments and the remaining six were initial interrogations. These reports were submitted to Headquarters 15th Air Force. Two hundred and forty eight tests of former P-2 Interrogations were received from Hq 15th Air Force. These tests will be completed and returned as expeditiously as possible.

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Target Development Section

The month of August resulted in a very busy period for the Target Section. The main event was the Combat Profile Mission which was flown on the 19th, 20th, and 21st of August 1954.

An item of interest, which has long been sought after by Target intelligence personnel, is a secure building close to the tactical squadrons. Its use in obtaining target materials, EWP and Domestic target studies will be enhanced; and lastly it is a building with sufficient space to incorporate the materials vault along with related activities. Photo Intelligence, Radar Prediction, and Domestic and EWP target study rooms will be located only a few steps from the Target Materials Vault. To have the Synthetic Trainer (T-2) in the same building with these other activities is highly desirable. The new building, as referenced above would provide for all these facilities. The whole plan is intended for Fiscal Year 1956, therefore construction of such a building cannot be anticipated prior to 31 July, 1955. Recommendations were made and submitted to the Chief Engineer with Davis-Monthan Air Installations Office, approximately 21 August 1954. The plan as approved by this section has received approval from the Senior Planning Board at 15th Air Force Headquarters and is apparently awaiting approval from either SAC Headquarters or USAF Headquarters. The floor plan as specified for a Target Intelligence Building under USAF definitive plans calls for 12,000 square feet and our recommendations outlined space requirements in that same amount.

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During the middle of August, a program of collecting and producing materials on all RES sites was started. This is in anticipation of the need for good target materials for target study and target folders to provide the observers in the Wing. The target section is presently in dire need of materials of this nature since all such items were turned over to the individual squadrons just prior to the TDY to the United Kingdom in March of this year. Evidently, these materials, intarget folder forms, have been lost since the squadrons have been unable to locate them since returning to Davis-Monthan. The main problem is not so much getting the folders made up, as the format that will be used. The observers maintain that the folders which were once acceptable for use in flight on B-50 or B-29 type aircraft now prove to be too large and unwieldy for the space provided the observers in the B-47 aircraft. When an acceptable format is selected, work will commence at once in the construction of the new folders. A suggestion has been made to construct the folders, using a standard three hold loose leaf binder with acetate inserts or envelopes to hold each individual item of target material. The one drawback to this plan is that it would take somewhere in the vicinity of 25 rolls of cleared film (200') to provide enough acetate for the envelopes used in each of the 50 loose leaf binder type Target Folders. The intent is to contact the Reconnaissance Technical Squadron in 15th Air Force in an attempt to obtain all the acetate possible. Ordinarily this is destroyed or used for purposes not nearly as important as our Target Folder Program.

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The Combat Profile Mission, which was prescribed in 15th Air Force Operations Plan 136-54, from the standpoint of bombing results was comparatively good. The target, Possum Kingdom Reservoir (a small airfield on the largest island) in some respects was fairly easy. Due to seasonal changes, the water level in the reservoir had dropped considerably thereby giving the island the appearance of much larger proportions. This should have had no effect on the bombing since each man was briefed to bomb the most southwesterly tip of the island regardless of water level. The bombing was scored from radar scope photos of the IP Target runs and the scores varied from a high of 22,925' down to a low of 250'. The Wing CEA was determined to be 2,695' and the CEP at 1,190'. Out of 30 aircraft that were airborne from Limestone AFB, only 22 arrived over the target with acceptable, scorable radar photos.

According to mission rules, there was no target study given, nor any radar or aerial photos of the target area available for pre-strike study. It presented the crews with a very realistic problem and to a certain degree, simulated conditions they might experience on an actual combat mission. The only available material allowed for use in the pre-strike phase was the Sectional Chart on Dallas, Series 500. This chart was also used in scoring the IP-Target runs. The chart was blown up, photographically, to a scale of approximately 1:100,000 scale chart normally used in camera scored radar runs.

The mission critique was held on Saturday, 28 August 1954. The main observation of the Target Section, regarding accomplishments or results,

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was that there appeared to be a much higher percentage of radar malfunctions over the target than had been in the case of other recently flown missions. For example, in the USCM that was flown in May 1954, there were 42 aircraft airborne and only four radar malfunctions, three of which were able to bomb using malfunction run techniques. In this last mission, there were two cases of target mis-identification, one of which could possibly be attributed to heavy cumulus cloud and thunderstorm activity in the target area, with partial obscuring of the aiming point as a contributing handicap. Good and bad samples of radar scope coverage of the IP-Tgt run was shown in the critique. Others were shown that very vividly portrayed the effect that weather can have on ground returns, during an IP-Tgt run.

Plans and preparations commenced on/or about 27 August for the Operational Readiness Test, which would be held from 13-24 September 1954. This includes a USCM, which would be flown approximately 15-18 September 1954. The Target Section would have a great deal to do in the collection of target materials, preparation of target folders and in target-studying the crews. The post-deployment and post-strike phases will entail scoring not less than three bomb runs for each aircraft.

During the month, several actual changes were made to the U-37 Report, which indicates that this wing was not in possession of all available foreign target materials on the EWP. This often happens when new material is produced and is not always indicative that some materials were overlooked when a new EWP is assigned to a wing. Some of the materials received were of a supplementary nature and do not have to be

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reported as changes to the U-37 Report. An example would be a candid camera snap shot or any ground or aerial photos that might help in the study of an assigned target.

During the month of August the following was accomplished in the matter of scoring radar scope camera runs:

Total rolls -- 84

Camera runs -- 28

Form X's -- 35

There were no personnel changes during August, word was received that a quota has been received in the wing for one Airman Photo Interpretation Specialist, (AFSC 20431). The Target Section would be seriously handicapped should this quota be levied against it.

GUNNERY

A total of 17 aerial gunnery training sorties were accomplished during the month of August, with a resulting fire out percentage of 62 percent.

Ground gunnery training for the month of August included:

- (a) 14 co-pilots completed OQ Range exercises.
- (b) 12 co-pilots accomplished TIA tail radar trainer practice.

MUNITIONS

During the month of August the Munitions Section of the 303rd Bombardment Wing conducted twenty-four hours of classroom instruction at 36th Air Division Ground Training School.

Bombing Tables for 250 pound practice bombs were received and distributed during the month, instructions for the use of the bombs was also

1215

34

published and distributed. A survey of Unit RRS personnel requirements was conducted and tentative plans completed for special training to fill requirements. Preliminary planning for the maintenance and storage of radar equipment was also completed during the month of August.

SPECIAL WEAPONS

In compliance with 36th Air Division Operations Order 300-1, issued in conjunction with the Fifteenth Air Force Inspector General Inspection, six Combat Crews of the 303rd Bombardment Wing performed simultaneous loadings on aircraft and six combat crews were given operational and simulated mission checks. Practice sessions were held for Armament and Electronics Maintenance Ring-Out and Post Loading Teams in conjunction with 803rd Supply Squadron Loadings. A total of 12 loadings by six loading crews of the 803rd Supply Squadron were accomplished in preparation for the 15th AF Inspector General Inspection.

The Operational Mission flown in August by the 303rd Bombardment Wing resulted in 30 combat crews accomplishing loadings of weapons. Twenty five combat crews flew simulated strike missions with the weapon, performing twenty five serial IPI's, routine checks and landed with the weapon in strike configuration.

Inspections of the aircraft and weapons by SAC teams prior to departure and again at destination were accomplished. Only minor discrepancies were noted with no dud probabilities.

Normal crew refresher training was accomplished with special emphasis placed on preparation for the foregoing mission and proficiency of crews prior to attending the SAC Evaluation School.

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GROUND TRAINING

During the month of August Aircrew Training Phase II was conducted in an effort to bring the level of training up to par. There were 171 scheduled to attend with a total of 76 completing this phase of the training. The Wing now has a total of 205 aircrew personnel who have completed this type of training.

Non Aircrew Phase II which started in July was continued. The schedule called for 264 completions, however only 136 completed this training. As of 31 August the Wing is 157 personnel behind schedule in this type of training.

Physiological Training continued with very poor results, of 114 personnel scheduled to attend only 20 completed this training. A plan has been devised by this office to permit scheduling on two different occasions rather than for two consecutive days. It is hoped that this will increase attendance.

The B-47 WTD utilized a total of 3008 hours during the month of August. A class of Second Lieutenants completed an aircrew course in preparation for check-out as B-47 co-pilots. Four classes on 66-14 and 65-12 were cancelled due to an insufficient number of personnel attending.

The Wing continues to fail in its ground training commitments despite repeated notification from the Ground Training Officer. There is some reason to believe that ground training requirements sent down from higher Headquarters are too great to permit completion. These requirements, however, remain in the regulations making necessary a more serious effort to comply.

1217

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FLYING SAFETY

During the month of August distribution of the Combat Crew magazine was made throughout the various squadrons in the Wing. The other flying safety publications (Flying Safety and Aircraft Accident Maintenance Review) had not been received at this office as of 31 August, however, information received from Base Operations indicated that these publications would be available to this office in early September. Upon receipt of these publications, distribution will be made.

A Wing Flying Safety Meeting was held in Theatre Number 1, Saturday, 28 August 1954. The following topics were discussed:

- (1) AFR 60-16, section II, paragraph 7 and 8.
- (2) AFR 60-22.
- (3) AFR 62-10A, Hand Signals for Jet Aircraft.
- (4) Use of oxygen by fourth crew member.
- (5) Time requirements for Incident Reports.

Mr West, Boeing Technical Representative, also discussed "Modifications on the B-47E Aircraft.

The SAC Brochure for 1954 gives maintenance as the subject to be stressed during the month of August 1954. In conjunction with this, an officer of the 303rd Maintenance Standardization Team, discussed (Inspection of Engines and Filling out the Form I).

An aircraft accident follow-up report was submitted on the 31st of August 1954 on the minor aircraft accident that occurred on 24 June 54, involving B-47E, serial number 51-5217.^{1/}

^{1/} 303rd Bombardment Wing History for June 1954.

1218

37

Captain William R. Payne, of the 359th Bombardment Squadron, was nominated by this Wing as candidate for the 36th Air Division Flying Safety Crew of the Month. ^{2/} Captain Payne has flown well over 5,000 hours, without any violation of CAA or Air Force Regulations and has contributed to no accidents.

Master Sergeant Seth M. Huntley, of the 303rd Headquarters Squadron Section was also selected as candidate for 36th Air Division Maintenance Man of the Month. ^{3/}

During the month of August the 303rd Bomb Wing Flying Safety Office submitted a total of four incident reports to higher headquarters. A brief description of each incident follows:

a. On 9 August 1954, a KC-97 of the 303rd Air Refueling Squadron, experienced "fire and backfire" in the number one engine, at the time of reversal of the props. Action taken to eliminate the recurrence of this incident was:

(1) An Unsatisfactory Report, 303BW-54-1677, dated 10 August 54, was submitted.

(2) This incident was brought to the attention of all maintenance and rated personnel.

(3) The subject engine was shipped to SMAMA for the purpose of overhauling.

b. On 15 August 1954, a B-47E of the 359th Bomb Squadron, during touch and go landings, experienced a blown tire. This incident was brought

^{2/} Flying Safety Crew of the Month, 303rd Bombardment Wing, Appendix J.

^{3/} Maintenance Man of the Month, 303rd Bombardment Wing, Appendix K.

1219

38

to the attention of all rated and maintenance personnel. There was no maintenance or aircrew error indicated.

c. On 23rd August 1954, a B-47E of the 358th Bomb Squadron, on a test hop, experienced binding of ailerons, due to improper TOC. This incident was brought to the attention of all rated and maintenance personnel and all aircraft that had this TOC were inspected.

d. On 23rd August 1954, a fourth crew member (crew chief) experienced anoxia when his oxygen mask was forced away from his face while resting his chin on his chest.

(1) All crew chiefs are now going through altitude indoctrination.

(2) This incident was brought to the attention of all pilots and maintenance personnel.

The Wing Flying Safety Officer during the month of August wrote up Flying Safety Items on RAF Station Fairford, England for the 43rd Bombardment Wing Flying Safety Officer, and also sent a report on the Flying Safety Comments on the USCM August 1954 to the 303rd Bombardment Wing Commander.

4/
Operations Memo 62-7, subject: Aircraft Form I Preflight, Postflight Workbooks, for the purpose of insuring completeness of the Aircraft Form I Preflight Postflight Workbooks was written and published during the month of August. At the present time this office has the project of reviewing, rewriting or preparing to delete all 62 series of Operations Memorandums.

4/ 303rd Bombardment Wing Operations Memorandum 62-7, 3 Aug 54, Appendix L.

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On Saturday, 7 August 1954, there was a meeting of all Flying Safety Officers held at the Wing Flying Safety Office. Subjects covered at this meeting are as follows:

- a. Lighting on runways at Davis-Monthan Air Force Base.
- b. Reporting Aircraft Incidents.
- c. Submitting Crew of the Month Report.
- d. Recent incidents occurring in the Wing.
- e. Supplemental information on minor aircraft accident (B-47E 51-5217).

Consolidation of the Squadron Flying Safety Activity Reports for the month of August 1954 indicated that:

- a. That at least two Squadron Flying Safety Meetings were held within the Squadron for maintenance and rated personnel.
- b. That runways, taxiway, and parking areas were inspected daily.
- c. That all TWX's (pertaining to accident, incidents, and violations) were brought to the attention of all personnel concerned.
- d. That all Flying Safety publications were distributed to pilots and maintenance personnel that were received from Wing Flying Safety.
- e. That the average percent of attendance at Squadron Flying Meetings for rated personnel was 50 percent, and 70 percent for maintenance personnel.
- f. That a very important flying safety problem existed during aircraft departure from Limestone AFB on a recent mission. Because of the one minute takeoff interval it was necessary for aircraft to line up in takeoff position two or three deep. The results could be unfavorable

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because of less available takeoff runway and engine failure caused by foreign objects being blown into the engines of the rear aircraft. It is recommended that takeoff interval be increased so that it will not be necessary for aircraft to line up behind each other in takeoff position.

The 303rd Bombardment Wing suffered no accidents or violations during the month of August 1954.

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MAINTENANCE CONTROL

During the month of August several new policies were implemented in the Job Control Section. The majority of these policies are concerned with the transmission of work orders and status from the flight line to the control room which evidences the continued effort by this section to accurately control the wing maintenance effort.

The technical order compliance criteria was changed twice during the month of August. These revisions required much overtime labor to complete the changeover by 31 August 1954. The present TOC concept is very complicated and it is estimated that the rate of new technical orders processed by the TOC unit will drop sharply.

A total of three B-47 aircraft and two KC-97 aircraft were delivered to IRAN facilities for modification. Six new B-47 aircraft were received from contractor facilities.

As of 31 August there were 27 technical orders outstanding against B-47 aircraft and 12 technical orders outstanding against KC-97 aircraft.

Two B-47 and one KC-97 enroute kits were drawn for August maneuvers to Limestone AFB. Due to change of plans, one of the B-47 kits was later used for the bombing competition at Barksdale Air Force Base.

During the month of August a new Maintenance Instruction Letter 00-2^{1/} was published outlining responsibilities for the various activities of the wing for supplying required information for compilation of Daily Flying and Maintenance Activity Report, RCS 15-46.

^{1/} 303rd Bomb Wing Maintenance Instruction Letter 00-2, 19 Aug 54, Appendix ^M

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MAINTENANCE STANDARDIZATION TEAM

During the month of August a survey was made of all 303rd maintenance personnel in the 43 career field. Three, Five and Seven level primary AFSC's were screened for length of service and dates of separation. These facts will assist in our long range training programs.

Aircraft forms management is a continuing subject throughout the maintenance organizations. Maintenance Information Letters covering the AF Form I and AF Form 608's have been written and/or published.

Several copies of our Jet Engine Conditioning SOP was submitted to 15th Air Force in answer to their request. We had recently consolidated several directives on this subject and published Maintenance Instruction Letter B-16 (24 Jun 54) which has been a large factor in standardizing the jet engine conditioning procedures for this wing.

Technical publication charts have been set up in the maintenance sections throughout the wing. A master list of required publications to be entered on the reading charts was submitted to each maintenance organization. We are trying to eliminate repetitious reading for maintenance personnel in so far as practicable.

Our investigations of the events leading up to aircraft not meeting the takeoff schedule has resulted in an increase of SAC Form 190's, Malfunction Reports, being submitted by the affected tactical squadron.

One of the team members, a maintenance supervisor, was assigned to the support of the SAC Evaluation Squadron for two weeks. His duty was to coordinate and expedite maintenance and supply.

2/ 303rd Bomb Wing Maint Technical Instruction Number 63, 14 Aug 54 Appendix N

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QUALITY CONTROL

During the month of August special projects were initiated on the inspection of battery compartments and ejection seats. Battery compartments are being inspected for corrosion and general condition. All battery compartments that are found to be unsatisfactory will have unsatisfactory reports submitted. The unsatisfactory condition of these battery compartments has been caused by batteries boiling over and improper installation of the battery system. All aircraft are being inspected for the installation and general condition of ejection seats.

Two Sergeants from the Quality Control Section were sent TDY on project Limestone, this project lasted for a period of two weeks. The Quality Control Section supervised the weight and balance inspection of four B-47 aircraft during the month of August, also during the month the section performed a total of 207 inspections.^{2/}

The Test Flight Unit of the Quality Control Section initiated a new test flight workbook for test flying of B-47 aircraft. The new workbook is made up in sequence that follows through from pre-flight to shutting down of the engines. From all test flight crew reports and indications this workbook is quite efficient for test flying of the B-47E aircraft. Beginning in September this section will assume the duties of scheduling the 803rd Operations aircraft for test flight during the TDY of the 43rd Bombardment Wing. During the month of August a total of thirty^{2/} aircraft were scheduled for test flight. All aircraft test flown were monitored by this unit until they were released to the tactical squadrons.

^{2/} Quality Control Section Inspections and Test Flights, Aug 54, Appendix 0.

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WING LOGISTICS

On the second day of August 1954, word was received from headquarters Fifteenth Air Force that the Eielson Staging Exercise had been deleted from the Staging Maneuver Plan for the 303rd Bomb Wing during August. Plans were revised accordingly.

On 3 August, this section received a copy of a Survey Report on Limestone Air Force Base compiled by a survey team from Davis-Monthan AFB which visited that base during the latter part of July. This report was invaluable in compiling Annex "D" to the Operations Order directing this staging exercise, to Limestone (303rd Operations Order 136-54 which was completed and printed on 6 August 1954. This Annex provided for a Control and Maintenance Task Force of 161 personnel and 20,078 pounds of supplies and equipment. No Unit Support Equipment was required to be deployed to Limestone. Information was received on 7 August that D-Day for Limestone Maneuver would be postponed until 16 August 1954.

For the first ten days of the month of August, the Maintenance NCO of the Logistics Section was on Special Duty with the Harmon Task Force Commander's representatives for the purpose of formulating a Mobility Plan for the Harmon Task Force. This Task Force, involving the Air Refueling Squadrons of five bombardment wings, was commanded by Brigadier General Nils O. Ohman, 36th Air Division Commander. The plan was completed and in print by 10 August 1954.

Departing on 13 August, a KC-97 of the 303rd Air Refueling Squadron deployed 52 personnel of the Control and Maintenance Task Force to Limestone.

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These personnel were the "advance party" sent to prepare facilities and materiel for the arrival of the bombers. On the following day, 14 August, two more KC-97's from the Air Refueling Squadron deployed 102 personnel of the Task Force to Limestone. A 2nd Strategic Support Squadron C-124 aircraft departed Davis-Monthan for Limestone on 15 August with five personnel and 19,000 pounds of equipment and supplies. One person from the Task Force departed on 14 August for Boston, Massachusetts Control Center via a T-33, and one person departed on 15 August to the El Paso Control Center by Commercial carrier. The Complete Task Force was in place by or on 15 August 1954.

A Information copy of message DM2B 11697 dated 16 Aug 54 (Unclassified) from COMDR SAC to COMDR 15th Air Force was received on 18 August, this message cancelled the Guam Staging Exercise planned for 1 November involving 15 B-47's and 7 KC-97's of the 303rd Bombardment Wing. Planning data for this Staging Exercise was filed for further possible use at a later date.

The Annual SAC Bombing Competition at Barksdale AFB, Louisiana required some logistical planning and implementation. The aircraft spares ordered for the Eielson exercise were held on hand and prepared for shipment to Barksdale for support of two B-47's scheduled to participate in the Bombing Competition. With each plane scheduled for three missions, the requirements for spares at Barksdale would approximate the requirements at Eielson for seven planes flying only one mission each. On 19 August a C-124 aircraft of the 2nd Strategic

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Support Squadron departed for Barksdale with 9,000 pounds of supplies and equipment consisting of two C-26 power units, one J-47-25 engine, and FAK spares. A C-47 from Base Flight departed for Barksdale on 22 August with 3,000 pounds of supplies and equipment (including a ground cooler) and ten personnel (Observers and Umpires). Maintenance personnel were deployed by one KC-97 of the 43rd Air Refueling Squadron.

Change Number 4 to 303rd Bomb Wing Mobility Plan was completed and forwarded to Headquarters 15th Air Force on 28 August. This change was occasioned by SAC Manual 400-1A which superseded SAC Manual 400-1, and directed the use of SAC Form 309 for the staging team and Air Echelon deployment planning. This change also added Appendix 1 (E-47 Task Force) and Appendix 2 (KC-97 Task Force).

WING SUPPLY

During the month of August, directives were received to implement the new procedures for maintaining organization property records. In conjunction with the implementation procedures originally established for the unit supply sections, additional procedures were delegated to the unit level that were to have been accomplished by Base Supply and higher headquarters. This has resulted in the burden of the workload for accomplishment of the change-over to the new accounting procedures being placed on unit supply sections. This office prepared instructions and coordinated procedures with other Materiel offices on the base to aid in effecting a uniform, base-wide implementation of the new accounting procedures.

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Units of the 303rd Bomb Wing received property which resulted in a three percent increase in UEE Property on hand. The Wing average percentage at the end of August 1954 was 87 percent.

Four units of the Wing were inspected using SAC Form 310, Organizational Supply Inspection and Rating. This form has resulted in more uniform unit inspections although performed by different inspectors, and has proven satisfactory to date. One unit received an unsatisfactory rating as the result of a Unit Supply Spot Check, performed in accordance with SAC Regulation 67-32.

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

- A. Roster of Key Personnel
- B. Hqs 36th ADiv General Order Number 24, 19 Aug 1954
- C. Hqs 36th ADiv General Order Number 25, 26 Aug 1954
- D. 303rd Bomb Wing General Order Number 21, 27 Aug 1954
- E. Hqs 15th AF Msg IG 1377, Subj: Field Test of Inspection Functions at Division Level, dated 10 Aug 1954
- F. Disposition Form from 36th Air Division Commander, 17 Aug 1954
- G. 303rd Bomb Wing Special Order 151, 5 Aug 1954
- H. 303rd Bomb Wing Special Order 166, 27 Aug 1954
- I. Mandatory Technical School Quotas for August 1954
- J. Flying Safety Crew of the Month, 303rd Bombardment Wing
- K. Maintenance Man of the Month, 303rd Bombardment Wing
- L. 303rd Bomb Wing Operations Memorandum 62-7, 3 Aug 1954
- M. 303rd Bomb Wing Maintenance Instruction Letter 00-2, 19 Aug 1954
- N. 303rd Bomb Wing Maint Technical Instruction 63, 14 Aug 1954
- O. 303rd Quality Control Section Inspections and Test Flights, Aug 1954
- P. 303rd Bomb Wing Regulation 50-3, 10 Aug 54 (Operations)
- Q. 303rd Bomb Wing Regulation 50-4, 27 Aug 54 (Training)
- R. 303rd Bomb Wing Regulation 50-5, 27 Aug 54 (Training)
- S. 303rd Bomb Wing Regulation 66-2, 20 Aug 54 (Maintenance)
- T. 303rd Bomb Wing Regulation 55-9, 31 Aug 54 (Operations)
- U. 303rd Bomb Wing Operations Memo, 55A-5, 4 Aug 54, (Air Refueling Pattern)
- V. 303rd Bomb Wing Operations Memo 55B-7, 11 Aug 54, (Compressor Stalls)
- W. 303rd Bomb Wing Operations Memo 62-8 30 Aug 54, (Flying Safety)
- X. 303rd Bomb Wing Materiel Memo 67-7, 10 Aug 54, (Supply)

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303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	WILLIAM J. WRIGGLESWORTH	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	JOHN D. HAMPTON	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	KENNETH L. DEHAVEN	CAPTAIN
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	JOHN J. MOORE	LT COL
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIEL	MAX W. HENNEY	LT COL
HQ SQ SECTION COMMANDER	JOHN J. MOORE	LT COL
358th BOMB SQUADRON COMMANDER	PHILIP A. FITTER	LT COL
359th BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360th BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303rd PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	MAJOR
303rd AIR REFUELING SQ COMMANDER	HENRY G. BUSSING	LT COL
303rd FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303rd ARMT & ELECT MAINT SQ COMMANDER	MYRON F. LEWIS	LT COL

B

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C O P Y

HEADQUARTERS
36TH AIR DIVISION (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 24)

19 AUGUST 1954

ASSUMPTION OF COMMAND -- Under the provisions of Air Force Regulation 24-1 as amended, the undersigned hereby assumes command of the 36TH Air Division, SAC, Davis-Monthan Air Force Base, Tucson, Arizona, during the temporary absence of BRIGADIER GENERAL NILS O OEHMAN, 1321A, USAF.

DISTRIBUTION: "A" plus
2 - OFF concerned
1 - ADIV SO SEC
2 - COMDR SAC, Offutt AFB, NEBR
2 - COMDR 15AF, March AFB, CALIF

/s/t/ WM J WRIGGLESWORTH
Colonel, USAF
Commander

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C O P Y

HEADQUARTERS
36TH AIR DIVISION (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 25)

26 AUGUST 1954

ASSUMPTION OF COMMAND -- Under the provisions of Air Force Regulation 35-54, the undersigned hereby reassumes command of the 36TH Air Division, SAC, this Base, effective this date.

DISTRIBUTION: "A"

/s/t/ NILS O OHMAN
Brigadier General, USAF
Commander

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 21)

ASSUMPTION OF COMMAND

27 August 1954

1. Under the provisions of paragraph 4, Air Force Regulation 24-1, 10 November 1950, the undersigned hereby assumes command of the 303d Bombardment Wing, Medium (SAC), during the temporary absence of COLONEL WILLIAM J WRIGGLESWORTH, 1 893A, United States Air Force, Regular Air Force, effective this date.

LLOYD D CHAPMAN
Colonel, USAF
Commander

DISTRIBUTION: "B"

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C O P Y

T-051 BASE NBR 1097

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JWFRH A069

MM JWPBD JWPG 333

DE JWFRH 2108

R 092357Z

FM COMDRAF 15MARCH AFB CALIF

TO JWFRB/COMDRADIV 21 FORBES AFB KANS

JWPBD/COMDRADIV 36 DAVIS-MONTHAN AFB ARIZ

JWPG/COMDRADIV 57 FAIRCHILD AFB WASH

/UNCLASSIFIED/IG 1377. SUBJ: FIELD TEST OF INSP FUNCTIONS AT DIV LEVEL.

THIS MSG IN 3 PARTS: PART I. EFF THIS DATE, YOUR HQ IS AUTH TO CONDUCT
A FIELD TEST OF INSP FUNCTIONS AT DIV LEVEL FOR A PD OF 6 MONTHS. PART II.
FUNCTIONALLY, THE INSP SYSTEM WILL BE PLACED DIRECTLY UNDER THE DIV
COMDR. UTILIZING PRESENT AUTH OF 1 OFF AND 1 AMN ASG TO EACH COMBAT
WG. SINCE THIS IS A FIELD TEST FOR EVAL PURPOSES, NO CHANGE IN PERS
AUTH OR PCA WILL BE ACCOMP. PART III. AT THE COMPLETION OF THIS FIELD
TEST, 9 FEB 54, A REPT WILL BE FURN THIS HQ BY THE DIV COMDR OUTLINING
THE GENERAL ACTIVITIES AND OPR PRO EMPLOYED, AND AN EVAL OF THE EFF OF
THIS SYSTEM AS COMPARED TO THE INSP SYS AT WG LEVEL.

10/0030Z AUG JWFRH

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DISPOSITION FORM		SECURITY CLASSIFICATION (U//amp)	
		<u>C O P Y</u>	
FILE NO.	COMDR	SUBJECT	Inspection Policies
TO	Division Inspector (Lt Col Roberts)	FROM	Comdr, 36 ADiv
		DATE	17 Aug 54
		COMMENT NO. 1	
<p>1. In accordance with authority contained in 15AF message IG 1377, 9 Aug 54 you will function directly under my immediate supervision. Your staff will consist of yourself, one officer provided from 43rd Wing resources, and two airmen, AFSC 70270 or appropriate substitute, as agreed upon between you and the Director of Personnel.</p> <p>2. Your duties will consist primarily of the following:</p> <p>a. Preparation of an SOP governing the function of your office. (Suspense 1 September 1954)</p> <p>b. Maintaining files of all inspection reports and staff visits.</p> <p>c. Provide primary office of record in processing inspection reports of staff visits, to include firm and timely follow-up action as required.</p> <p>d. Monitor, as part of your primary interest, administrative inquiries and investigations.</p> <p>e. Establish liaison with the local OSI and monitor the Division Security Program. The Division Inspector will also function as Division Security Officer.</p> <p>f. Advise and conduct personal conference periods for the Division in accordance with established rules and regulations.</p> <p>g. Recommend appropriate staff visits from this and higher headquarters, after coordination, whenever your inspection activities indicate such to be advisable.</p> <p>h. Attend Division Staff Meetings as a primary staff officer.</p> <p>i. Conduct monthly spot checks in conjunction with the SAC T-12 Report to insure reporting integrity on the part of assigned wings.</p> <p>j. Implement pertinent portions of AFR 120 - 123 series and related manuals, in so far as the 36th Air Division is concerned.</p> <p>k. Assign priorities for inspection in accordance with sound management principles; that is, apply emphasis on your inspection capability to areas that need it most. At present these areas are, in order of importance: supply, transportation, wing maintenance functions (with emphasis on A&E), base flight, fiscal activities including CNW and non-</p>			

DD FORM 96 REPLACES NME FORM 96, 1 OCT 49, WHICH MAY BE USED.

16-54803-2 U. S. GOVERNMENT PRINTING OFFICE

1245

COMDR Subject: Inspection Policies Comment No. 1 (Continued)

appropriated fund activities, etc.

3. It is realized that your office will have a marginal inspection capability with the personnel assigned. From time to time I shall give you special projects which will require more personnel for accomplishment than exists within your organization. Therefore I plan to assign personnel from other organizations and activities on the base to your office for periods of temporary duty, as required.

/s/t/ NILS O. O'BMAN, Brigadier General, USAF
Commander

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 151)

5 August 1954

1. LT COL PHILIP A FITTER 8 005A USAF(RegAF) reld asgmt & dy w/Hq
303d Bomb Wg M and trfd asgd WF 358 Bomb Sq M 303d Bomb Wg M, for dy in
AFCC 0061A. RUAT Ccdr 5 Aug 54 for asgmt to dy.
PCA. No tvl involved. ECDSA: 5 Aug 54.

2. Pol pers USAF Hq 303d Bomb Wg M dsd "Aircraft Inspectors" for 303d
Bomb Wg M.

AUTH: SAC Manual 66-12

MSGT	43170	JAY J BARDELL	AF 16 069 349
MSGT	30171L	ANGEL A MCRALES	AF 33 578 964
TSGT	43170	CARL E PETERSON	AF 7 030 103
A/1C	32350-C	DENNIS J BERRY	AF 17 316 566

3. VOC 3 Aug 54 1ST LT CARL K CAULTON LC 1 848 804 USAF(AFRes)
Hq 303d Bomb Wg M having been granted 15 days ordinary lv of abs per par
8 SC 138 this hq cs is granted 5 days extension of ordinary lv of abs eff
3 Aug 54. ESPMC.

4. Pol named pers, orgn indicated, 40th Bomb Wg, Smoky Hill AFB, Kans,
having been placed on aprx 24 days TDY w/303d Bomb Wg for the purpose of
attnd B-47 Maint Indoc Per Par 3, LO 425, H: 802nd ADiv, Smoky Hill AFB, Kans,
dtd 27 Jul 54, as amrd per par 7, LO 426, Hq 802nd ADiv, Smoky Hill AFB, Kans,
dtd 28 Jul 54, are further atchd orgn indicated, 303d Bomb Wg M.

Atchd 303d Flt Maint Sq

SSGT	PHIL M WILL	AF 17 308 495	40th Flt Maint Sq
A/1C	JAMES A LANGAN	AF 17 327 746	" " " "
A/2C	WILLIAM F DIR	AF 19 479 560	" " " "
A/2C	CHARLES G WOODS	AF 18 434 986	" " " "
A/2C	WYNDLE D EDWARDS	AF 18 442 973	" " " "
A/2C	BERNARD B WELCH	AF 16 399 642	" " " "

Atchd 303d Pdc Maint Sq

A/2C	GABRIEL P HARRIS	AF 6 393 081	" " " "
A/2C	PETER H MILLER	AF 16 394 570	" " " "
A/2C	WESTON S SALES	AF 17 379 710	" " " "
A/3C	DONALD M McELROY	AF 12 444 272	" " " "

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

Clifford Y P Liu
CLIFFORD Y P LIU
1st Lt, USAF
Assistant Adjutant

DISTRIBUTION: "A"

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HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 166)

27 August 1954

1. VComdr 24 Aug 54 LT COL (7316) JOHN J MOORE AO 560 140 USAF(AFRes)
Hq 303d Bomb Wg M aptd "Director of Personnel," DAFSC 0011C, vice MAJ
(0011C) ROBERT W BOUKNECHT 7 173A USAF(RegAF) Hq 303d Bomb Wg, reld, eff
24 Aug 54. ESPWO.

2. VComdr 24 Aug 54 LT COL (7316) JOHN J MOORE AO 560 140 USAF(AFRes)
Hq 303d Bomb Wg M aptd IACD as "Commander, Hq Sq Sec 303d Bomb Wg M," vice
MAJ (0011C) ROBERT W BOUKNECHT 7 173A USAF(RegAF), reld, eff 24 Aug 54.
ESPWO.

3. VComdr 24 Aug 54 MAJ (0011C) ROBERT W BOUKNECHT 7 173A USAF(RegAF)
Hq 303d Bomb Wg M aptd "Deputy Director of Personnel," eff 24 Aug 54.
ESPWO.

4. MAJ VICTOR P COLETTI 22 609A USAF(RegAF) 358 Bomb Sq M 303d Bomb
Wg M dsqd an "Inst Flt Examiner in B-47 Acft," for an indef pd, for the
358 Bomb Sq M.

5. FMO USAF(AFRes) reld asgmt & dy w/orgn indicated & trfd asgd WP
orgn indicated 303d Bomb Wg M, for dy in DAFSC 1231B (unless otherwise
indicated). RMAAT comdr NLT 1 Sep 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 1 Sep 54.

fr Hq 303d Bomb Wg M, asgd 358 Bomb Sq M
CAPT 1521B SEBASTIAN C MARASCHIELLO AO 925 896

fr 303d AREFS, asgd 358 Bomb Sq M
2D LT 1231B BILLY RENTZ AO 3 034 607
2D LT 1124Q CLARENCE P COPPERTHITE AO 3 025 358
2D LT 1231 BENJAMIN D CROWLEY AO 3 025 398
2D LT 1231B JOHN N CLAP AO 3 034 034
2D LT 1124Q ROBERT R NEEL AO 2 245 084

fr 303d AREFS, asgd 359 Bomb Sq M
2D LT 1124Q JACK BEHNKE AO 3 025 351
2D LT 1124Q RAYMOND E GAUB AO 3 025 320
2D LT 1124Q LORAN R NELSON AO 3 025 295
2D LT 1124Q MICHAEL P POMATO AO 3 025 334

fr 303d AREFS, asgd 360 Bomb Sq M
2D LT 1124Q ARNOLD E AUTIO AO 3 023 263
2D LT 1124Q DONALD F KANSFIELD AO 3 024 124
1ST LT 1124Q LOUIS D HODGES AO 2 219 535
2D LT 1124Q JERALD E WEISS AO 3 025 308

fr 359 Bomb Sq M, asgd Hq 303d Bomb Wg M
CAPT PAFSC 1521B, DAFSC 1431 JOSEPH R MANION AO 730 802
CAPT PAFSC 1525B, DAFSC 1431 THOMAS E TAYLOR AO 558 642

(cont)

1250

SO 166 Hq 303d Bomb Wg M (SAC) DMAPB Tucson, Ariz 27 Aug 54 (cont)

6. TSGT ROBERTUS C McDANIEL JR AF 15 040 168 USAF Hq 303d Bomb Wg M
granted 16 days ordinary lv of abs eff o/a 12 Sep 54 & UCWR proper orgn & B.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

Robert V Morey
ROBERT V MOREY
1st Lt, USAF
Asst Adj

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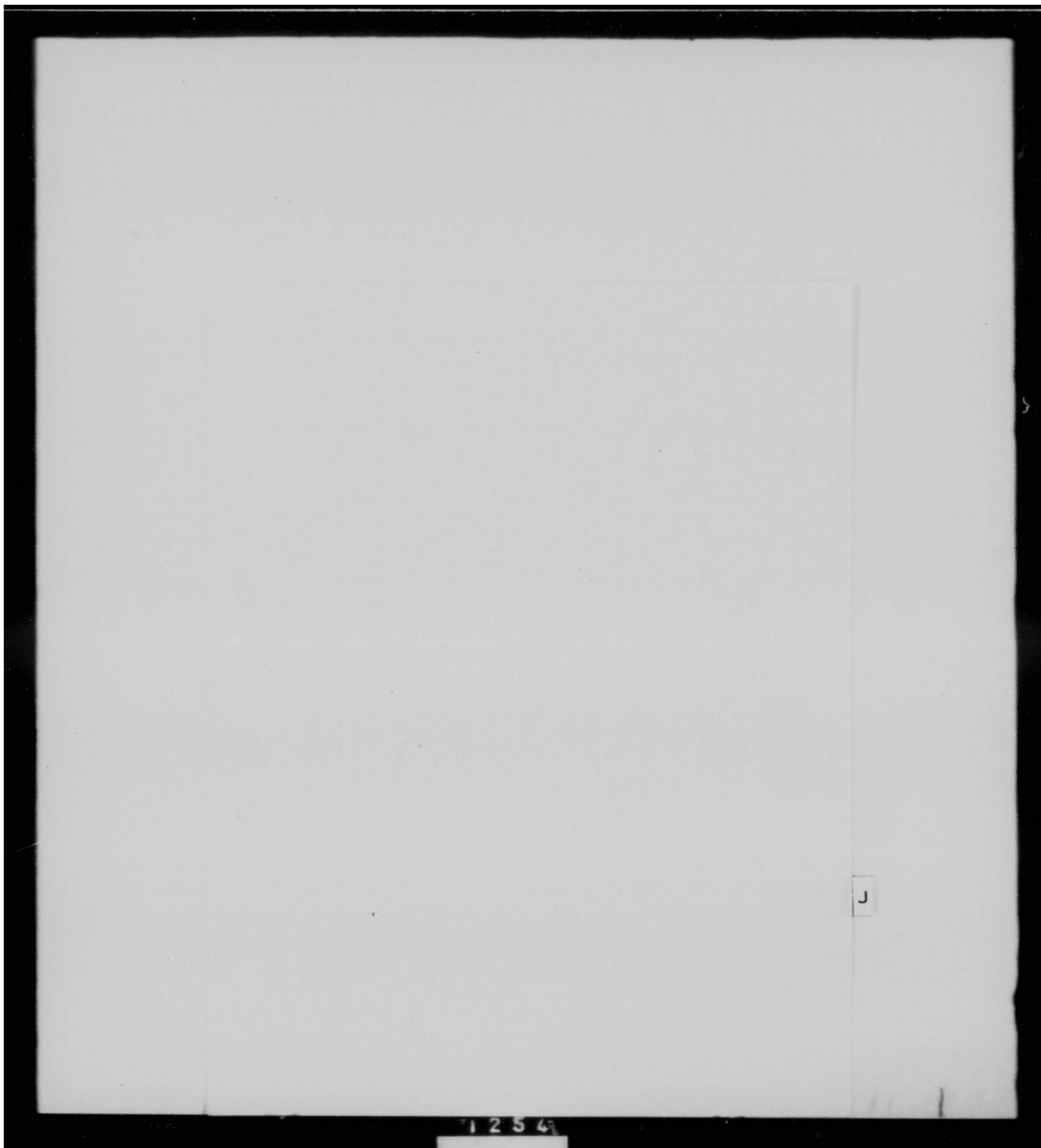
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MANDATORY TECHNICAL SCHOOL QUOTAS FOR AUGUST 1954

CRSE NUMBER	TITLE	NUMBER TO ATTEND CRSE	LOCATION OF CRSE
43171J	SM 43151-9 AP-Mech	6	Boeing Sch Seattle, Wash
43154B	SM 43154-11	2	Boeing Sch Seattle, Wash
43271	97-71	2	West Palm Beach, Florida
32351F	97-71	3	West Palm Beach, Florida
43154B	B-3/B-4 Turbo Reg Crse SS43154-2	4	Chanute AFB, Illinois
47154	SM47154-4	7	Peroria, Illinois
32150E	AA32171E(D) (C)	7	Lowry AFB, Colorado
43153	J-47 GE-23-25-27-2	2	Evandale, Ohio
43171B	Engine Conditioning	6	Sheppard AFB, Texas
43152A	Engine Conditioning	7	Sheppard AFB, Texas
43153	AA43171	6	Sheppard AFB, Texas
43151J	AA3171	1	Sheppard AFB, Texas
30150	AA30170	1	Scott AFB, Illinois
30151	AA30171	1	Keesler AFB, Miss
70250	DL-12-E-8 (Steno Crse)	1	Ft Benjamin Harrison, Indiana

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C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30DCOS

SUBJECT: Flying Safety Crew of the Month

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. Under the provisions of Strategic Air Command's Flying Safety Brochure for 54, crew L2000, Aircraft Commander, Captain William R. Payne, 359th Bombardment Squadron, Medium, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for August 1954.

2. Crew L2000 was formed in February 1953 and reported for B-47 transition school at Wichita Air Force Base where they completed their training in June 1953. Returning to Davis-Monthan Air Force Base, they began their combat crew training, which was climaxed in November 1953 by the attainment of combat ready status. The proficiency of this crew led to their appointment in December 1953, to the office of the 359th Bombardment Squadron Standardization Board. In January 1954, the crew was advanced to lead crew status.

3. The crew list is:

- a. Aircraft Commander - Captain William R. Payne
- b. Pilot - Captain Warren L. Peterson
- c. Observer - Captain Leslie H. Armen

4. Captain Payne graduated from pilot training in December 1944. He was assigned to B-24 transition school at Liberal, Kansas. Before he had a chance to complete his training, the war had ended. During the next few years, Captain Payne flew as a training mission pilot at both Ellington and Mather, flight instructor at Talara, Peru, and as a flight instructor at the USAF instrument school. He graduated from 1025 school in early 1952 and subsequently served at Travis Air Force Base until his assignment to Davis-Monthan Air Force Base.

Hq 36ADiv 30DCOS Subject: Flying Safety Crew of the Month

5. Captain Payne's flying time includes:

- a. Total pilot hours: 5410
- b. Four Engine hours 387
- c. B-47 hours 576
- d. Hours last 30 days 30

6. In logging this time, Captain Payne has been cited for no violation of CAA or Air Force Regulations, and has contributed to no accidents.

7. This crew's attention to detail, careful planning, and proficiency in the conduct of their varied missions has resulted in one of the finest safety records in the Wing. Captain Payne has never had an experience in the B-47 which would necessitate an incident report. Despite the many long and regular flights made by this crew, their thorough preflight, detailed planning, and experienced approach to their duties has paid off in a manner to be copied by combat crews everywhere. This is the "professional approach" which makes every mission "routine".

1 Incl
Photo (under
separate cover)

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Comdr 15AF



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C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30DCOS

SUBJECT: Maintenance Man of the Month

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. Under the provisions of SAC Flying Safety Brochure for '54, Master Sergeant Seth M. Huntley, AF 18 051 471, Headquarters Squadron Section, 303rd Bombardment Wing, Medium, has been nominated as Maintenance Man of the Month for the month of August 1954.

2. Sergeant Huntley entered the service for the first time at Oklahoma City, Oklahoma, in June 1941. He was sent to Kelly Field, San Antonio, Texas, for basic training. Sergeant Huntley spent the years during the war with the Training Command, as crew chief. He re-enlisted again in December 1945 and was assigned to Headquarters Squadron, 1st Air Division on Okinawa. Sergeant Huntley returned to the states in June 1949 for re-enlistment and was assigned to Davis-Monthan Air Force Base, December 1949.

3. At Davis-Monthan Sergeant Huntley was assigned to the 9th Air Refueling Squadron as line chief. In November 1952, he was assigned to his present assignment as NCOIC of the 303rd Quality Control Section. During this time Sergeant Huntley has contributed a considerable amount of extra man-hours to improve methods and procedures of inspection and maintenance in the wing. Not only has his extra time been utilized in methods and procedures, but Sergeant Huntley has often filled in as inspector to save time and assist his section to give its utmost support to the mission of the Wing.

4. In addition to the afore mentioned duties of Sergeant Huntley, he has served on numerous boards and committees. Sergeant Huntley's character is well above reproach and he is always highly courteous to his superior officers and to his fellow airmen.

1259

Hq 36th ADIV 30DCOS Subj: Maintenance Man of the Month

5. Sergeant Huntley has been awarded the Good Conduct Medal with second clasp, World War Two Victory Medal, National Defense Service Medal, and the Occupation of Japan, and American Defense Ribbons.

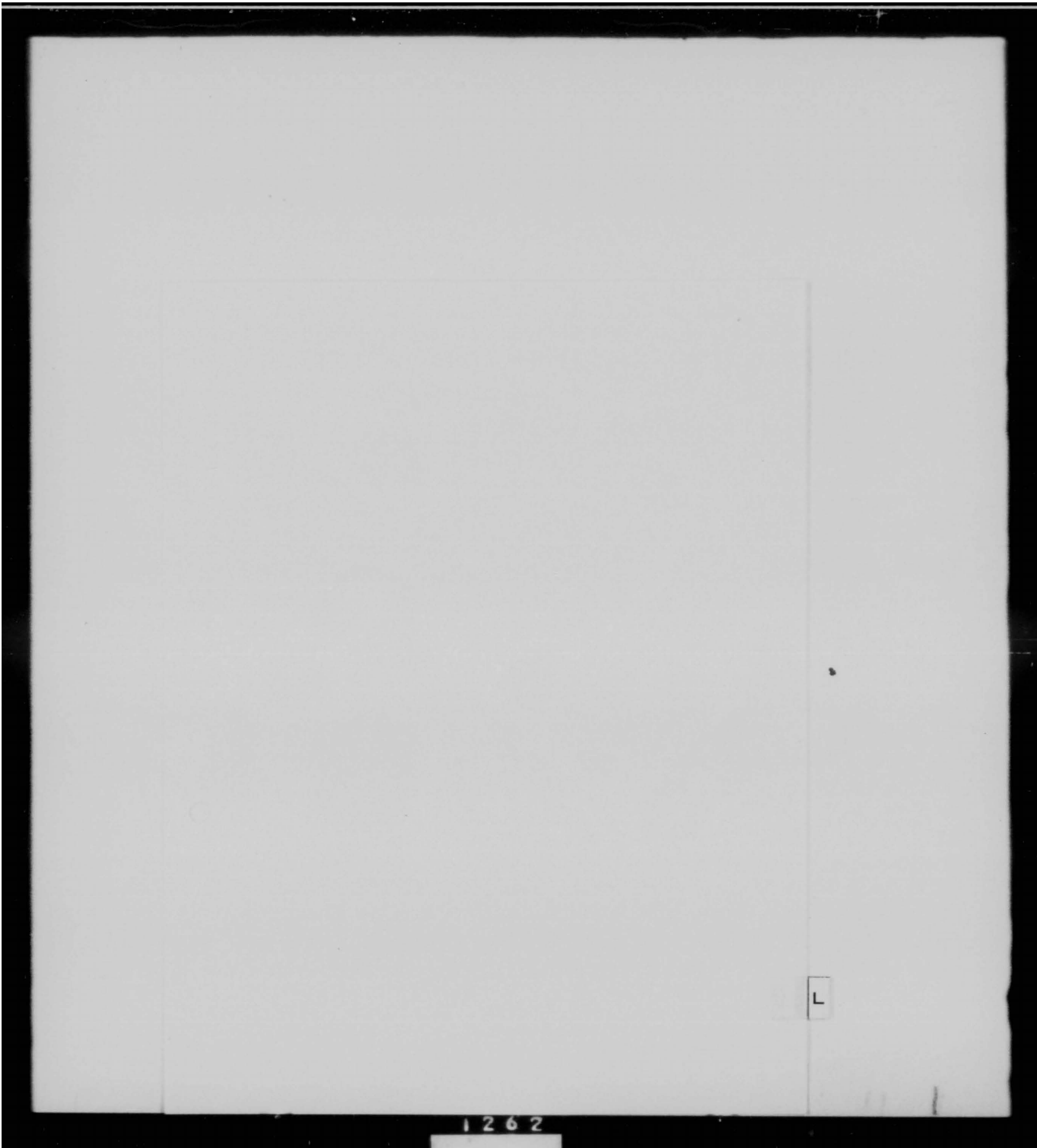
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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

62-7
1 Page
Page 1

OPERATIONS MEMO)
NUMBER 62-7)

3 August 1954

FLYING SAFETY

Aircraft Form 1, Pre-flight, Postflight Workbooks

1. PURPOSE: To establish a procedure for insuring completeness of the Aircraft Form 1, Preflight - Postflight Workbooks.
2. SCOPE: This Operations Memorandum applies to all pilots in the 303rd Bombardment Wing, Medium.
3. PROCEDURE: a. Aircraft Commanders will review the complete Form 1, Parts II, III, and IV, the Preflight Inspection Workbook, and Postflight Workbooks for completeness prior to each flight. After reviewing these forms, he will enter his signature on the Preflight - Postflight Workbooks to indicate that he has reviewed them, and further indicate in column 50 of the Part IV of the Form 1, that he has reviewed the complete Form 1.
b. Aircraft Commanders will point out to their crew chiefs and flight line maintenance personnel all discrepancies noted thus insuring completeness of these documents.
4. RESPONSIBILITY: It will be the responsibility of the Squadron Commanders to insure compliance with the contents of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

OC-2
6 Pages
Page 1

MAINTENANCE INSTRUCTION LETTER
NUMBER OC-2

19 August 1954

DAILY FLYING AND MAINTENANCE ACTIVITY REPORT,
RCS: 15-K6

1. PURPOSE: To outline the requirements of subject report and assign the responsibility and procedures to the respective sections and squadrons of the 303rd Bomb Wing to insure prompt, timely, and accurate reporting of information.

2. SCOPE: This directive is applicable to all maintenance activities of the 303rd Bombardment Wing, Medium.

3. AUTHORITY: 15AF Regulation 66-5, dated 30 June 1954.

4. PROCEDURE: The following information for subject report will be prepared daily, Monday through Saturday, by the designated section and/or organization as indicated. Information will be telephoned, (except by Job Control) NOT LATER THAN 1400 hours, each work day, to the Reports and Analysis branch of the 303rd Maintenance Control Section, Phone 5134. Report will cover all activity from 0001 hours to 2400 hours local time of previous days activity.

a. Job Control Branch of Maintenance Control Section will be responsible for supplying the following information:

(1) Part I of report, (Daily).

- (a) Column A: Number of sorties and flying hours scheduled for the following day, (this will include test flights, ferry missions, etc.).
- (b) Column B: Number of sorties and flying hours accomplished during current month.
- (c) Column D: Number of aircraft under going any phase of periodic inspection during reporting period. (Predock, dock, postdock, and test flight while still in possession of periodic maintenance).
- (d) Column G: Number of aircraft requiring any maintenance in excess of 1 hour per installed engine during the reporting period, (SAC Letter 65-2 dated 10 Oct 52, subject, Guide for reporting aircraft status, as amended) will be used as a criteria for reporting aircraft.

Maint Inst Ltr
No. 00-2

00-2
6 Pages
Page 2

- (e) Column O: Number of sorties and flying ahead or behind schedule, with appropriate information specifically to include maintenance and/or operational problems affecting schedule, and estimate if unit will be able to make up sorties and flying hours behind schedule.
- (f) Column P: Remarks; This entry may be used for any pertinent comments desired; however, an explanation when negative sorties and flying are scheduled is mandatory.

(2) Part II of report, (as of last calendar day of each month).

- (a) Column A: Number of sorties and flying hours scheduled for projected month, (entry will include flight test, training, ferry and headquarters directed missions) column will include reasons as to how the projected time is arrived at.
- (b) Column B: Total number of hours remaining (fleet time) as of 2400 hours last day of month. Aircraft in periodic maintenance will be considered "O" hours for fleet time reporting until in commission awaiting test flight.
- (c) Column C: Average number of aircraft not flown for last 15 days, with predominate reasons.
- (d) Column F: Reason of difficulties encountered when unit did not fly within 5% of projected flying time.

(3) Part III of report, (as of 15th day of each month).

- (a) Column A: Average number of aircraft not flown in excess of 15 days for the past 15 days, with predominate reasons.

b. Supply Liaison Unit of Maintenance Control:

(1) Part I of report, (daily).

- (a) Column P: Remarks; provide number of items cannibalized during reporting period, and manhours, utilized in this cannibalization.

(2) Part II of report, (as of last calendar day each month).

- (a) Column D: Percent of aircraft supply support (SAC Manual 65-2) for past 15 days. This percent will be computed by dividing the number of items requested into number of items delivered.

Maint Inst Ltr
No. 00-2

00-2
6 Pages
Page 3

EXAMPLE: 75 items requested, 45 items delivered, report would be 60 percent. B-47 and KC-97 aircraft will be reported separately. Percentage reported will agree with data in squadrons and base supply.

- (b) Column E: Percent of on time delivery for past 15 days indicate percent of aircraft spares delivered, as indicated in Column D which were delivered within the 30 minute criteria established in SAC Manual 65-2. This data will be taken from SAC Form 224, Parts Request Register. Data will agree with delivery data maintained on SAC Form 236, Delivery Control Register. This percent will be computed by dividing items delivered into number of items delivered within 30 minute criteria. EXAMPLE: 45 items delivered, 36 items delivered within 30 minute criteria. Report would be 80 percent. B-47 and KC-97 aircraft will be reported separately.

(3) Part III of report, (as of 15th day of each month).

- (a) Column B: Percent of aircraft supply support for the past 15 days. Reference paragraph 4b(2)(a), herein.
- (b) Column C: Percent of on time delivery for the past 15 days. Reference paragraph 4b(2)(b), herein.

c. Aircraft Records and Tech Order Compliance Section of Maintenance Control:

(1) Part II of report, (as of last calendar day each month).

- (a) Column G: TOC information will be divided into three (3) sub-columns as follows:

1. Total number of T.O.'s outstanding and chargeable to the unit as established in SAC Message DN4MTN13 7260 dated 30 July 1954.
2. Number of T.O.'s outstanding which are not chargeable to unit and for which requisitioning or procurement action for kits and parts has been initiated. Include in this number automatic distribution kits.
3. Number of T.O.'s with kits and/or parts on requisition (as in 2 above) for a period in excess of 30 days and for which supply action is considered inadequate. Entries in this column will only include those, T.O.'s on which supply difficulty letters under SAC Reg 67-3 have been submitted by Base Supply Officer.

1267

Maint Inst Ltr
No. 00-2

00-2
6 Pages
Page 4

(2) Part III of report, (as of 15th day of each month).

(a) Column D: TOC information will be divided into three sub-columns as follows:

1. Total number of T.O.'s outstanding and chargeable to unit. Reference paragraph 4c(1)(a)1, herein.
2. Number of T.O.'s outstanding which are not chargeable to unit. Reference paragraph 4c(1)(a)2, herein.
3. Number of T.O.'s with kits and parts on requisition for period in excess of 30 days and for which supply action is considered inadequate, reference paragraph 4c(1)(a)3, herein.

d. 358th, 359th, 360th Bomb Squadrons, and 303rd Air Refueling Squadron;

(1) Part I of report, (daily).

(a) Column C: Number of postflight inspections developed as a result of flying or calendar time during reporting period that have become due.

NOTE: Aircraft reported as developing a postflight on one reporting period will not, repeat will not, be reported on a subsequent report although postflight has not started or has been completed

e. 303rd Field Maintenance Squadron;

(1) Part I of report, (daily).

- (a) Column E: Number of aircraft out for fuel leaks. A fuel leak is defined as a leak in a cell, tank, interconnect, spool or spider, etc., but not to include booster pump, or system plumbing.
- (b) Column F: Number of engine changes generated each reporting period. This entry will include engine changes removed for time, failure or any reason causing the engine to be shipped "off base". It will not include engines removed for repair and subsequent reinstallation, i.e., R-4360 engine removed for valve tappet guide failure repaired at this base or minor repairs on J-47 engines accomplished at this base.

Maint Inst Ltr
No. 00-2

00-2
6 Pages
Page 5

f. 303rd Armament & Electronics Squadron, (Tech Analysis Section).

(1) Part I of report, (daily).

- (a) Column H: Number of aircraft possessed requiring Armament & Electronics maintenance or parts. Aircraft in periodic maintenance will not be included in this column.
- (b) Column I: Number of non-operational bomb-navigational systems; A bomb-navigation system will be reported as non-operational when a part of the system will not operate. KC-97's will report non-operational APS-42 sets under this column.
- (c) Column J: Number non-Operational gunnery systems; A gunnery system will be reported non-operational when any component fails to function properly preventing full ammunition loading and accurate fire-out. Reference paragraph 3e and f, AFR 55-83, 30 Jul 53.
- (d) Column K: Number of non-operational voice-communication systems; A voice communication system will consist of UHF, VHF, HF, and IFF, as installed and will be grouped and considered as one system. When any part of this grouped system is unable to perform the function, system is non-operational.
- (e) Column L: Number of non-operational camera systems; A camera system is inclusive of all cameras (O-15, O-23, K-38), systems and components as applicable.
- (f) Column M: Number of non-operational rendezvous systems; A rendezvous system will be reported non-operational whenever the applicable unit (APN-11, APN-12, or APN-76) is unable to perform its primary function.
- (g) Column N: Number of non-operational ECM systems; An ECM system is non-operational on medium bombardment aircraft when installed AN/APS-54, or chaff dispenser is inoperative.

5. SPECIAL INSTRUCTIONS:

a. Report Armament & Electronic systems non-operational if maintenance or lack of parts prevents the system from being made operational, base report on 1 hour per installed engine. This report will be phoned to the Reports Section of Maintenance Control, Phone 8064, by 1000 hours each reporting day, (phone call will be followed by submission of disposition form, listing by columns (I thru N) reasons for non-operational systems).

1269

Maint Inst Ltr
No. 00-2

00-2
6 Pages
Page 6

b. Aircraft reported in periodic inspection will be considered in the same status for armament and electronics and will not be reported in columns H thru N.

c. Aircraft reported in engine change, fuel leak, or major maintenance aircraft, Columns E, F, and G, will have no bearing on armament and electronics status.

d. If any column, item, or system pertaining to armament and electronics is not applicable to an aircraft it will be reported as zero (0) under applicable columns H thru N. EXAMPLE: KC-97 aircraft would report zero (0) in column J.

6. RESPONSIBILITIES: It will be the responsibility of each squadron commander of 303rd Bombardment Wing to insure that personnel under his command, charged with submission of required information, comply with this directive. It is the responsibility of the Reports and Analysis Officer of 303rd Maintenance Control to consolidate the above information and submit a wing report to 15AF as outlined in 15th AFR 66-5 dated 30 Jun 54 as amended.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BILLIE J BARRY
Major, USAF
Chief of Maintenance

John D. Hampton
JOHN D. HAMPTON
Capt, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE TECHNICAL INSTRUCTION
NUMBER 63

14 August 1954

PROCESSING OF AF FORM 60B

1. Considerable laxity has been noted in the processing of AF Form 60Bs. This condition must be corrected immediately by compliance with the following procedures:

- a. The crew chief or assistant crew chief, immediately after an engine change is authorized and a work order request initiated, will report to the Aircraft Records Section, and give the reason for engine removal and the total aircraft time.
- b. Upon receipt of the AF Form 60B, Part 5, and power plant accessory data from the Aircraft Records Section, the crew chief will return to his engineering office to get the maintenance officers signature on the Form 60B. These records will then be given to the engine change crew supervisor when he delivers the replacement engine.
- c. Engine build-up personnel will insure that the new AF Form 60B will accompany the replacement engine. This, with the serviceable parts tag and the power pack accessories data sheet, will be given to the crew chief for his inspection before the new engine is installed. The crew chief will then get his engineering officers signature on the new AF Form 60B and hand carry these forms to the Aircraft Records Section within two hours after engine installation.

2. One copy of this directive will be posted on each tactical squadron bulletin board and remain there until read and initialed by the line chief, flight chiefs and crew chiefs.

3. It is the responsibility of the maintenance officers of the tactical squadrons and the maintenance officer in charge of engine build-up section of field maintenance to insure compliance with this directive.

Billie J. Barry

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

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1273

QUALITY CONTROL SECTION

August 1954

INSPECTIONS

5 KC-97 Periodic Inspections
5 KC-97 Flight Line Inspections
3 KC-97 Engine Changes
1 KC-97 Turbo Change
6 B-47 Periodic Inspections
14 B-47 Flight Line Inspections
46 B-47 Engine Changes
32 Aircraft Jacket Files
1 House Keeping Inspection
45 Aircraft For Battery Compartment Conditions
45 Aircraft for Condition of Ejection Seats
4 B-47 Aircraft Weight and Balance Inspection

TEST FLIGHTS

6 B-47 Periodic Inspections
6 B-47 Technical Order Compliance 1B-47-216
7 B-47 Engine Changes
4 KC-97 Periodic Inspections
3 KC-97 Engine Changes
3 KC-97 Propeller Synchronization
1 C-47 Propeller Accumulator

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1275

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Davis-Monthan Air Force Base
 Tucson, Arizona

50-3
 Page 1
 5 Pages

REGULATION)
 NUMBER 50-3)

OPERATIONS

10 August 1954

Strategic Evaluation Training

1. PURPOSE. To prescribe a standard program for preparing combat crews, aircraft and support personnel for the accomplishment of evaluation by the 3908th Strategic Evaluation Squadron under the provisions of SAC Regulation 51-24.

2. SCOPE. This regulation is applicable to all Bombardment Squadrons of the 303rd Bombardment Wing, 303rd Armament-Electronics Squadron and the 303rd Field Maintenance Squadron.

3. REQUIREMENTS.

a. Personnel will be assigned TDY to 3908th Strategic Evaluation Squadron as specified in Paragraph 2, Supplement III to SAC Regulation 51-24. Orders will be requested through Wing Personnel so that they are published at least seven days prior to departure.

b. Pre-Evaluation training will be completed as follows:

- (1) Special weapons. Refresher course for the entire crew will be completed within the 30 day period immediately prior to reporting for evaluation.
- (2) Gunnery. Training by the co-pilot will include the following minimum requirements:

- a. At least one OQ range exercise at which time the student will undergo the complete OQ training program conducted by the OQ instructor at the range.

1276

50-3
Page 2
5 Pages

- b. A minimum of three hours training on the T1A tail radar armament trainer. The three hours T1A trainer will include Trainer familiarization and practice in the A-5 fire control operating procedures.
- c. The co-pilot will familiarize himself with all directives pertinent to Gunnery published by the 303rd Bombardment Wing and higher headquarters.
- d. A proportionate part of the minimum training requirements established by SAC Regulation 50-8 Supplement XVIII for the current quarter will be completed by the crew prior to reporting for evaluation. The evaluation check may be applied as a Standardization check provided an in-flight emergency check has been given the crew in the 30 day period immediately following.
- e. Crew members will be familiar with and follow the applicable SAC Manual for each crew position during all phases of evaluation. A complete set of Wing Operations Memos will accompany the crew for ready reference.
- f. Pilots will attend the base instrument school for a refresher course within 60 days prior to

50-3
Page 3
5 Pages

evaluation. Each pilot will accomplish at least one hour of link (C-11) trainer ten days prior to evaluation. A/C and pilots will insure that these Instrument cards will not expire during evaluation.

g. Crews will emphasize and practice the following so as to be completely familiar with accepted normal procedures:

1. Manually flown RBS
2. Manually flown climb and descent
3. Manually flown instrument problem
4. Interphone procedures and crew coordination
5. Be familiar with in-flight emergency procedures, safety procedures, monitor equipment care, cooperation, initiative, appearance, attitude, crew discipline and leadership.

h. Ground procedures to be studied and followed are:

1. Aircraft pre-flight
2. Aircraft systems
3. Tactical doctrine
4. Instrument procedures
5. Dash One Tech Order
6. Post-flight procedure
7. Ground Safety

50-3
Page 4
5 Pages

1. Prior to departure the following certificates will be furnished for the aircraft commander by each organization as designated:

1. Certificate from Wing Gunnery Officer indicating whether or not combat crew need evaluation or revaluation. (Wing Gunnery Officer).
2. Record of the electrical "ring out" of the bombing system (A&E).
3. Pre-flight inspection of the bomb release systems. (A&E).
4. A certificate that the bomb bay is set up for the EMP mission of the Wing. (A&E).
5. A letter addressed to the Commander, 3908th SES, Attn: Special Weapons Officer, which will indicate specific special weapons duties assigned to each crew member. (Wing or Squadron commander).

1. Personnel equipment and records as specified in SAC Regulation 51-24.

c. Preparation of aircraft

- (1) The aircraft to be used by the crew being evaluated will be given first priority for all necessary

1279

50-3
Page 5
5 Pages

maintenance prior to the beginning of the Evaluation period to insure that the aircraft is in the best possible mechanical condition. The aircraft will be fully equipped to perform the War Plan Mission assigned the crew being evaluated with special emphasis placed on the operating condition of all navigational, bombing, gunnery, and photographic equipment.

- (2) Bombing system checks will be conducted in accordance with SIC Regulation 51-24.
- (3) A spare aircraft will be designated for each evaluation mission and will be prepared in like manner with the primary aircraft. The Ground crew will stand by the spare until the primary aircraft is airborne.

4. RESPONSIBILITY. It is the responsibility of the squadron commander of the crew being evaluated to insure the requirements of this regulation have been met.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: C

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HEADQUARTERS 303RD BOMBARDMENT WING, M
Davis-Monthan Air Force Base
Tucson, Arizona

50-4
2 Pages
Page 1

REGULATION)
NUMBER 50-4)

27 August 1954

TRAINING

Administration of Examinations

1. PURPOSE. To prescribe minimum standards for individuals receiving written emergency procedure and proficiency air crew examinations (Standardization Examinations).

2. SCOPE. This regulation is applicable to all air crew members assigned or attached to the 303rd Bombardment Wing.

3. POLICY:

a. The following minimum standards will apply to all air crew examinations given in this Wing:

(1) Instructor personnel

a. Emergency procedures - 100%

b. Proficiency examinations - 90%

(2) Air crew personnel

a. Emergency procedures - 90%

b. Proficiency examinations - 80%

b. Failure to achieve the above minimum standards will require re-examination.

(1) This re-examination will be accomplished within a minimum of seven days to a maximum of 30 days.

(2) Administration of the same examination twice to an individual is to be discouraged.

(3) Individuals failing to attain the above standards will:

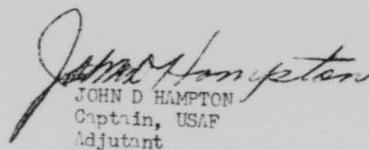
50-4
Page 2
2 Pages

- a. In the case of instructor personnel be removed from instructor status.
- b. In the case of combat crew members, require that they be placed in student status as directed in SMC Regulation 51-4.
- c. Failing grades will be shown on Standardization status Boards in Red. Grades achieved by re-examination will be preceded by an "R".
Example: R-94.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant


JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "C"

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R

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HEADQUARTERS 303RD BOMBARDMENT WING, M
Davis-Monthan Air Force Base
Tucson, Arizona

50-5
3 pages
Page 1

REGULATION)
NUMBER 50-5)

27 August 1954

TRAINING

Initial Checkout of B-47 Aircrew Members

(Supersedes 303rd Operations Memo 55B-33, dated 30 October 1953)

1. PURPOSE. To establish procedures for the initial checkout of aircraft commanders, co-pilots, and observers in the B-47.
2. SCOPE. This regulation applies to the initial checkout of:
 - a. Newly assigned pilots and observers who are non-graduates of WTRC B-47 transition.
 - b. Qualified B-47 co-pilots who, by fulfilling basic requirements as to total pilot and/or total B-47 time, have become eligible for checkout as B-47 aircraft commanders.
3. PROCEDURE.
 - a. Review of Forms 5 and training records:
 - (1) The records of each individual not previously qualified by graduation from WTRC schools will be reviewed to determine his eligibility for checkout.
 - (2) The provisions of SAC Regulation 51-19, Suppl. XIII, will be closely adhered to in this determination.
 - b. Initial checkout:
 - (1) Utilizing 303rd Bombardment Wing Forms 624, 758 and 759 (Attachments 1, 2, and 3) as a guide, the individual will be given sufficient instruction to successfully complete all numerical and proficiency requirements.

50 2
3 Pages
Page 2

a. An individual training file will be maintained in the Squadron Operations until the person concerned is certified as qualified in his crew position.

c. Standardization Check:

(1) Upon completion of initial checkout as outlined in paragraph 3b, individuals will receive an initial standboard check by squadron or wing standardization crew members.

d. Approval of Wing Commander:

(1) Upon completion of requirements outlined in paragraphs 3a, b, and c, the complete training folder will be forwarded to the Wing Commander for final approval

a. This folder will contain the completed initial checkout form, in the case of pilots, day and night checkout forms (303rd Bombardment Wing Forms 377 and 378), observers' orientation check sheet (303rd Bombardment Wing Form 502), and initial Standboard Check (303rd Bombardment Wing Form 531, 588, or 588A).

e. Orders appointing aircraft commander:

(1) Upon approval of the Wing Commander, Special Orders will be cut appointing individuals as aircraft commanders in the B-47 aircraft.

50-5
3 Pages
Page 3

4. RESPONSIBILITY. It will be the responsibility of the Squadron Commanders to insure compliance with the provisions of this Regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "C"

3 ATTACHMENTS:

1. 303rd BWg Fm 624
2. 303rd BWg Fm 753
3. 303rd BWg Fm 759

1287

HEADQUARTERS 303RD BOMBARDMENT WING, M
Davis-Monthan Air Force Base
Tucson, Arizona

Initial Checkout of B-47 Aircraft Commanders

I. Basic requirements (SAC Reg 51-19, Suppl VIII)

	Qualification	Desired	Minimum Requirement
Total Pilot	_____	2500 Hrs	1500 Hrs
1st Pilot 4 or more Engines	_____		300 Hrs or
Total B-47	_____		300 Hrs
B-47 Ground Training (circle one) <u>Wichita</u> <u>Pine Castle</u> <u>DMAFB</u>			
B-47E Proficiency Questionnaire (15th AFR 50-3) _____			
		(Date)	

II. Ground Training Requirements (SAC Reg 51-19) (Waived for graduates of ATRC B-47 transition schools) Graduate Non-Graduate (circle one)

	Qualification	Requirement	Initials
1. Flight Characteristics	_____	9 Hrs	_____
2. B-47 MTD	_____	Completed	_____
3. B-47 Flight Performance	_____	45 Hrs	_____
4. Chute operation & Repack	_____	Complete	_____
5. K-System familiarization	_____	20 Hrs	_____
6. Jet instruments (classroom)	_____	10 Hrs	_____
7. Jet instruments (C-11)	_____	15 Hrs	_____
8. Hi-altitude weather	_____	28 Hrs	_____
9. Personal equipment and hi-altitude, hi-speed physiology	_____	4 Hrs	_____
10. Aircraft inspection and operating procedures to include:			
a. Pre-flight and post-flight procedures	_____	4 Hrs	_____

303BW FORM 624 (This form supersedes 303BW FORM 624 dtd 7 Oct 53)
9 Sept 54

	Qualification	Requirement	Initials
b. Normal operating procedures	_____	4 Hrs	_____
c. Emergency Operating Procedures	_____	12 Hrs	_____
11. Aircraft Forms	_____	2 Hrs	_____
12. Tactical Doctrine	_____	4 Hrs	_____
13. Altitude & Oxygen Indoctrination (SAC Reg 50-34 & AFR 50-7)	_____	Complete	_____
14. Crew coordination	_____	16 Hrs	_____
15. Communications equipment and procedures	_____	2 Hrs	_____
16. Gunnery System	_____	6 Hrs	_____
III. Flight requirements (SAC Regulation 51-19)			
	Qualification	Requirement	IP's Initials
1. Total B-47	_____	45 Hrs	_____
2. Total 1st Pilot B-47	_____	40 Hrs	_____
3. Pre-flight and post flight inspections	_____	5	_____
4. Day take offs	_____	5	_____
a. Heavy Gross	_____	1	_____
b. Loss of 1 engine	_____	1	_____
5. Day full stop landings	_____	6	_____
a. No brake chute	_____	1	_____
6. Simulated 5 engine go-round	_____	3	_____
7. Simulated 4 engine go-round	_____	3	_____
8. Simulated 3 engine go-round	_____	3	_____
9. Total day landings	_____	36	_____
10. Simulated traffic patterns and landings with power control failure	_____	2	_____

	Qualification	Requirement	Initial
11. Normal night takeoffs and landings (full stop)	_____	1	_____
12. Night landings (touch and go)	_____	5	_____
13. Instrument or hood, (B-47)	_____	18	_____
To include:			
a. Instrument takeoffs		Proficient	_____
b. GCA's	_____	10	_____
c. ILS		Proficient	_____
d. Jet penetration & low approach	_____	6	_____
e. OMNI Range procedure		Proficient	_____
f. Airborne communications equipment		Proficient	_____
g. Instrument maneuvers (CFR 60-4)		Proficient	_____
14. Airwork			
a. Ground Start procedures		Proficient	_____
b. Taxi procedures		Proficient	_____
c. Climb out procedures		Proficient	_____
d. Normal flight at optimum altitude & Mach		Proficient	_____
e. Use of directional damper		Proficient	_____
f. Auto Pilot operation		Proficient	_____
g. Electrical system checks		Proficient	_____
h. Hydraulic system checks		Proficient	_____
i. Proper maintenance of cruise control log		Proficient	_____
j. Normal descent		Proficient	_____
15. Emergency Procedures			
a. Compressor stall recovery		Proficient	_____
b. Low speed and secondary stall recovery		Proficient	_____
c. Hi-speed buffet recovery		Proficient	_____
d. Power control failure		Proficient	_____
e. Bailout crash landing and ditching drill		Proficient	_____
f. Emergency operation of landing gear, flaps and bomb bay doors		Proficient	_____
g. Airstart procedures (simulator)		Proficient	_____
16. Standardization Flight (Forms attached)			_____

REMARKS: This form will serve as a formal record of accomplishments and upon completion of requirements and demonstration of proficiency will constitute an aircraft commander check-out.

INSTRUCTOR PILOT'S REMARKS:

THE UNDERSIGNED CERTIFY THAT AS OF _____ 19____, the following crew
number _____ has

_____ Name _____ Grade _____ Crew No. _____
successfully completed the requirements prescribed in SAC Reg 51-19 and/or
supplements thereto for initial checkout and is fully qualified to perform
aircraft commander duties on B-47E aircraft.

Commander _____

Standardization Crew

A/C _____

or

Instructor Pilot _____

HEADQUARTERS 303RD BOMBARDMENT WING, M
Davis-Monthan Air Force Base
Tucson, Arizona

Initial Checkout of B-47 Co-Pilots

I. Basic Requirements (SAC Reg 51-19 Suppl VIII).

	Qualification	Requirement
Total Pilot	_____	350 Hrs or Graduate Basic
	(Yes) (No)	Pilot Training (Jet)
Total B-47	_____	25 Hrs
B-47 Ground Training, (Circle one)	Wichita	Pine Castle DMAPB
B-47E Proficiency Questionnaire (15th AFM 50-3)	_____	(Date)

II. Ground training requirements (SAC Reg 51-16) (Waived for Graduates of AFM B-47 transition schools) Graduate Non-Graduate (Circle one)

	Qualification	Requirement	Initials
1. Flight characteristics	_____	9 Hrs	_____
2. B-47 MTD	_____	Completed	_____
3. B-47 Flight Performance	_____	45 Hrs	_____
4. Chute operation & repack	_____	complete	_____
5. K System familiarization	_____	20 Hrs	_____
6. Jet instruments (classroom)	_____	10 Hrs	_____
7. Jet Instruments (C-11)	_____	15 Hrs	_____
8. Hi-altitude weather	_____	28 Hrs	_____
9. Personal Equipment & hi-altitude, hi-speed physiology	_____	4 Hrs	_____
10. Aircraft inspection and operating procedures to include:			

FORM
303BW 758
9 Sept 54

1292

	Qualification	Requirement	Initials
a. Pre-flight & post-flight procedures	_____	4 Hrs	_____
b. Normal operating procedures	_____	4 Hrs	_____
c. Emergency operating procedures	_____	12 Hrs	_____
11. Aircraft Forms	_____	2 Hrs	_____
12. Tactical Doctrine	_____	4 Hrs	_____
13. Altitude & Oxygen indoctrination (SAC Reg 50-34 & AFR 50-7)	_____	Complete	_____
14. Crew coordination	_____	16 Hrs	_____
15. Communications Equipment and procedures	_____	2 Hrs	_____
III. Navigation Training (SAC Reg 51-19) (Co-pilots AFSC 1234 must complete prescribed course) (Co-pilots AFSC 1244 must demonstrate proficiency)			
1. AFSC (circle one)	<u>1234</u>	<u>1244</u>	Other _____
	Qualification	Requirement	Initials
2. Celestial Navigation	_____	67 Hrs	_____
3. Dead reckoning	_____	19 Hrs	_____
4. Bombing	_____	2 Hrs	_____
5. Navigation & Bombing Team Coordination	_____	2 Hrs	_____
IV. Gunnery Training (SAC Regulation 51-19) (Waived for graduates of AFRC B-47 transition) <u>Graduate Non-Graduate</u> (Circle one)			
	Qualification	Requirement	Initials
1. Systems	_____	10 Hrs	_____
2. Weapons	_____	4 Hrs	_____
3. T-1A Trainer	_____	4 Hrs	_____
4. Check List (at aircraft)	_____	2 Hrs	_____

V. Flight Requirements (SAC Reg 51-19)

	Qualification	Requirement	IP's Initials
1. Total B-47	_____	25 Hrs	_____
2. Total 1st Pilot B-47	_____	5 Hrs	_____
3. Preflight and Post-flight inspections	_____	5	_____
4. Day takeoff (co-pilot's seat)	_____	1	_____
5. Day full stop landing (co-pilot's seat)	_____	1	_____
6. Day touch & go landing (co-pilot's seat)	_____	5	_____
7. Instrument or Hood (B-47) To include:	_____	10 Hrs	_____
a. GCA's	_____	2	_____
b. Jet penetration and low approach	_____	Proficient	_____
c. GMMI Range procedures	_____	Proficient	_____
d. Radio range orientation and tracking	_____	Proficient	_____
e. ILS approach	_____	Proficient	_____
f. Use of airborne communications equipment	_____	Proficient	_____
8. Airwork			
a. Ground start procedures		Proficient	_____
b. Taxi procedures		Proficient	_____
c. Climb out procedures		Proficient	_____
d. Normal flight at optimum altitude and Mach		Proficient	_____
e. Use of directional damper		Proficient	_____
f. Auto pilot operation		Proficient	_____
g. Electrical system checks		Proficient	_____
h. Hydraulic system checks		Proficient	_____
i. Proper maintenance of cruise control lag		Proficient	_____
j. Normal descent		Proficient	_____
9. Emergency Procedures			
a. Compressor Stall recovery		Proficient	_____
b. Low speed and secondary stall recovery		Proficient	_____
c. Hi-speed buffet recovery		Proficient	_____

	Qualification	Requirement	IP's Initials
d. Power control failure		Proficient	_____
e. Bailout crash landing and ditching drill		Proficient	_____
f. Emergency operation of landing gear, flaps, & bomb bay doors		Proficient	_____
g. Airstart procedures (simulator)		Proficient	_____
10. Standardization Flight (forms attached)			_____

REMARKS: This form will serve as a formal record of accomplishments and upon completion of requirements and demonstration of proficiency will constitute a co-pilot check out.

INSTRUCTOR PILOT'S REMARKS:

The undersigned certify that as of _____ 19____, the following crew member _____

Name	Grade	Crew No.
has successfully completed the requirements prescribed in SIO Reg 51-19 and/or supplements thereto for initial checkout and is fully qualified to perform co-pilot duties on B-47E aircraft.		

Commander _____

Standardization Crew AC _____

or

Instructor Pilot _____

303rd BWg Form

HELICOPTERS 303RD BOMBARDMENT WING, M
Davis-Monthan Air Force Base
Tucson, Arizona

Initial Checkout of B-47 Observers

I. Basic requirements (SIC Reg 51-19 Suppl XIII)

AFSC 1524B or F (Circle one)	<u>Yes</u>	<u>No</u>
Graduate of B-47 K system Radar Operators course (circle one)	<u>ATRC</u>	<u>DMAFB</u>
Graduate of B-47 K System in-flight maintenance course (circle one)	<u>ATRC</u>	<u>DMAFB</u>
Graduate of hi-speed navigation(circle one)	<u>ATRC</u>	<u>DMAFB</u>
Observers Orientation (303rd BWg Form 502)	_____	
	(Date)	

II. Ground training requirements (SIC Reg 51-19)

	Qualification	Requirement	Initials
1. B-47 MED		Complete	_____
2. K-System Refresher		Proficient	_____
3. Aircraft familiarization	_____	4 Hrs	_____
4. Observers Pre-flight and post-flight	_____	3	_____
5. Bomb release system	_____	4 Hrs	_____
6. Personal equipment and high altitude physiology	_____	4 Hrs	_____
7. Altitude and oxygen indoctrination (SIC Reg 50-24 and AFR 50-27)		Complete	_____
8. DR Navigation & log procedure	_____	2 Hrs	_____
9. Celestial navigation procedures	_____	4 Hrs	_____
10. Polar navigation	_____	6 Hrs	_____
11. Pressure pattern navigation	_____	6 Hrs	_____
12. Aircraft Navigation equipment	_____	6 Hrs	_____

FORM

303BW 759
9 Sept 54

1296

	Qualification	Requirement	Initials
13. Radar navigation	_____	2 Hrs	_____
14. Target study & Predictions	_____	20 Hrs	_____
15. Camera systems & radar scope photography	_____	9 Hrs	_____
16. Ultrasonic Trainer	_____	10 Hrs	_____
17. Bombing Techniques and procedures	_____	2 Hrs	_____
18. RBS procedures	_____	1 Hr	_____
19. Flight performance data	_____	33 Hrs	_____
20. Autopilot operation	_____	1 Hr	_____
21. Crew coordination	_____	3 Hrs	_____
22. Emergency procedures	_____	3 Hrs	_____
23. High altitude weather	_____	5 Hrs	_____
III. Flight Requirements (SAC Reg 51-19)			
	Qualification	Requirement	IWO Initials
1. Day celestial logs	_____	2	_____
2. Night celestial logs	_____	2	_____
3. Radar navigation logs	_____	1	_____
4. RBS Runs			
a. Radar	_____	3	_____
b. Visual	_____	2	_____
5. Visual Bomb releases	_____	5	_____
6. Radar trouble shooting and inflight maintenance	_____	2 flights	_____
7. Standardization Flight (Forms attached)			_____

REMARKS: Qualification under the provisions of SAC Reg 51-19 is required for all observers assigned and qualified subsequent to the units completion of training under the provisions of SAC Reg 50-43.

This form will serve as a formal record of accomplishments and upon completion of requirements and demonstration of proficiency will constitute an observer check out.

KODAK SAFETY FILM

Instructor Observer's Remarks:

The undersigned certify that as of _____ 19____, the
 following crew member _____
 Name _____ Grade _____ Crew No. _____
 has successfully completed the requirements prescribed in SAC Reg 51-19
 and/or supplements thereto for initial checkout and is fully qualified to
 perform observer duties on B-47 aircraft.
 Commander _____
 Standardization Crew Observer _____
 or
 Instructor Observer _____

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

66-2
3 Pages
Page 1

REGULATION)
NUMBER 66-2)

20 August 1954

MAINTENANCE

Bombing-Navigation Systems

(Reference: SAC Ltr. DM6D, Subj: Pre-Flight and Post-Flight Inspections of Bomb/Nav Systems, dtd, 22 Apr 54)

1. PURPOSE: To establish procedures for elimination of non-essential maintenance of Bombing-Navigation Systems on E-47 Aircraft as directed by referred letter.

2. SCOPE: This regulation is applicable to flight crew members, aircraft crew chiefs, and Bomb-Nav maintenance personnel of the 303rd Bombardment Wing.

3. GENERAL: Only essential maintenance will be performed. Essential maintenance is defined as that required by virtue of the malfunctions encountered during operation of the Bomb-Nav System in the air and reported by the Radar Observer. Thus, not only will the quality of operator reporting be improved, but a saving in ground operation and maintenance man-hours will be effected.

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

b. External ~~ground~~ power may not be applied to the Bomb-Nav System except under the following conditions;

- (1) When required to aid in the confirmation, isolation, and ~~correction of malfunctions or maladjustments reported~~ by the radar observer.
- (2) After the replacement of a component, when required to perform system functional or accuracy checks.
- (3) The Bomb-Nav System may be turned on for a period not to exceed 20 minutes before takeoff, in order to have the Bomb-Nav system cycled and ready for Navigation function at takeoff. (This is not to be construed as permission to perform pre-flight functional checks as a routine procedure, since that would deviate from the intent of this regulation.)
- (4) Exception: Observers undergoing evaluation by the Strategic Evaluation Squadron are authorized to perform Pre-flight of Bomb-Nav System when required by the evaluation squadron. (Reference 15AF MSG DOTO 42956). When this type Pre-flight is required, a work order will be submitted indicating "S E S K Pre-flight".

1300

66-2
3 Pages
Page 2

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

d. Radar observers will:

- (1) Carefully maintain the Bomb-Nav in flight mission report. All Bomb-Nav System malfunctions and discrepancies encountered during flight and any in-flight maintenance attempted or performed will be entered on the report, (SAC Form #252). A summary of the malfunctions will be transcribed to the Aircraft Form 1, Part II.
- (2) Discuss the malfunctions and mission results with Armament-Electronics maintenance personnel who meet the aircraft.
- (3) Perform ground operational checks of Bomb-Nav Systems only when maintenance has been accomplished, except as noted in paragraph 4b(4) this regulation.
- (4) Accomplish the Bomb-Nav System test flight report when performing a test flight.
- (5) Perform visual power off inspection on pre-flight as outlined in Technical Order AN-01-20EN-6.
- (6) Accomplish a system check prior to landing.

e. Bomb-Nav Maintenance personnel will:

- (1) Meet all aircraft upon landing to insure that radar observer's mission reports are complete and contain all malfunctions encountered in-flight, with corrective in-flight maintenance attempted. Additionally, they will assist the flight crew in transcribing the malfunctions to the Form I, Part II.
- (2) Perform maintenance on Bomb-Nav Systems only when malfunctions are recorded on the Form I, Part II by the crew chief on a specialist job request through Maintenance Control. Pre-flight and post-flight inspections of the Bomb-Nav System will Not be performed.
- (3) Assist radar observers in performing operational checks after malfunctions and discrepancies have been cleared. If an aircraft lands with no malfunctions, no ground operational check will be made prior to the next flight, except as noted in Paragraph 4b(4) this regulation.

f. Those portions of operational SOP's Manuals, or Technical Orders that are in conflict with this directive are waived indefinitely by authority of referred letter.

1301

66-2
3 Pages
Page 3

5. RESPONSIBILITY: Commanders of the Bombardment Squadrons and Armament-Electronics Maintenance Squadrons and the Chief of Maintenance will assure compliance with the provisions of this regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

REGULATION)
NUMBER 55-9)

55-9
3 Pages
Page 1

31 August 1954

OPERATIONS

Duties and Responsibilities of Squadron Aircraft Performance Officers

1. PURPOSE. It is the intent of this directive to establish the duties and responsibilities of the Bombardment Squadron Aircraft Performance Officers.

2. SCOPE. This Regulation is applicable to all Bombardment Squadron Aircraft Performance Officers.

3. GENERAL. a. Squadron Aircraft Performance Officers will be appointed on Squadron Special Orders, one copy of which will be forwarded to the Wing Aircraft Performance Officer.

b. The ability of each organization to accomplish its assigned mission is evaluated and controlled in part by the professional ability of the flight crews. The technical knowledge and ability to plan and execute precise flight plans and logs represents a major portion of this professional ability. Therefore, it is mandatory that the officer appointed have a thorough knowledge of operational procedures and be thoroughly conversant with the purpose and practice of aircraft performance.

4. PROCEDURE. In general, the duties and responsibilities of the B-47 Aircraft Performance Officers are as follows:

a. Duties:

- (1) Know and comply with existing technical orders, regulations, standing operating procedures and all other directives pertaining to aircraft performance issued by this or higher headquarters.
- (2) Act as technical advisor to the Squadron Commander and Operations Officer on all matters pertaining to load, range, and capabilities of assigned aircraft.
- (3) Monitor each flight crews' accomplishments of the B-47 Mission Flight Plan and Log.
- (4) Plan performance phase of all missions which may be assigned as projects to the squadrons.

1304

55-9
3 Pages
Page 2

- (5) Analyze all flight logs and correct all errors prior to forwarding to the Wing Aircraft Performance Officer. File all logs not retained by the Wing Aircraft Performance Officer.
- (6) Monitor the flight crews accomplishment of the Form F. The Squadron Form "F" file must contain an accomplished Weight and Balance Clearance Form "F" for each flight when an aircraft is loaded in a manner for which no previous valid Form "F" is available. T.O. AN-01-1B-40, Section III, paragraph 19a.

b. Responsibilities:

- (1) Be responsible for the preparation and submission of all required reports emanating from squadron level concerning aircraft performance.
- (2) Be responsible for coordinating with the Wing Standardization Board to insure that all publications pertinent to Aircraft Performance are made available promptly to all crews.
- (3) Be responsible for the weight and balance condition of all assigned aircraft. It is not intended that this responsibility will usurp any of the authority nor assume any of the responsibility allocated to the Wing Weight and Balance Officer per paragraph 26c, SAC Manual 66-12, dated November 1952. However, this officer will maintain complete and current weight and balance data on each assigned aircraft.
- (4) Maintain in the Operations Section:
 - a. Complete weight and balance data of each assigned aircraft.
 - b. A record of all engine and cruise control instrument calibration of each assigned aircraft.
- (5) Be responsible for tutoring or refresher training of individual crew members in aircraft performance as deemed necessary by squadron or wing standardization crews, or as the necessity is indicated by examination results.

1305

55-9
3 Pages
Page 3

4. RESPONSIBILITY. It is the responsibility of the Bombardment Squadron Commanders to insure compliance with this Regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

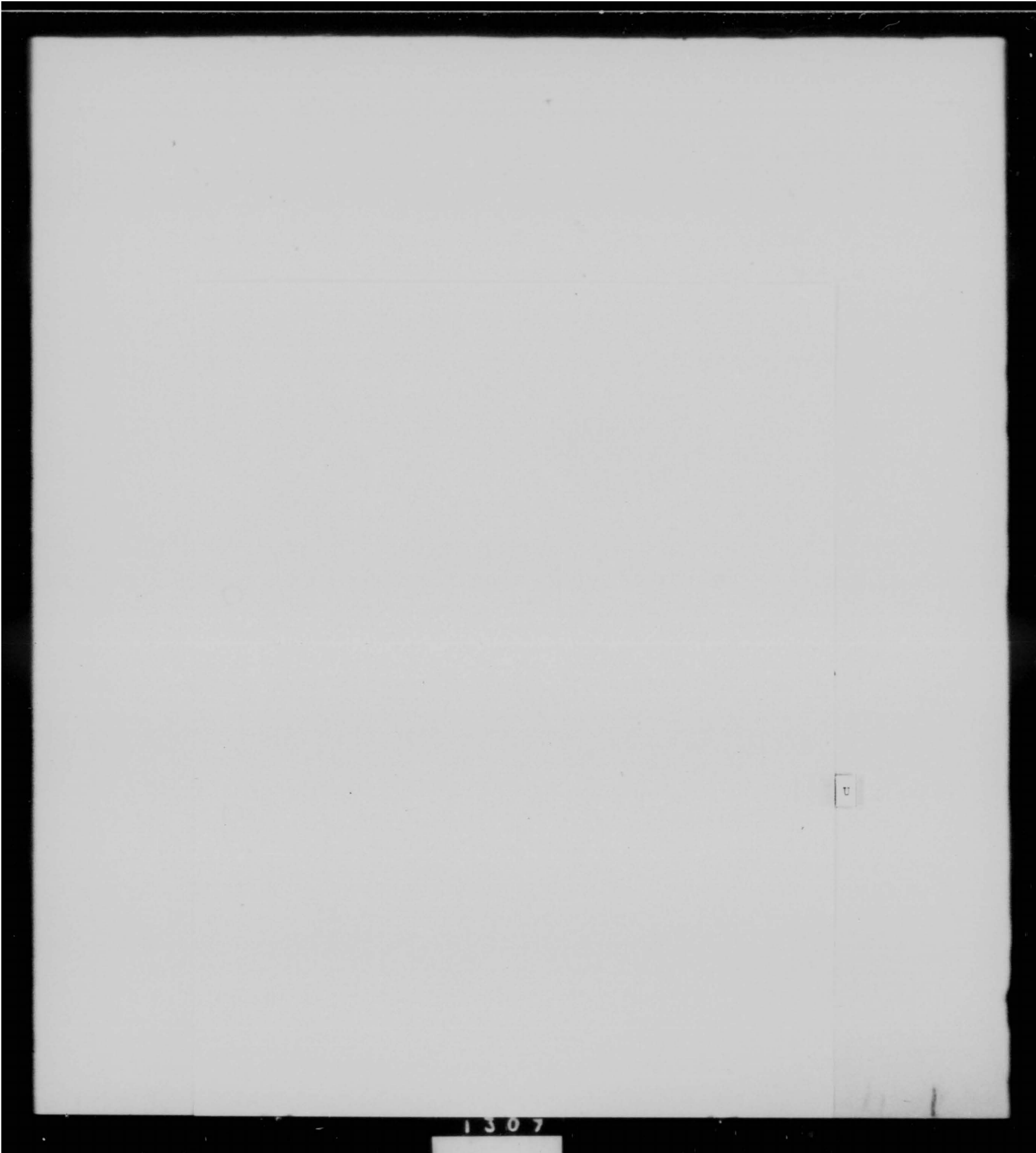
JOHN D. HAMPTON
Captain, USAF
Adjutant

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55A-5
Page 1 of
4 Pages

OPERATIONS MEMO)
NUMBER 55A-5)

4 August 1954

OPERATIONS

AIR REFUELING PATTERN

1. PURPOSE: To establish a standing operating procedure to be followed for aerial refueling traffic patterns.
2. GENERAL: It is desired that aircraft assigned to this wing use a refueling pattern more nearly associated with a tactical mission. The procedure outlined herein will accomplish the foregoing.
3. SCOPE: The provisions of this Memo will apply to all squadrons of the 303rd Bomb Wing operating B-47 and KC-97 aircraft.
4. PROCEDURE: The following refueling patterns are outlined for use on normal refueling missions.
 - a. Plan ALFA
 - (1) Tanker orbit point Blythe OMNI.
 - (2) Receiver start Rendezvous point Palmdale radio.
 - (3) Rendezvous on 113 degrees TC.
 - (4) Tanker departs Blythe OMNI for Gila Bend OMNI on 113 degree TC for chase descent rendezvous and initial contact.
 - (5) If refueling is not complete when reaching Red 9 or Red 83 aircraft will disconnect and turn to 193 degrees TC at Gila Bend OMNI. Refueling to continue when both aircraft are clear of Airways. NOTE: The course from Gila Bend OMNI (south 193 degrees TC) runs between two danger areas, leaving a corridor only

1308

55A-5
Page 2
4 Pages

ten miles wide. Caution must be exercised to remain out of these danger areas.

- (6) If refueling is not completed on this heading prior to reaching the Mexican border turn to a heading for Tucson.

b. Plan BRAVO:

- (1) Tanker orbit point Hassayampa OMNI.
- (2) Receiver start rendezvous point Benson.
- (3) Rendezvous on 305 degrees TC.
- (4) Tanker departs Hassayampa OMNI for Needles OMNI for level flight rendezvous and initial contact 315 degrees TC.
- (5) If refueling is not complete before reaching Green 4 or Blue 67, use a figure eight pattern orientated northwest, southeast, headings 315 degrees and 135 degrees.

c. Plan COCO:

- (1) Tanker orbit point Hassayampa OMNI.
- (2) Receiver start rendezvous point Benson.
- (3) Rendezvous on 305 degrees TC.
- (4) Tanker departs Hassayampa OMNI for Seligman, Arizona for chase level flight rendezvous and initial contact 358 degrees TC.
- (5) Aircraft will disconnect when crossing Green 4 and Red 15.
- (6) If refueling is not complete when reaching Seligman, continue on a heading of 358 degrees TC until refueling is complete.

1309

551-5
Page 3
4 Pages

d. Plan DELTA:

- (1) Tanker orbit point Flagstaff, Arizona.
- (2) Receiver start rendezvous point Panguitch, Utah.
- (3) Rendezvous on 164 degrees TC.
- (4) Tanker departs Flagstaff, Arizona for Mt Lemmon, Arizona, for chase descent rendezvous and initial contact 165 degrees TC.
- (5) Aircraft will be disconnected when crossing Red 9.
- (6) If refueling is not complete when arriving at Mt Lemmon turn to 090 degrees TC to complete refueling.

e. Plan ECHO:

- (1) Tanker orbit point Ryan Field.
- (2) Receiver start rendezvous point Silver City, Arizona.
- (3) Rendezvous on 255 degrees TC.
- (4) Tanker departs Ryan Field 255 degrees TC for chase rendezvous turning short of the Mexican border for Red Rock, then to Solonsville where a figure eight pattern is to be used to complete the refueling.
- (5) Aircraft will disconnect when crossing airways.

f. All refueling will be done below 20,000 feet when within 60NM of Phoenix RBS site.

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551-5
Page 4 of
4 Pages

5. RESPONSIBILITY: It will be the responsibility of Squadron Commanders to insure compliance with this directive.

BY ORDER OF THE COMMANDER:

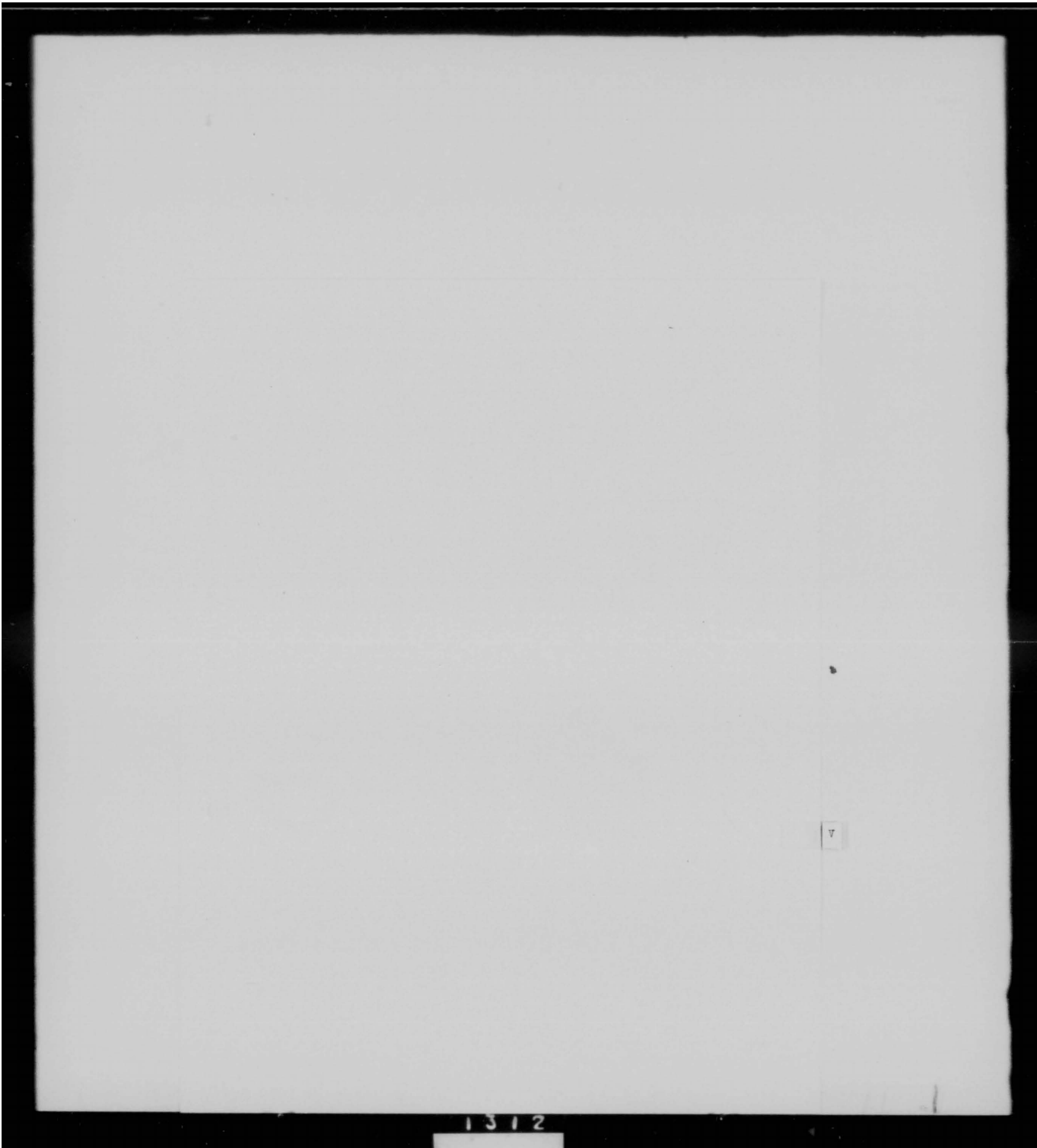
OFFICIAL:

Clifford V. B. Liu
CLIFFORD V. B. LIU
1st Lt., USAF
Assistant Adjutant

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

DISTRIBUTION: C

PLUS: 358th BSq 50 cys
359th BSq 50 cys
360th BSq 50 cys
303rd AFSq 50 cys



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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55B-7
1 Page
Page 1

OPERATIONS MEMO)
NUMBER 55B-7)

11 August 1954

OPERATIONS

Compressor Stall

1. PURPOSE: To preclude turbine disintegration after compressor stall or engine overheat conditions is encountered.
2. SCOPE: The provisions of this Operations Memo will apply to all B-47 pilots assigned or attached to the 303rd Bombardment Wing, M.
3. PROCEDURE: a. Pilots will write up any indication of excessive ETS's noted on the ground or in flight.
b. Pilots should observe RPM, EGT, and oil pressure gages as much as possible during aerial refueling. Co-pilots and Instructor Pilots should monitor throttle movement and resultant RPM changes, and inform the pilot when an indication of compressor stall is suspected.
c. During aerial refueling, formation or transition with an OAT of less than 60°F, the bleed switch will be "ON". NOTE: THIS MAY RESULT IN "CHOO-CHOO". IF THIS CONDITION CAN NOT BE ELIMINATED, THE PORTION OF THE MISSION REQUIRING BLEED SWITCH "ON" WILL BE DISCONTINUED.
d. If compressor stall is encountered at a time when EGT is not being closely monitored (during aerial refueling or new pilot in the front seat) it must be assumed that the EGT has been high. Under these circumstances, the effected engine(s) will be shut down using emergency fire shut down procedures, the mission will then be aborted, and the aircraft landed at Davis-Monthan AFB, if practical.
e. The engine(s) will be removed and a major inspection will be performed in order to determine the extent of damage caused by over-temperature conditions. These engines will not be re-installed until the above inspection has been accomplished, and a satisfactory ground test stand run has been completed.
4. RESPONSIBILITY: Squadron Commanders will insure that the provisions of this Operations Memo are complied with.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

Clifford Y P Lin
CLIFFORD Y P LIN
1st Lt, USAF
Aug 4 1954
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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

62-8
1 Page
Page 1

OPERATIONS MEMO)
NUMBER 62-8)

30 August 1954

FLYING SAFETY

Compressor Case and Compressor Ring Damage on J-47 Engines

1. PURPOSE: To establish a procedure to be followed when heavy precipitation is encountered in flight in B-47 aircraft.
2. SCOPE: This Operations Memo applies to all pilots in the 303rd Bombardment Wing, Medium.
3. PROCEDURE: a. Whenever heavy precipitation is encountered in flight by B-47 crews, a record will be made of the altitude of flight, outside air temperature reading, duration, density, percent of engine RPM, and type of precipitation encountered. This information will be brought to the attention of the Wing Commander or Deputy Commander by the Aircraft Commander concerned to determine whether an entry will be made in the Part II of the Form I which will require placing the aircraft on a red cross condition for engine removal and inspection.

b. At any time during or immediately after flight through heavy precipitation, when an engine or engines on the B-47 operate erratically the aircraft will be landed at the nearest suitable SAC or AMC base. The Aircraft Commander will notify the Wing Commander of the action taken, and the cause for this action. The Wing Commander will determine the action to be taken regarding the inspection of the aircraft's engines.
4. RESPONSIBILITY: It will be the responsibility of the Squadron Commander to insure compliance with the contents of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDICAL
Davis-Monthan Air Force Base
Tucson, Arizona

Page 1
1 Page

MATERIEL (MEMORANDUM)
NUMBER 67-7)

10 August 1954

SUPPLY

Reporting Shortages of Unit Equipment

1. PURPOSE: To prescribe standard procedures for reporting shortages of Unit Support Equipment and Unit Mission Equipment property.
2. GENERAL: SAC Manual 20-1 requires the Wing Supply Officer to maintain, for command action, current lists of shortages of authorized items of equipment.
3. PROCEDURE: Each unit of the Wing will prepare separate lists of Unit Support Equipment and Unit Mission Equipment authorized the unit but not on hand. These lists will contain the following information: Stock Number, Noun, Quantity Authorized, Quantity Short, Unit Control Numbers and Base Supply Voucher Numbers of Issue Slips requesting the shortages. These lists will be prepared as of the last day of each month, signed by the Unit Supply Officer and Unit Commander, and forwarded to the Wing Supply Officer not later than the 5th of each month.
4. RESPONSIBILITY: It will be the responsibility of the Squadron Commander to insure the promptness and accuracy of the reports.

BY ORDER OF THE COMMANDER:

OFFICIAL:

John I. Hampton
JOHN I. HAMPTON
Captain, USAF
Adjutant

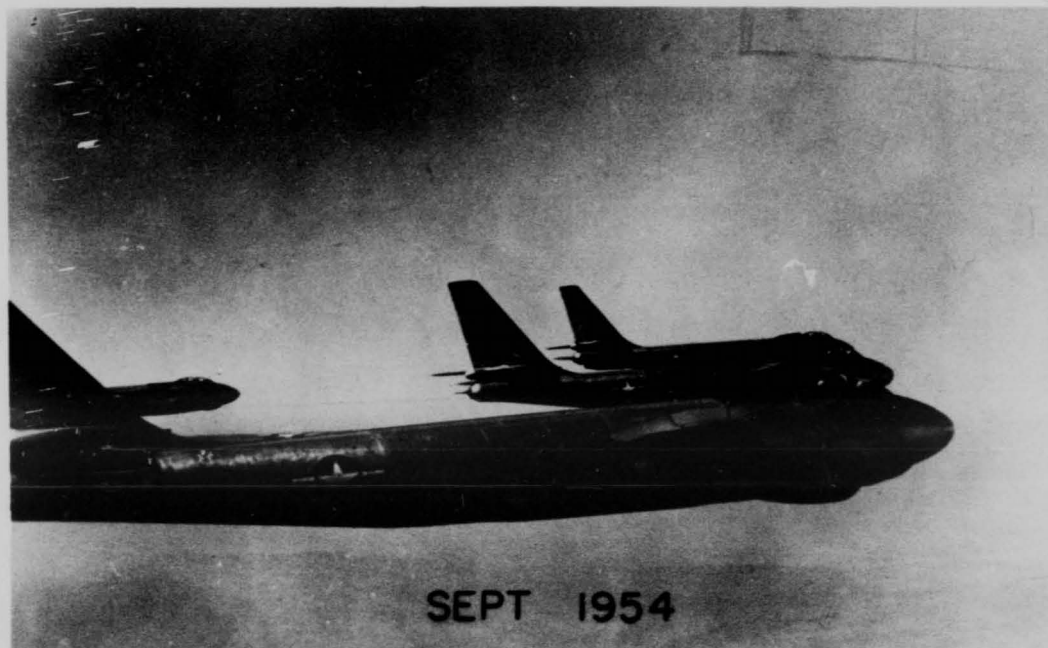
MAX W. HENNEY
Lt Colonel, USAF
Director of Materiel

DISTRIBUTION: E

From 5-74 to 5-75

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HISTORY



303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

ACI 100-10

8 9853

DAVIS-MONTHAN AFB TUCSON, ARIZONA

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36th ADIV.

2 Nov 54

Hampton

HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM
1 September - 30 September
1954
36th Air Division
Fifteenth Air Force
Strategic Air Command

Prepared in the Information Services Office in accordance with
Air Force Regulation 210-3, Strategic Air Command Regulation 210-1,
and Fifteenth Air Force Regulation 210-1.

RCS 1-AF-D2

Prepared by:

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Colonel, USAF
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RCS 1-AF-D2
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SECRET

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TABLE OF CONTENTS

Title Page	-	-	-	-	-	-	-	-	1
Table of Contents	-	-	-	-	-	-	-	-	2 - 3
What's on the Cover	-	-	-	-	-	-	-	-	4
CHAPTER I									
ORGANIZATION AND ADMINISTRATION	-	-	-	-	-	-	-	-	5 - 6
<u>Mission</u>	-	-	-	-	-	-	-	-	7
<u>Organization</u>	-	-	-	-	-	-	-	-	7
<u>Command</u>	-	-	-	-	-	-	-	-	7 - 8
Comptroller	-	-	-	-	-	-	-	-	8 - 11
Changes in Key Personnel	-	-	-	-	-	-	-	-	11
CHAPTER II									
PERSONNEL	-	-	-	-	-	-	-	-	12 - 13
<u>Combat Crew Resources</u>	-	-	-	-	-	-	-	-	14
<u>Officer</u>	-	-	-	-	-	-	-	-	14 - 15
<u>Airmen</u>	-	-	-	-	-	-	-	-	15
CHAPTER III									
OPERATIONS AND TRAINING	-	-	-	-	-	-	-	-	16 - 17
<u>Assigned Missions, Exercises, and Projects</u>									18 - 21
<u>Flying Training General</u>	-	-	-	-	-	-	-	-	21
358th Bombardment Squadron	-	-	-	-	-	-	-	-	21
359th Bombardment Squadron	-	-	-	-	-	-	-	-	22
360th Bombardment Squadron	-	-	-	-	-	-	-	-	23 - 24
303rd Air Refueling Squadron	-	-	-	-	-	-	-	-	24 - 26

<u>Directorate of Operations</u>	-	-	-	-	-	<u>26</u>
Operational Plans	-	-	-	-	-	<u>26 - 27</u>
ECM and Communications	-	-	-	-	-	<u>27 - 29</u>
Intelligence	-	-	-	-	-	<u>29 - 40</u>
Gunnery	-	-	-	-	-	<u>40 - 41</u>
Munitions	-	-	-	-	-	<u>41</u>
Special Weapons	-	-	-	-	-	<u>42 - 43</u>
Ground Training	-	-	-	-	-	<u>43 - 44</u>
Flying Safety	-	-	-	-	-	<u>45 - 46</u>

CHAPTER IV

MATERIEL	-	-	-	-	-	<u>47 - 48</u>
<u>Maintenance</u>	-	-	-	-	-	<u>49</u>
303rd Armament and Electronics Squadron	-	-	-	-	-	<u>49 - 52</u>
303rd Field Maintenance Squadron	-	-	-	-	-	<u>52 - 63</u>
303rd Periodic Maintenance Squadron	-	-	-	-	-	<u>64</u>
Maintenance Control	-	-	-	-	-	<u>64 - 65</u>
Maintenance Standardization Team	-	-	-	-	-	<u>65 - 67</u>
Quality Control	-	-	-	-	-	<u>67 - 68</u>
Wing Logistics	-	-	-	-	-	<u>68 - 70</u>
Wing Supply	-	-	-	-	-	<u>70 - 71</u>

WHAT'S ON THE COVER?

In conjunction with the Operational Readiness Test of the 303rd Bombardment Wing conducted by Inspectors from The Office of The Inspector General, USAF, B-47 aircraft of the 358th, 359th, and 360th Bombardment Squadrons participated in formation flying for a period of three days; 16th, 17th and 18th of September 1954.

Formation photographs were taken by Technical Sergeant A. J. Sand-oval, Information Services Photographer, from a T-33 aircraft piloted by Major Tony Prince of the 803rd Operations Squadron.

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ORGANIZATION AND ADMINISTRATION

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M I S S I O N

There were no changes in the mission of the 303rd Bombardment Wing (Medium) during the month of September 1954.^{1/}

O R G A N I Z A T I O N

This history constitutes the twenty-first report since the conversion of the 303rd Bombardment Wing (Medium) to B-47 aircraft. Activities in general and the current status of the "Combat Ready" wing for the month of September 1954 are reflected herein.

C O M M A N D

Under the provisions of Air Force Regulation 123-6, a readiness inspection of the 303rd Bombardment Wing (Medium) was conducted during the period 13 thru 24 September 1954. The inspection was conducted by Inspectors of the Office of the Inspector General, USAF, Norton Air Force Base, California.

The inspection revealed that the 303rd Bombardment Wing was capable of performing its general mission as described by Fifteenth Air Force Regulation 20-4. The wing was found not fully capable of performing its assigned EWP mission as described by Eighth Air Force Operations Plan 50-54 in that sufficient combat ready B-47 crews were not available to cover all assigned targets. The inspectors concurred with the 303rd wing Commander's over-all index of operational effectiveness of seven. The wing demonstrated an effective capability of

^{1/} 303rd Bombardment Wing (Medium) History for July 1954.

conducting long-range bombardment operations, but not on a scale equal to the commitments assigned in the EWP. Air refueling operations were excellent. The accuracy of radar bombing met requirements of established criteria; visual bombing accuracy was sub-standard. Additional emphasis was needed on EWP target study. The number of B-47 flying hours delivered by maintenance had been insufficient to meet wing combat crew training requirements. Maintenance was severely impaired by marginal supply support, unsatisfactory powered ground equipment maintenance, a shortage of communications - electronics maintenance specialists, a shortage of fully qualified maintenance officers, and inadequate shops. The frequent turnover of key commanders and staff officers had interrupted continuity in planning, programming, and supervision.

A complete and detailed report of the findings of the readiness inspection of the 303rd Bombardment Wing conducted by the Office of the Inspector General, USAF, ^{2/} may be found in the appendix of the history.

COMPTROLLER

There have been 31 Officers and 144 Airmen authorized for the 303rd Bomb Wing as a cadre for the 308th Bombardment Wing. These authorizations are charged to the unit in the MIRS computations as reflected in the previous 15-U2 Report. The change in MIRS percentage for both Officers and Airmen was negligible during the month of September.

There were no disabling military injuries and no motor vehicle accidents during the month of September. The \$126 of ground accident cost

^{2/} USAF Readiness Inspection Report of the 303rd Bomb Wing Appendix B

resulted from 18 first aid treatments. The four month ground safety index of 5.0, and the accident cost index of .39 was computed from the following table.

Four Month Experience

Accidents (military)	3
Man Days Exposure	268065
Accidents (civilian)	0
Miles Driven	77178
Motor Vehicle Accidents	3
Total Cost of Accidents	\$3511
Total Strength	8802

There were 31 separations and eight reenlistments in the 303rd Wing during September. Cumulative for the past three months has been 106 terminations and 56 reenlistments for a rate of 52.8.

A total of seven personnel were AWOL from the 303rd Wing during the month of September. There is no apparent reason for this increase as compared to previous months. There were 13 AWOL's considered in this four month computation for a rate of 1.5.

During the month of September there was one report of survey registered at a cost of \$414.10. There have been 12 reports of survey registered during the past four months for an average cost of \$600 per thousand personnel.

There is no KC-97 nor B-47 electrical MTD at Davis-Monthan Air Force Base, there were 2678 hours of B-47 mechanical MTD accomplished during the month, bringing the three month cumulative total to 8542 hours. This represents 81.3 percent of the 3500 hours desired monthly volume.

During the month of September a total of 1374 hours of B-47 flying time were utilized out of the 1748 hours required. KC-97 aircraft utilized 616 hours of the 659 required for the month of September.

The following data is submitted relative to the USCM (Blue Chip) accomplished by the wing on 16, 17, and 18 September.

	B-47	KC-97
Aircraft Available	48	18
Aircraft Required	36	42
Aircraft Scheduled	36	42
Aircraft Airborne	36	42
Aircraft Effective	28	41
% Airborne Effective	77.8	97.6
Aircraft completing Mission	28	41
% Airborne completing Mission	77.8	97.6

There were 147 record runs accomplished during the month of September, for an average index of 54.4. The overall CEA and CEP on the 147 runs was 2040 and 1670 respectively. There were 37 RBS visual record runs accomplished during the month. The average index was 48.7. The CEA and CEP was 1325 and 850 respectively. A total of 10 cruise control missions were flown in the Air Refueling Squadron for the month of September. The average capability raw score was 1.6.

A total of 53 gunnery missions were accomplished during the month of September, 36,180 rounds of ammunition were loaded on these missions of which 23,195 rounds were fired. The rate of fireout was 64.1 percent.

Bomb Crews of the 303rd Bombardment Wing accomplished 307 hours of physical conditioning during September and Air Refueling crews completed 394 hours during the same period.

A special folder^{3/} was prepared by the Comptroller Section for the Operational Readiness Test Team from Norton Air Force Base, California. In addition to supporting data and RCS reports the folder contained a graphic presentation of the Wing Operation for the previous six months.

CHANGES IN KEY PERSONNEL^{4/}

There were three changes in the key personnel roster of the 303rd Bombardment Wing for the month of September 1954.

Lieutenant Colonel William B. Shotwell^{5/} was announced "Director of Materiel" 303rd Bombardment Wing, Medium, vice Lieutenant Colonel Max W. Henney, transferred, effective 10 September 1954.^{6/} Lieutenant Colonel Rufus A. Ward^{7/} was relieved from assignment and duty with Headquarters 303rd Bomb Wing and transferred assigned to the 303rd Air Refueling Squadron for duty as "Commander", 303rd AREFS, effective 1 September 1954.^{8/} Lieutenant Colonel Herbert M. Light^{9/} was also relieved from assignment and duty with Headquarters 303rd Bomb Wing and transferred assigned to the 303rd Armament and Electronics Squadron for duty as "Commander", effective 25 September 1954.^{10/}

^{3/} ORT Folder prepared for Test Team from Norton AFB, Calif, Appendix C.

^{4/} 303rd Bombardment Wing Key Personnel Roster, Appendix A.

^{5/} Photograph and Biography of Lt Col William B. Shotwell, Appendix D.

^{6/} GO 22, Hq 303rd Bombardment Wing, 14 Sept 54, Appendix E.

^{7/} Photograph and Biography of Lt Col Rufus A. Ward, Appendix F.

^{8/} SO 169, Hq 303rd Bombardment Wing, 1 Sept 54, par 1, Appendix G.

^{9/} Photograph and Biography of Lt Col Herbert M. Light, Appendix H.

^{10/} SO 185, Hq 303rd Bombardment Wing, 24 Sept 54, par 1, Appendix I.

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PERSONNEL

1335

COMBAT CREW RESOURCES

"Combat Crew Resources" for the 303rd Bombardment Wing for the month of September were as follows:

Combat Crew Resources (B-47)

AFSC	1245	1234B	1525
Assigned	93	38	57
Less Staff Personnel	<u>12</u>	<u>6</u>	<u>10</u>
Total Crew Personnel	81	32	47

Combat Crew Resources (KC-97)

AFSC	1234	1534	43271D	29353	43159P
Assigned	52	25	29	23	70
Less Staff Personnel	<u>2</u>	<u>1</u>			
Total Crew Personnel	50	24	29	23	70

OFFICER

The Officer Section, Directorate of Personnel, nominated personnel for overseas and Zone of the Interior assignments during the month of September. The nominations for overseas and Zone of Interior assignments were as follows: 1-1534A to 6630th RC Flt, 1-9754 to 3555th USAF Hospital, 1-7321 to 3565th Student Squadron, 1-7024 to 322d Air Division, 1-1234 to 6630th RC Flt, 1-4344 to 98th Bomb Wing, 1-1534 to 2266th PPS, 1-1544 to 3535th Student Squadron, 1-3054 to 2266th PPS, 1-1416 to FTAF Crse, 1-0066A to 15th Air Force, 1-1411 to AFOTC, 1-2054 to Biggs AFB, Tex, 1-1231 to Goose Bay, 1-3254 to 803rd Air Base Group, 1-7021 to Parks AFB, Calif, 1-6421 to Parks AFB, Calif and 1-1234 to Smoky Hill AFB, Kansas. A total of 20 officers were lost during the month as a result of these nominations. During the month this headquarters received two quotas for officers to attend a Thermo Nuclear

Course, three quotas for the Staff Commanders Maintenance Management Course. One Officer of the 303rd Bombardment Wing also attended Advanced B-47 Flying School during the month of September.

AIRMEN

On 8 September 1954 the wing received information on the September Proficiency Testing Period for the 43, 64 and 70 Career Fields. Testing was scheduled for the period beginning 14 September 1954 lasting through 17 September 1954. Organizations within the wing submitted names of the airmen eligible and who desired the testing. This information was forwarded to 36th Air Division Headquarters where the testing was conducted.

A total of 22 Mandatory Technical School quotas were received during the month of September in: Personnel Supvr School, Aircraft Maintenance Tech, Acft Elect Nav Equip Maint, AN/ARC 21 Equip, Coleman Towing Tractor, and Factory Tng Crse (B-52).

Sixty-nine requests for reclassification were forwarded to high headquarters during the month. The majority of the reclassification was up-grading from the three skill level to the five skill level AFSC.

The Airmen Section, Directorate of Personnel, processed numerous nominations during the month. Sixty-four assigned airmen personnel were lost during the month as a result of these nominations. Thirty-five airmen were discharged, eight airmen were assigned to Camp Kilmer, N.J., seven airmen assigned to Parks AFB, Calif., six airmen assigned to 803d Air Base Group, one airmen assigned to Smoky Hill AFB, two airmen assigned to the 43d Bombardment Wing, and one airmen assigned to Lackland AFB, Tex.

The MIRS percentage for this reporting period was 62.6 percent.

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OPERATIONS AND TRAINING

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ASSIGNED MISSIONS, EXERCISES, AND PROJECTS

In accordance with Fifteenth Air Force Operations Order No. 139-54, the 303rd Bombardment Wing flew a Unit Simulated Combat Mission (USCM) in conjunction with the Operational Readiness Test. The operational test simulated two phases of the EWP mission - deployment to a prestrike base and the profile strike mission. Against the readiness inspection criteria requirement of 32 deployment and 32 strike B-47 sorties, the wing scheduled 36 deployment and 36 profile sorties. Of the 36 B-47's scheduled to deploy, five aborted in the air due to: (1) malfunction of the pressurization and refrigeration unit, (2) a cracked windshield, (3) hydraulic reservoir low, (4) loss of cabin pressure, and (5) defroster motor burned out with smoke in cockpit, and were subsequently rescheduled. One of the rescheduled aircraft aborted due to loss of cabin pressurization. A total of 35 aircraft completed the deployment phase of the operational test. Of the 36 B-47's scheduled on the strike mission, one aircraft was cancelled because it did not successfully deploy and one aircraft was ineffective over the target due to malfunction of the K-system and pressurization-refrigeration unit. Three aircraft air aborted due to: (1) loss of flight instruments and K-system malfunctions, (2) loss of #3 engine and #2 engine running rough and (3) malfunction of the K-system. A total of 31 aircraft completed the profile mission.

Thirty-six radar runs were scheduled against a San Francisco RBS target to determine radar bombing accuracy. Twenty-five runs were scored

A complete and detailed report of the results of the Unit Simulated Combat Mission (USCM) flown in conjunction with the Operational Readiness Test may be found in the appendix of the ^{1/} history.

September results showed the 303rd Bombardment Wing accomplishing a total of 359 RBS runs. Of these, 147 were record radar runs with a CEA of 2040 feet and a CEP of 1670 feet. This is a great improvement over the previous months results both in obtaining more runs and in showing a better quality which reduced the CEA by 300 feet. The CEA of the record visual RBS increased to 1325 feet while the CEP remained at 850 feet for 37 runs. Four and eight tenths percent of the record radar runs and thirteen and five tenths percent of the visual record runs were gross errors which is a decrease over last months gross error rate.

Navigational accomplishments consisted in forty record day celestial legs for a CEA of 18.6 NM and with eighteen minutes being the average time between the last LOP and/or MPP and final ETA; thirty-three record night celestial legs for a CEA of 16.9 NM and with 25½ minutes being the average time between the last fix and final ETA; and fourteen record grid legs were flown with a CEA of 15 NM.

The 303rd Air Refueling Squadron accomplished 19 record day celestial legs with a CEA of 11.6 NM and the average time was 24 minutes between the last LOP and/or MPP and final ETA. Fourteen record night celestial legs were flown with a CEA of 11.2 NM and the average time between the last fix and final ETA was 33½ minutes. Eight record grid legs were accomplished with a CEA of 10.8 NM.

^{1/} "B-27" Commanders Report, 20 Sept 54, Appendix J.

and 11 runs not scored due to: (1) pressurization failure on one aircraft, (2) three RBS ground aborts, (3) two failures to contact the RBS site and (4) five K-system major malfunctions. The circular error probable (CEP) for the 25 scored runs was 2000 feet. The circular error average was 3374 feet. Five gross errors (CE over 4500 feet) were suffered by the wing. The radar bombing accuracy (RBS) reliability factor (bombs within 3500 feet circular error) for the wing was 72 percent.

Thirty-six visual RBS runs were scheduled against a Phoenix RBS target to determine visual bombing accuracy. Twenty-seven runs were scored and nine runs not scored due to: (1) pressurization failure on one aircraft, (2) one late take off, (3) one failure to contact the RBS site, and (4) six major malfunctions of the K-system. The circular error probable for the 27 scored runs was 1500 feet. This did not meet the maximum score requirements of the readiness inspection criteria for a circular error probable of 900 feet. The circular error average was 1913 feet. Six gross errors (CE over 2000) were suffered by the wing. The visual bombing accuracy (RBS) reliability factor (bombs within 1900 feet circular error) for the wing was 77.7 percent. Scores obtained by the wing for camera radar attacks on the simulated strike mission were excellent. The circular error probable for 25 runs by photo interpretation of radar scope photography was 1050 feet.

The night celestial navigational capability as demonstrated on the tactical test was excellent considering that jet streams were encountered on the navigation leg. The circular error average for 21 scored celestial legs was 19.3 nautical miles.

In conjunction with the Unit Readiness Inspection of the 303rd Bombardment Wing, the 358th, 359th and 360th Bombardment Squadrons flew for the first time ^{2/} 12 plane formation flying of three and one half hours each during 16 - 18 September 1954.

FLYING TRAINING GENERAL

358th Bombardment Squadron

Operational flying time during the month of September for the 358th Bombardment Squadron totaled 406 hours and 15 minutes. The projected flying time for the month of September was 514 hours, of which 92 hours and 15 minutes was not met. Four missions directed by higher headquarters included a Deployment Mission in accordance with 303rd Bombardment Wing Operations Order 139-54, a Strike Mission also in accordance with 303rd Bomb Wing Operations Order 139-54, and the Busy Beaver Mission and the Fly Trap Missions. One crew of the 358th Bombardment Squadron finished SES totaling twenty-one hours and fifteen minutes. Two flights consisted of ferrying aircraft to Tulsa, Oklahoma for the purpose of aircraft modification. No crews of the 358th Bomb Squadron were regressed during the month of September. One aircraft B-47 of the 43rd Bombardment Wing was transferred to the 358th Bomb Squadron maintenance section for overhaul. One 358th Bomb Squadron B-47 aircraft was also flown to Douglas Aircraft, Tulsa, Oklahoma, on TDY for drag angle repair.

^{2/} B-47 Formation Flying Photographs, Appendix K thru Q.

359th Bombardment Squadron

The efforts of the 359th Bombardment Squadron Operations Section were almost exclusively devoted to preparation for the Operational Readiness Test Inspection conducted by the Inspector General USAF Team from Norton Air Force Base, California, and the Unit Simulated Combat Mission (USCM) flown in conjunction with the readiness test. This mission was scheduled to cover a period of three days, 16 thru 18 September. The squadron was scheduled to deploy 12 aircraft and to strike with 12 aircraft in accordance with 303rd Bombardment Wing Operations Order 139-54.^{3/} A complete and detailed report of the results of the Unit Simulated Combat Mission (USCM) flown in conjunction with the Operational Readiness Test may be found in the appendix of the history.^{4/}

A total of forty-three flights during the month of September were devoted to 50-8 requirements, which included six Strategic Evaluation Flights and eight Squadron Standardization Board Flights.

Aircraft number 51-2430 was sent to the maintenance depot at Tulsa, Oklahoma for replacement of drag angles. This took place subsequent to a grounding order which affected all aircraft of the squadron. Inspection of all 359th aircraft revealed that only two, (430 and 443) were in need of new drag angles. Aircraft number 51-2443 is scheduled to leave for the Tulsa depot on or about 10 October at which time it is expected that aircraft 51-2430 will return to Davis-Monthan Air Force Base.

The total flying time for the month of September was 476:45 hours, which is a favorable increase of 131:30 hours over the month of August.

^{3/} 303rd BW Operations Order 139-54, 7 Sep 54, Appendix R.

^{4/} "B-27" Commanders Report, 20 Sep 54, Appendix J.

360th Bombardment Squadron

During the month of September a Operational Readiness Test was conducted by a USAF Inspection Team. During the ORT the 360th Bombardment Squadron had a total of fourteen crews participating in the USCM in accordance with 303rd Bomb Wing Operations Order 139-54. The crews flew a total of 172 hours and 20 minutes on 28 sorties. Also during the ORT a Deployment Mission was flown in which 14 aircraft were utilized. This mission was accomplished on 15 September. On 16 September, 14 of the 360th Bomb Squadron were utilized on a Simulated Strike Mission which included formation flying and formation inflight refueling. An overall satisfactory report was given for the O.R.T.

During the month of September there 16 available crews, of these one was select, seven Lead, four Ready, and four Non-Ready. No crews were upgraded or downgraded.

A total of seventy-seven sorties were requested by the Operations Section to total 500 hours. Of this total 82 were flown totaling 530 hours, for a 106 percentage. There was an overall decrease of six hours flying time over the month of August and an increase of 22 percent in the number of sorties requested and accomplished.

Six new pilots and one new observer were assigned to the squadron during the month of September.

A major aircraft ground accident occurred on 30 September in the 360th Bombardment Squadron. The right outrigger tire of B-47 aircraft No. 51-5232 was being inflated, during inflation the inboard wheel rim
^{5/} Report of accident, involving B-47E aircraft No. 51-5232, Appendix S.

disintegrated and flying metal inflicted damage on both bomb bay doors and the flaps. The findings of the Board of Officers revealed that the outrigger tire and the inner wheel rim flange failed as a result of excessive tire pressure and that unregulated pressure supplied to the outrigger tire by a 3 state, 3,000 psi compressor, possibly aggravated by a material defect in wheel casting, caused this accident.

303rd Air Refueling Squadron

During the month of September the 303rd Air Refueling Squadron accomplished a total of 629 hours of flying, of which 230 hours were devoted to the Operational Readiness Test. One hundred and thirty nine wet hookups and 612 dry hookups were also accomplished during September.

The Aerial Refueling portion of the Unit Simulated Combat Mission (USCM) flown in accordance with 303rd Bomb Wing Operations Order 139-54^{5/}, was considered outstanding. On the first day, 16 September, all tanker aircraft were airborne at scheduled take off times. Fuel transfers were completed by 12 aircraft as planned; the two airborne spares were in place, but were not needed. On the 2nd day, 17 September, one tanker was reported as ineffective due to minor boom damage and broken signal coil wire, resulting from contact with receiver in turbulent air. The remaining fuel could have been transferred utilizing emergency boom latching, however, the receiver elected to utilize a spare tanker because of severe turbulence. On the third day, 18 September, the weather ship was delayed temporarily and was replaced by a spare. All other aircraft were airborne

^{5/} 303rd Bomb Wing Operations Order, 139-54, Appendix R.

on schedule and successfully completed the required refueling operation. The delayed aircraft was replaced and became airborne within the specified time limit.

KC-97 aircraft maintenance was considered highly satisfactory during this mission. Eleven aircraft were utilized on all three days of the mission, four were utilized on two days and one on one day. On the last day of the mission one KC-97 experienced a fuel pressure failure after completion of fuel transfer. The aircraft returned to the base with the engine feathered. The cause was determined to be a carburetor balance line failure and was placed in commission within 30 minutes after landing. Of the 18 aircraft possessed, 17 were maintained in a ready status and 16 were utilized during the three day period of the mission. The remaining KC-97 aircraft was ANFE for IFR parts prior to the mission and was cannibalized for five items which were not obtainable through supply channels on the base. Specialist support was excellent except for some radio and radar discrepancies which were not cleared due to a critical shortage of personnel in the maintenance shops. All other discrepancies were cleared in a matter of hours after each days mission with no difficulties experienced. The overall mission, maintenance wise, was completed with a minimum of overtime labor in the flight line maintenance section. Ground crews were split to provide round-the-clock maintenance where needed. Supply, Ground Power, and equipment support which has improved steadily over the past two months was good during the mission. A complete and detailed report^{7/} of the (USCM)

^{7/} "T-27" Commanders Report, 20 Sept 54, Appendix T.

flown by the 303rd Air Refueling Squadron in conjunction with the (ORT), Operational Readiness Test may be found in the appendix of the history.

DIRECTORATE OF OPERATIONS

Operational Plans

On 2 September 1954, the 303rd Bombardment Wing flew the first of the "Fly Trap" missions. The purpose of these missions is to calibrate the airborne early warning and control search and height finding radar equipment of the RC-121 type aircraft. A total of eight missions were flown during the month of September and will be continued through the months of October and November.

The 303rd Bomb Wing Operations Order 139-54^{8/}, dated 7 September 1954 was prepared by the Plans section after receipt of Fifteenth Air Force Operations Order 139-54. The order directed the Wing to fly a Unit Simulated Combat Mission in conjunction with an Operational Readiness Test conducted by the USAF Inspector General. Thirty-six B-47's were scheduled to fly a simulated deployment distance, which included the following ORT requirements: 1 Visual RBS, 1 Radar RBS, Gunnery (Full Load), Jet Penetration and landing. Additional 50-8 accomplishments were scheduled as follows: 1 Radar or Visual RBS, 1 Pressure Pattern Leg, and two Camera Attacks. Eighteen aircraft were scheduled on the 15th and 16th of September for the simulated deployment with the USCM portion beginning on 16 September and running for 3 days with 12 aircraft each day. KC-97 aircraft of the 303rd Air Refueling Squadron were utilized to accomplish

^{8/} 303rd Bombardment Wing Operations Order 139-54, 7 Sept 54, Appendix R.

pre-target refueling during the three days of the simulated deployment.

On 14 September, amendment number four to Eighth Air Force Operations Plan 50-54 (Emergency War Plan) was received at this headquarters. The completion date for the fourth amendment to the 303rd Bomb Wing Operations Plan 50-54 was established as 30 September 1954. The amendment required considerable route changing as well as a new procedural concept. The amendment suspense date was met by utilizing the resources of the Plans Section.

A test directive was received from Fifteenth Air Force on 14 September, requiring that four test missions be flown by B-47 aircraft to determine the possibility of performing Inflight Insertion and Inflight Refueling simultaneously. Four KC-97 aircraft also participated in this test. The results proved that the above procedures were feasible.

No additional personnel were programmed for the Plans Section during the month of September, although a requirement of two additional observers and one additional typist has existed since January 1954. Under the current manning, it is impossible to keep abreast of the EWP commitments and current operations orders without working overtime.

ECM and Communications

During the month of September, the communications flimsy for the combined Operational Readiness Test and Unit Simulated Combat Mission, Operations Order 139-54, was written. The mission consisted of two phases. The first phase simulated a unit deployment with aircraft taking off from and returning to Davis-Monthan AFB, the second phase simulated a strike

mission with aircraft again taking off from Davis-Monthan AFB and landing there. Communications procedures to be utilized for both phases of the mission were outlined in the flimsy. Crews participating in the mission were briefed on the Communications procedures to be utilized.

One officer of the communication section was dispatched to the district Air Traffic Control Center at El Paso, Texas, for the purpose of coordinating all routes and altitudes to be utilized by B-47 and KC-97 aircraft during the mission.

All B-47 and KC-97 crews were interrogated subsequent to their landing at Davis-Monthan AFB. Data, pertaining to the aircraft's ability to transmit UHF and HF radio reports, was compiled from the interrogation. An analysis was also made of electronic air refueling rendezvous capabilities. A time study of all reports dispatched by the 303rd Reports Control Team was made, results of this analysis were coordinated with Base Communications.

A communications flimsy for project "Fly Trap" was written in September, the purpose of this mission was to calibrate the airborne radar in a picket aircraft and obtain data pertaining to maximum and minimum pickup distances of the search radar. Crews participating in this mission were briefed on the communications procedures to be utilized.

The SACDAL additive call sign system is to be rescinded effective in November 1954. Under the new system aircraft will utilize their

tactical call sign, as assigned in JANAP 119, suffixed by two digits on all tactical missions. The Communications section is in the process of designating an appropriate call sign for each aircraft assigned to the 303rd Bombardment Wing.

Intelligence

Of major importance during the month of September was the Readiness Inspection conducted by a team from the office of the Inspector General. All aspects of Intelligence activity in the 303rd Bomb Wing were examined by the Intelligence Inspector during routine duty days and during the USCM which was flown in conjunction with the Readiness Inspection. The only action item noted by the inspector was concerned with organization. Currently the Target Intelligence Section is separated from the Intelligence Division and under the direct supervision of the Wing Observer. This is an arrangement peculiar to this wing and although it has been workable, the Target Intelligence Section will be returned to its position within the Intelligence Division in conformance with prescribed SAC organizational criteria.

Minor irregularities noted by the inspection were corrected immediately or corrective action was initiated on the spot. These minor items included: (1) Re-cutting the order assigning the Top Secret Control Officer. (2) Interrogating combat crews for all EEI. During the deployment phase of the USCM interrogators failed to obtain information on marshalling yards, troop disposition and airfields sighted in the simulated enemy area although these were part of the EEI presented at the general briefing.

The emphasis on better house-keeping initiated during the month of August was continued throughout the month of September. All sections were monitored daily and with a minimum of effort the entire organization was maintained at a high degree of orderliness.

None of the various work orders submitted to the AIO in August have been honored by tangible action. Two representatives from Air Installations did come into the Intelligence building early in September for a preliminary survey of the work requested but nothing has been heard from AIO since. Follow-up by the Intelligence Section will be continued, particularly in relation to those work orders which effect the security of the building, (T-2432).

Blood chits, cloth charts, pointee-talkies, phrase books and Russian language guides were prepared for issue to combat crews. Cellophane bags - the type used for packing in-flight lunch items - were utilized to contain these items. These bags are sealed with cellophane tape and stored complete with individual crew receipts^{2/}. In the event of sudden need, these very important combat crew E&E aids could be issued with a minimum of time delay.

The Administration Section provided an officer for two hours of instruction for combat crews on anti-aircraft artillery and guided missiles during the month of September. This officer is a graduate of the Flak School at Fort Bliss, Texas. Training aids used during these lectures were prepared within the section. The problems of AAA and

^{2/} Combat Crew Issue Slip Receipt, Appendix U.

missile operators was the general subject of the presentations.

Amendments and changes to the BIPG, Operations Orders and plans were received and posted. The changes in the EWP (Emergency War Plan) Operations Order 50-54 were noted by the Estimates Section and have been incorporated in the EWP briefing kit.

The Wing Intelligence structure continues to be short seven airmen personnel. As of 30 September no information indicating assignments in these vacancies had been received. This situation will be aggravated further over the next six months period when the enlistment of six of the currently assigned seven NCO's and Airmen terminate.

Combat Intelligence Branch

Estimates Section

The highlighting activity of the Estimates Section during the month of September was the work accomplished in connection with the Readiness Inspection and the concurrent USCM. In support of this USCM, code named "BLUE CHIP", the general briefing was held 14 September for the deployment and strike phases of the operation which encompassed four days beginning 15 September. This briefing, the daily pre-strike briefings and the daily inspection team critiques were conducted in the "Fox Hole" briefing auditorium. In each case the Intelligence Division arranged for use of the building, laid out the seating plans, prepared and operated briefing aids and provided the cleaning details following each session.

An interrogation of each tanker and bomber crew was conducted

immediately following every landing at Davis-Monthan Air Force Base. A total of 113 crews were interrogated for intelligence and varied other information during the four day period. The interrogation team consisted of five officers and two airmen. Four officers did the interrogations while the senior officer consolidated information for phone reports to the control room and prepared the T-23, T-24, B-23 and B-24 reports. The airmen prepared and maintained the refreshment facilities and provided clerical assistance as needed.

An anticipated simulated enemy reaction was concentrated in the Albuquerque area. After analysis by the interrogation force it was determined that 101 passes comprising 27 encounters had occurred during the exercise.

In addition to the usual intelligence information obtained, a report of an embryo forest fire in the area of the Grand Canyon was furnished by several crews. This information was given to the Forestry Service by telephone.

A critique of the USCM took place 22 September, the Intelligence Division coordinated the schedule for this critique and participated actively in the critique itself.

The Estimates Section was observed and graded by the Readiness Inspection Team on all its activities during the inspection period.

A principle accomplishment of the Estimates Section following the Readiness Inspection was the preparation of a Fighter-Radar Reaction Forecast on each EWP target. This estimate was requested by Headquarters 8th Air Force in an un-numbered letter, dated 27 August 1954, and in a

33

TWX message, dated 3 September 1954. This estimate was classified TOP SECRET and was accomplished in accordance with Hq 8th Air Force Fighter-Radar Reaction Manual, dated 1 August 1954 and SAC Intelligence Note 354, dated 15 January 1954. The finished product was submitted on 30 September.

Also completed during the month of September was preparation of materials for an intelligence EWP briefing. This intelligence situation will be presented to each combat crew attending EWP target study and covers the varied facets of enemy radar, fighter, AAA, guided missiles and searchlight reaction. In addition a synopsis of the existing Escape and Evasion situation will be given the crews during these briefings. Detailed Escape and Evasion briefings are being formulated for later dissemination.

The accomplishment of this portion of the EWP intelligence briefing requirements marks the completion of the preliminary phase of Intelligence EWP preparation. As outlined in the historical report for the month of August^{10/}, all such material, notes and briefing aids, have been reduced in size to the point where the entire kit is contained in a small easily portable case. In this convenient form, briefings of all kinds can be presented quickly and effectively at almost any place and even under the most adverse circumstances.

^{10/} 303rd Bomb Wing History for August 54, page 31.

Operational Intelligence

Intelligence Training

The intelligence training program as currently organized will be continued for the remainder of the year. Meanwhile, however, major preparations will be made for the inception of a new type program for the forthcoming calendar year. The salient features of this new program will be:

1. Detailed lesson plans for all lectures.
2. A primary and an alternate instructor will be trained and ready for each lecture.
3. Manufacture of standard size baloptican training aid transparencies and opaques.
4. Acquisition of material to create a research library covering subjects pertinent to the intelligence mission.
5. Organization of a voluntary crew reading program.
6. Clarified arrangements with all subordinate tactical squadrons for scheduling crew members for the P-2 program.

During the month of September, a total of 1702 hours of Intelligence Training was presented. All this training was in the nature of formal lectures, 1102 of these hours were conducted for non-crew personnel with the remainder being presented to combat crew personnel. This effort represents a total of 36 instructor hours.

Ten P-2 interrogations and hundred P-2 tests were completed during September. All personnel of this section participated in all activities of the Intelligence Division during the Readiness Inspection and USCM.

Radar Prediction Section

During the month of September, the Prediction Team constructed two plates and modified another. The new plates are representations of Seattle and Spokane. The third, of Denver, was constructed by the 15th Reconnaissance Technical Squadron at March Air Force Base. This plate was modified to give more accurate presentation of Colfax Ave, and returns emitted by Lowry Air Force Base, Stapleton Municipal Airport and the Fitzsimmons General Hospital.

The Prediction Team was also active in connection with the Readiness Inspection and the USCM "BLUE CHIP". Sixty-three hours of T-2 and T-3 Synthetic Trainer time were supervised with IP to target runs being practiced on Phoenix, Los Angeles, San Francisco and Seattle - targets used during the "BLUE CHIP" exercise. Trainer IP to target runs on Denver and Spokane simulation plates were supervised for nine hours. These are targets in the evaluation missions scheduled for 6 - 7 October. Trainer runs on these targets will be continued until the mission commences.

EWP Simulation Plates are being maintained in a high state of readiness. Approximately 60 percent of these plates have been photographed on the T-2 trainer and prints of these photographs have been reproduced in accordance with SAC Regulation 95-10, dated 22 March 1954. Due to the excessive out-of-commission rate on the T-2 trainers and the heavy requirements of the currently frequent training and evaluation missions, the remainder of the EWP plate photography could not be

completed in September. It is anticipated that this project will be completed during the month of October.

Target Intelligence Section

The month of September resulted in the busiest thirty day period in the current year for the Target Intelligence Section.

The principle effort was devoted to preparation for the Operational Readiness Test, which involved the Unit Simulated Combat Mission. A great deal of target materials were developed for study and inclusion in the mission target folders. A conservative estimate of the average number of hours put in by each individual in the section would approximate anywhere from 150 up to 250 man hours for the month. The section produced 43 target folders for the ORT mission and provided maps, charts, radar scope photos, visual photos, and other additional aids on three RES cites, two camera cites, while simultaneously giving study to the observers who were to fly the mission.

The folders were well received by the observers, generally speaking, and constructive criticism was given by them in the form of a questionnaire at the debriefing. The comments ranged all the way from, poor, through, "it's the best folder that I have ever received". In any event, the general comments were such that the section feels the many hours of preparation were worth the effort and definitely proved valuable to the mission accomplishment. Early in September, a call was made to 15th Air Force to check on preparation and availability of target materials promised us by DITM for our USCM to be flown during the ORT. On 2 September,

target materials on Seattle, Phoenix, Los Angeles, Sacramento and Tucson were picked up. These consisted mainly of copy negatives, probably produced by the 15th Recon Tech Squadron, at March Air Force Base. The negatives, for the most part were poor in quality having been overexposed during the copy process. Some were of such poor quality that we were reluctant to place them in the target folders because of very heavy shadows and lack of good definition. These points are very important particularly when it is desirable to show pinpoint aiming points in a large target complex. The net result was a loss of time and effort on the part of the laboratory technicians in the RTS squadron because of below standard reproduction work and deprived this section of the utilization of the photos in the mission folders.

By the 3rd of September, enough target materials had been collected to commence construction of the target folders and this continued until Saturday, 11 September. There was no radar scope photo coverage of Seattle, (our strike target), available until 11 September, and it was Monday, 13 September, before radar prints and composites were completed for insertion in the folders. If nothing else, the mission emphasized the fact that the gathering of target materials should be a never ending process, and not left until the time an actual city will be selected as a target. This presents a difficult problem in that the Target Intelligence Section never knows where the missions will be directed, and it is nearly impossible to collect sufficient materials to cover all potential target complexes. On the other hand, we learned that 15th Air Force, DITM is

not as well equipped with all potential target materials as would be expected, therefore a unit such as the 303rd Target Section has to rely to a great extent upon its own capacity to obtain surveillance radar and visual photography of many of the target complexes. To illustrate this, Target Intelligence would not have been able to give target study on Seattle to our crews had not one of the 303rd Bomb Wing crews flown surveillance over Seattle approximately four days before the mission commenced.

The deployment phase of the mission took place on the 15th and 16th of September with the strike phase of the mission on the 16th, 17th and 18th respectively. During the deployment, three RBS complexes were simulated targets, Los Angeles, San Francisco, and Phoenix with two approved camera score complexes, Bakersfield and Tuscon also being hit in simulated attacks. This involved a great amount of scoring by radar scope photography in the section and kept the entire working force occupied for at least 12 or 15 hours of each day during the mission.

Seattle was chosen as the strike target and four of its six approved camera scored targets were selected as DGZ's for this mission. There were Delta, Foxtrot, Bravo and Echo; in the same order, the Boeing Assembly Plant, the R/R Station just opposite Harbour Island, the Smith Cove Tanks, and the Rainier Baseball Park, respectively.

Target study was scheduled by squadron without attempting to name individual observers. With this method, the squadron observer can send anyone that happened to be available for target study at the target section during the period allotted the squadron. This worked out rather well,

since it is easier to send an observer down to the Target Section for study during the interim periods between other ground training periods. The sessions were set up to start on Thursday, 8 September. Three observers were given target study on each of the two Recordaks, in the section. The periods were an hour and a half, and there were four each day. At this rate, twenty-four observers could be given target study each day, each receiving an equal amount of attention and instruction. With very few exceptions, each observer received adequate target study, as evidenced by their remarks at the mission critique.

Generally, several lessons were learned from this mission. First, the need for a target folder of a standard format, easy and economical to construct, second, the inadequacy of present stock of target materials in both visual and radar photo coverage of RRS target cities, that might be selected for inclusion in a mission of this type, third, the need for additional help in the Base Photo Lab to augment the present personnel capacity is obvious. For instance, the target section would prepare certain basic materials for copy work and reproduction, usually accomplished after normal duty hours, after target study was through for the day. The section would not be able to have the work accomplished in the Base Photo Lab until the following day, when sufficient personnel were in the lab to handle this and other commitments as well. The Base Photo Lab is an integral part of the support activities given a wing prior to, during and after the mission. As such, if the target section is required to spend many hours over and above the normal work day to prepare their part of

the mission, so should the photo lab upon which the target section is so highly dependent. The photo lab responded in a most cooperative and able manner and processed or reproduced a very large amount of materials during the week preceeding the mission. The lab does not have sufficient personnel to work their full force for more than the normal duty hours, hence the suggestion that a personnel augmentation be given. Even though the photo lab might not be allowed an augmentation of its personnel force, it is felt that each mission operation order should specifically include the photo lab as a support facility during the mission, emphasizing the possibility that the additional requirements and work load would very likely necessitate longer work days or a graveyard shift.

The general briefing for the mission took place at 0800 hours in the "Fox Hole", with specialized briefing for the observers immediately following in Theater # 1. Emphasis was placed, by Target Intelligence, on the need for complete and accurate Radar Scope Photo Logs, proper classification, and particularly on giving the Bombs Away Frame number, true aircraft heading, time, and lastly, as insurance, a high gain photo immediately following the Bomb Away frame. All this was intended to further insure and facilitate the plotting, scoring and reporting by the Target Section, when accomplishing the mission results.

Gunnery

During the month of September a maximum gunnery effort was attempted by all 303rd Bombardment Wing aircraft flying the deployment phase of the

Operational Readiness Test. During the deployment phase of the tactical test, 24,500 rounds of 20MM ammunition was loaded and an average fire-out rate of 65.9 percent was obtained. A total of 700 rounds of TP M99 20MM ammunition was loaded in each of the 35 aircraft with a average fire-out percentage of 65.9 on the 35 aircraft. One hundred percent fire-out was accomplished on 16 of the aircraft. The principle malfunctions were feeder and hopper jams, link misalignments, and firing circuit failures. Systems on three aircraft failed to fire a single round.

A total of 53 gunnery sorties were flown during the month of September with a resulting average fire-out percentage of 65.

Exercises on the OQ Range were accomplished by a total of 12 co-pilots of the 303rd Bombardment Wing during the month of September.

Munitions

During the month of September the Munitions Section of the 303rd Bombardment Wing compiled a list of trained and untrained unit RBS team personnel and made a Wing RBC training file with a card on each individual with information of his RBC qualifications. A request was also made to Division Ground Training that they establish a school for training ground crew monitors and unit RBC team personnel.

The Munitions Section personnel prepared Chemical Warfare Lectures and presented them at the 36th Air Division Ground Training School, and assisted in manning the 303rd Bomb Wing Command post during the Operational Readiness Test.

Special Weapons

The Special Weapons activity during the month of September included the evaluation of six combat crew of the 303rd Bomb Wing by members of the Operational Readiness Test team, USAF. This evaluation was for the purpose of determining if the 303rd Bomb Wing in conjunction with personnel of the 803rd Supply Squadron were able to simultaneously perform pre-loading, loading and post-loading checks of six aircraft. The combat crews participating in the loading operations were evaluated on crew proficiency in performance of in-flight checks and knowledge of aircraft and weapon operation. The loadings were scheduled to follow the Deployment Flight and to be eligible to participate in loading operations, aircraft had to complete the Deployment Flight. These operations were accomplished satisfactorily in all cases with an average time elapsed of four hours for the complete operation.

In addition to the Operational Readiness Test evaluation, the 303rd Bombardment Wing was directed by 15th Air Force to schedule two day and two night missions to test the feasibility of performing simultaneous in-flight heavy weight refueling and in-flight insertion. These missions were performed utilizing MK-6 training weapons and the results indicate that this procedure is feasible and that at present no real problems exist, provided weather is favorable and crews possess sufficient heavy-weight refueling experience.

The Special Weapons Section lost one Officer to Observer Up-grading School during the month of September and presently has assigned two Officers. This existing shortage of two Officers has not retarded training but has limited the additional training that the section has been able

to present previously. A complete and detailed report of the major findings and evaluation of the Special Weapons Section in conjunction with the Operational Readiness Test conducted by the Inspector General, ^{11/} USAF may be found in the appendix of the history.

Ground Training

During the month of September, a study was made of the scheduling problems encountered at squadron level, with particular emphasis on the three bombardment squadrons of the wing. It was found that the largest factor contributing to poor attendance at ground training schedules was due to last minute changes in their flying schedules. These changes often make it necessary for the unit Ground Training Officer to try to find substitutes for classes or trainers in a very short time. It is felt by all Ground Training Officers that a firm weekly flying schedule would eliminate most of the poor attendance problems.

Due to inaccuracies in the records on completion of Security Indoctrination Phase I, it was necessary to screen all Squadrons for an up-to-date report. These reports were secured and future quotas will be allotted accordingly. The necessity for earliest possible completion was stressed.

During the month of September a course in Pilots Navigation was organized and completed, the course was given for B-47 co-pilot trainees and consisted of 60 hours of instruction. A total of 17 new co-pilots completed the course.

^{11/} USAF Readiness Inspection Report, Inclosure 8, 24 Sep 54, Appendix B.

A inspection was conducted of the Ground Training Section by USAF Inspectors in conjunction with the Operational Readiness Test of the 303rd Bombardment Wing during September. It was found that individual training records were not current in accordance with 36th Air Division Ground Training policies. It was necessary to bring up to date over 2,000 training records, which had not been current since June of this year. It was also noted that there was a lack of standardization on the records that were available.

A course of training in the B-47 Simulator, required by regulations for new co-pilots, was organized during the month of September, and is presently in progress. This type of training will consist of 16 hours of classroom instruction and 20 hours of trainer time. All normal and emergency procedures will also be covered thoroughly.

On the 29th of September, a meeting was called by the Division Commander to introduce a new scheduling program formulated in the Division Ground Training Office. It was decided, with the Commanders approval, that all personnel committed for ground training would be submitted, by name, to this office by Thursday of the week preceding the training week. Considerable study is being given to the entire program with a view toward concentrating all quarterly requirements, insofar as possible, into a single training period each quarter. This program should be complete and ready for operation by the first of the calendar year.

Flying Safety

On 25 September 1954, a Wing Flying Safety Meeting was held in the "Foxhole". Topics discussed at this meeting were: "Winter Flying Hazards of the Local Area and of the United States", and "Background and Functions of the Aircraft Control and Warning Service." A total of ninety-five percent of all personnel attended this meeting.

One incident report was submitted during the month of September 1954. A brief description of the incident follows. During formation flying a B-47 aircraft Number 51-2419, of the 358th Bombardment Squadron felt severe vibration from number two and three engine pods. The aircraft landed at Davis-Monthan Air Force Base, and upon inspection of the number three engine it was found that two turbine wheel buckets were missing. An Unsatisfactory Report (303EW 54-2023) was submitted. The engine will be shipped to OCAMA for overhauling.

On 30 September 1954, the 303rd Wing suffered a ground accident involving B-47E aircraft Number 51-5232^{12/}. A brief description of how the accident occurred, follows:

"During preflight inspection, the aircraft commander noted that both outrigger tires looked low on air. Immediately he requested that the crew chief check them. The aircraft commander then went to the Sq Operations office to insure that the fourth passenger (maintenance man) was properly fitted with all flying equipment. In the meantime the co-pilot assisted the crew chief in filling the tires. The tire had too much pressure and exploded sending the rim through the bomb bay doors

^{12/} Report of accident involving B-47E aircraft No. 51-5232, Appendix S.

resulting in major damage to the bomb bay doors and sheet metal damage to the aircraft.

303rd Bombardment Wing Squadron Activity Reports revealed that at least two Squadron Flying Safety Meetings were conducted during the month of September, in which "Ramp cleanliness was stressed", and that all messages pertaining to accidents, violations, etc., were discussed with all personnel who were concerned. Flying Safety publications were also distributed to all personnel in the Squadrons.

On the 8th of September 1954, Operations Memo 62-13, "Preparation of Flying Safety Crew of the Month Report" was rewritten and published.^{13/}

Under the provisions of Strategic Air Command's Flying Safety Brochure for 1954, crew ^{14/}TOLDO, aircraft commander, Major Alfred J. Rumburg, 303rd Air Refueling Squadron was selected as the 303rd Bombardment Wing, Medium Flying safety Crew of the Month for September 1954, also under the same provisions, Technical Sergeant Leslie A. Clark,^{15/} 303rd Field Maintenance Squadron was nominated as Maintenance Man of the month for September 1954.

The Flying Safety Office reproduced approximately twenty TWX's received from higher headquarters and distributed them to the applicable squadrons. These TWX's pertained to accidents, violations, accident reporting procedures.

^{13/} Operations Memo 62-13, Hq 303rd BW, 8 Sept 54, Appendix V.

^{14/} 303rd BW Flying Safety Crew of the Month, Appendix W.

^{15/} 303rd BW Maintenance Man of the Month, Appendix X.

CHAP
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MATERIEL

1370

MAINTENANCE303rd Armament Electronics Maintenance Squadron

The 303rd AEM Squadron is responsible for the maintenance of all electronic and armament equipment for the 303rd Bombardment Wing. It is composed of various sections or branches which perform definite yet related duties. The maintenance supervision portion of the organization is broken down into four branches - (1) Periodic Maintenance, (2) Flight Line Branch, (3) Field Maintenance Branch, and (4) the Special Weapons Branch. In support of these branches and the squadron as a whole there is Unit Supply.

At present the squadron has 323 Airmen and 17 Officers assigned while being authorized 350 Airmen and 14 Officers. Squadron shortages are most apparent in Radar, K-system, and Auto-pilot career fields.

Periodic Maintenance Section

On 10 September 1954 the Periodic Maintenance Section started operating under a pre-planned periodic inspection and maintenance system as outlined in Strategic Air Command Manual 66-15. A Team composed of two officers from 15th Air Force directed the implementation of the new system.

Since the implementation of SAC Manual 66-15, one B-47 aircraft and one KC-97 aircraft has been processed completely through this section. On 30 September, three B-47 aircraft and one KC-97 aircraft were undergoing periodic inspection and maintenance.

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KODAK

Flight Line Branch

During the month of September, the Flight Line Branch gave support to aircraft assigned to the Strategic Air Command Bombing Competition, a Unit Simulated Combat Mission, and Operational Readiness Test, and normal training commitments. During the month, the "present for duty" strength averaged 50 percent of assigned personnel for all sections.

During the week of 10 September, the 43rd Bombardment Wing deployed to the United Kingdom on temporary duty. This placed the responsibility for Base Flight and the 15th Fighter Interceptor Squadron support on the 303rd Armament Electronics Maintenance Squadron. One Airmen First Class was received from the 43rd Bombardment Wing to meet these new commitments. At the time of the 43rd Bombardment Wing's deployment, the members of the AEM Squadron gave support to the transferring wing.

Field Maintenance Branch

During September, the Field Maintenance Shops screened a total of 518 units for repair; of these 286 were found to be serviceable, 207 were repaired, and 25 were shipped to the depot, of these, 184 were awaiting parts for at least one week. Maintenance in the Field Shops is being delayed to inadequate bench stocks. The shops have caused a critical drain on supply channels for electronic tubes. This condition was brought about by the arrival of a TV-7/U tester. Prior to receiving this tester, the shops were unable to give an electronic tube a proper test for the past twenty months. During the month of September, the shops were inspected by the Operational Readiness Test Team and all discrepancies found have been cleared or corrected.

1372

Special Weapons Branch

The Special Weapons section is manned in accordance with Strategic Air Command Programming Plan 14-54 and is authorized one Officer and eleven Airmen. As of 30 September 1954, the assigned strength was two Officers and ten Airmen.

During the month, personnel of this section conducted two days of Post Loading Team training during which each Post Loading Team received at least one complete post load utilizing the new check sheets.

The Special Weapons section participated in two operations during the month where they assembled six K555's to strike condition for simultaneous loadings by loading crew members. During the Tactical Test of the Operational Readiness Test, post load teams from this section accomplished four of the six post loadings which were accomplished during the operations. The other two were performed by Post Loading Teams supplied by the Weapons and Release Section. The second mission required assembly, testing, and post loading of five K555's for the "Busy Beaver" project. After off-loading the K555's they were checked by members of the section for quality of air portion of the project. Also during the month this section assembled and tested approximately thirteen K555's to be used by the 3907th Strategic Evaluation Squadron. One K555 and three K553's were processed and prepared for shipment back to the depot as requested by 39D Supply.

Unit Supply

In September, Air Force Forms 1120 were completed in accomplishing transfer of Plant Account Property from Air Force Form 90A and the

quarterly inspection of Unit Supply was conducted by the 303rd Bombardment Wing Materiel. Corrective action was taken immediately on the discrepancies found. At the present time an accurate in-use inventory is being conducted of Unit Mission Equipment and Unit Support Equipment. The purpose of this in-use inventory is to enable this headquarters and Air Materiel Command to adequately compute budget requirements and to formulate buying programs. A complete inventory and re-issue of mechanics tools and boxes was started during the month of September.

The Unit Supply Warehouse was released and all property was moved into the present supply room. A complete re-binning and storage system has been initiated to comply with Air Force Manual 67-1.

303rd Field Maintenance Squadron

The primary mission of the 303rd Field Maintenance Squadron is "Support". The required number of hours of flying time to be performed by the 303rd Bombardment Wing, Medium, necessitates the collective effort of the aircraft specialists. The complex aircraft of today's Air Force demands the undivided attention and wholehearted cooperation of these highly trained specialists and technicians. The Field Maintenance Squadron furnishes these particular personnel to the different activities in the Wing concerned primarily with performance of flight missions and flying duties. Our specialists are presented with a never-ending procession of maintenance responsibilities from correcting fuel leaks to fabricating special parts, from changing tires to reconditioning engines, plus the overhaul and repair of a multitude of aircraft accessories.

Unsatisfactory reports are submitted to higher headquarters on innumerable malfunctions in order that corrective can be initiated and preventative maintenance practices instituted.

The authorized strength of the 303rd Field Maintenance Squadron is 377 airmen and seven officers. There were 373 airmen and nine officers assigned as of 1 September, and 381 airmen and nine officers assigned as of 30 September 1954. There were no changes in the Table of Organizations.

Unit Supply.

The mission of the Unit Supply is to: Support and equip all activities and personnel of the 303rd Field Maintenance Squadron with expendable and non-expendable items of equipment.

The Unit Supply section is in the process of changing the accounting system. Utilization of AF Form 1120 to account for property is replacing the 90A Card and UPREAL. Target date for completion of implementation of AF Forms 1120 is 30 November 1954.

Field Maintenance

The overall mission of Field Maintenance proves to be one with a wide scope. Maintenance of today's complex aircraft have more than proven the worth of the Field Maintenance organization with its highly trained specialists. To provide such assistance in order to maintain a high combat capability, Field Maintenance must and does provide specialist support by the expeditious use of a specialist dispatch system. Support is given by all shops through repair and authorized overhaul of

aircraft and accessories. To further provide this much needed support the Field Maintenance shops fabricate aircraft and maintenance parts and equipment. The Materiel Control section processes reparable parts and units in order to return them to supply channels so that they will be on hand when needed. The Field Maintenance has much to do by indirectly causing the publishing of needed Technical Orders and Technical Order Compliances by submitting un-satisfactory reports. Last, but by no means least, Field Maintenance has much to do in aiding all maintenance activities in complying with the provisions of SAC Manual 66-15, Aircraft Periodic Inspection and Maintenance.

Field Maintenance Office

The mission of the Field Maintenance Office is varied in many ways, but very important in the field maintenance activity. This office must organize, man, and maintain a strict supervision of the maintenance activity. It sees that the fullest use of the specialist dispatch system is maintained at all times. It monitors the Materiel Control Section. This office must insure that all personnel are trained to the fullest extent in the latest and improved methods of maintenance, maintain a current Technical Order, Regulation and Directive file, and provide all Branches and Shops with this information. It monitors the steady flow of maintenance and training reports to higher echelons. All Branches are informed by this office as to any change effecting the maintenance and/or supply procedures of Field Maintenance. This office also provides coordination between all Branches of the maintenance activity and the control unit. A strict accountability of personnel is kept daily.

Specialist Dispatch Section

The mission of this section is to coordinate and dispatch specialists to the aircraft on the flight line and aircraft in docks for periodic inspections. This section keeps a record of all work accomplished on Specialist Job Reports and uses a dispatch board which shows the exact location of specialists working on aircraft at all times.

There are five dispatchers and four vehicle operators assigned to this particular section.

During the month of September the dock inspections were accomplished under SAC Manual 66-15. This type of pre-planned maintenance works very well then all concerned cooperate.

Many difficulties were encountered by this section in obtaining sufficient vehicles to take care of the specialists going from the shops to the aircraft and docks to perform their work. In many instances when a truck had a flat tire it took from an hour to two hours to get it changed. Many other difficulties were experienced by the drivers in the morning when they went to check out their vehicles; such as dead batteries, empty gasoline tanks and flat tires.

Materiel Control Section

This section receives all reparable property from Base Supply and after obtaining necessary parts and material sends them to the designated shop for repair. When repairs are completed this section turns the property back into supply channels. All local manufacture work orders are processed through Materiel Control where all parts and material are

obtained and then sent to the shop for manufacture. On completion all local manufacture items are turned into Base Supply. It is the responsibility of this section to process all bench stock and pre-issue requests to Supply, order all parts for Auxilliary Power Section and obtain all local purchase items for all shops.

During the month of September a total of 167 work orders were received from Base Supply and processed through this section. Of this number, 62 have been completed; a total of 105 still remain open due mainly to items that are awaiting parts and the tremendous backlog occurring in the Sheet Metal Shop. The Material Control Section is further hindered due to lack of storage area, however this situation may be rectified in the near future. In compliance with messages DM/3D 3693 and DM 3D1-53-6 12507, Headquarters SAC, 18 August 1954, a letter has been initiated through channels requesting storage area from Base Supply.

Line generated and local manufacture work orders constituted a large volume of the workload of the Material Control Section during the month of September.

Approximately 300 items have been ordered from local purchase store B&C during the month of September. Approximately 125 of these items have been received. Due to shortage of funds such items as Seal Neoprene for aircraft, distributor caps and fuses for diesel power units, cannot be purchased until these stores are allocated funds. These items have been ordered at various times between the 3rd and 30th of September. The non-availability of items in local purchase have seriously hampered the

completion of work orders from Base Supply. These items have to be held in Materiel Control until such time as the parts are available at the local purchase store. This condition imposes hardship on the shops concerned.

There have been many line work orders to apply liquid neoprene to KC-97 radomes and at the present time Materiel Control has two radomes being held AWM for liquid neoprene for over two months. This item has been ordered from supply channels on to different occasions, the last time it was returned from the depot coded local purchase, and order was placed at the Local Purchase Store which was cancelled due to non-availability of funds.

At present there are seven airmen assigned to this section, four of which were furnished by the Wing as per section II, Paragraph 12d, SAC Manual 65-2. One of these airmen had previous UPREAL experience and was put on duty at Squadron Supply to take care of the paper work generated through Materiel Control, also to assist Squadron Supply. One man was placed on formal on-the-job training for AFSC 64131.

The ordering of all Ground Power parts has been taken over by the Materiel Control section, so that closer supervision could be kept on the items required.

The shortages of a Technical Order Compliance for the Marathon Unit has caused much delay in obtaining parts from the depot.

The assistance of the technical representative from Beech Aircraft Company helped a great deal in getting correct stock numbers and such items for the C-26 generator set. Supply support for Ground Power parts

has been slow from the depot with approximately 30 days for delivery of items ordered as ASSO/ACCP. Action in accordance with SAC Regulation 67-3 was requested on C-26 engine assembly, AC generator, and AC regulators. The shortage of these items has caused the dead-lining of three C-26 generator units.

Fabrication Branch

The mission of the Fabrication Branch is to support the flight line maintenance, periodic maintenance, and armament and electronics maintenance squadrons, and other activities within our own squadron by accomplishing high quality maintenance quickly and efficiently. The potentialities of this branch are practically unlimited; therefore, we are obliged to foster creative thinking which eventually affords production short-cuts and better maintenance. The supervisors in turn contribute to, and keep pace with, continually increasing management advancements and requirements.

During September, the Sheet Metal Shop had very few difficulties. Transportation has improved but continues to be poor.. A service-cycle was issued to the line chief which has helped considerably. The Sheet Metal Shop lost one airman to Specialist Dispatch to drive truck, two airmen were assigned, and several civilian employees are working with the shop during the period of TDY of the 43rd Bombardment Wing. One airman was also loaned to Squadron Supply for a period of two weeks during the month of September. The Sheet Metal Shop received a total of 147 Specialist Job Reports: 26 are still open, 17 cancelled, and

104 were completed. A total of 53 shop work orders were received, with 43 of them still open.

The workload is very heavy at present in the Paint and Dope Shop, and additional personnel are needed. These additional personnel should be training replacements, as two airmen are scheduled for discharge in the immediate future and the Shop NCOIC is presently on the cadre list for Lincoln Air Force Base, Nebraska. There are eight men authorized in this shop and only six are assigned. A civilian employee is also working in the shop during the TDY period of the 43rd Bombardment Wing.

The Machine Shop completed 80 work orders during the month of September with approximately 400 manhours expended.

The Woodmill production has increased along with the number of work orders being received. There is a shortage of material and no lumber has been received on work order since the last of February 1954.

The Parachute Shop repacked a total of 921 parachutes during the month of September. The Brake Chute Shop repacked 360 parachutes in September and repaired ten. A work order has been in to AIO since last June for lights and electricity; however, no action has been taken as yet. The Life Raft Shop repacked 123 one-man rafts, 13 six-man rafts, and 34 each 20-man rafts. One fuel cell was repaired and 103 B-5 suits were inspected.

Power Plant Branch

The Power Plant Branch is a supporting element, tailored to furnish the maximum possible support to the tactical squadrons. The organizational structure has been designed to reduce to a minimum the time aircraft

are grounded for power plant maintenance. The Power Plant Branch is responsible for the prompt accomplishment of work orders, build up and tear down of aircraft engines, maintaining the required number of fly-away kit engines, performing changes of engines, cylinders, turbo superchargers, propellers, carburetors, etc. It is also responsible for the build up, tear down and replacement of and repair of propellers and component accessories, repair and conditioning of power packs, maintenance on assigned equipment and tools, and maintenance of records and limited technical order files.

The Power Plant Branch is authorized a total of 112 personnel, 97 are presently assigned.

A total of 23 J-47-25 engines were built up during September, and one J-47-23 engine was built up for a transient aircraft from the 320th Bombardment Wing. Twenty-seven flyaway engines were maintained. A total of six J-47-25 and one J-47-23 engines were torn down, pickled and packed for shipment to the overhaul depot. Six R-3350 engines were received on work order from Base Supply and were in the process of being torn down and prepared for shipment. Two R-4360-59B engines were torn down and shipped to the overhaul depot. One J-47-13 engine TOC work order was completed, pickled and prepared for shipment as excess. Two R-4360-59B engines were built-up, and three engines minor repaired for valve tappet guide failure with the assistance of depot personnel. Five flyaway engines were 100 percent maintained. There were a total of 31 J-47-25 engines run on the test cell and accepted. A total of five power packs

were reconditioned. A total of 12 J-47-25 engines were repaired: five engines for cracked transition liners, three for complete stalls, two for air-oil seal change, one for nicks in compressor blades, and one turbine wheel failure.

A total of 18 engines were changed during the month of September: six for cracked transition liners, four for nicks, three for compressor stalls, one for scraping noise in compressor, one for oil leak in aft seal, one for technical order compliance, one for bearing failure, and one for turbine wheel failure. There were a total of six Unsatisfactory Reports submitted: three for valve tappet guide leaks, two for cracked transition liners, and one for turbine wheel failure due to metal fatigue.

A total of 54 Specialist Work Orders and 28 TOCS were completed for the month: 14 TOCs for replacement of shuttle valve plunger in oil control assembly, and 14 for replacement of low pressure valve discharge tube and clamp.

Considerable difficulty has been encountered in obtaining critical expendable items required by the J-47 Engine Build Up Line. Work has been delayed on several occasions due to the breakdown of heavy equipment and not being able to get a replacement when required. The Pettibone Mulliken C-2 Crane, Serial Number M-6740, has been in the 803rd Motor Pool Shops since 27 August 1954, which requires the use of the P-1 Crane for both J-47 and R-4360 engine changes. The J-47 engine changes cannot be accomplished in the docks with the P-1 Crane unless

the aircraft is pulled out of the dock. There have been instances of engine changes on B-47, KC-97 and canopy changes in the bombardment squadrons at the same time with the only piece of equipment being the P-1 Crane.

All equipment not authorized on UPREAL or base support (UAL) has been turned into Squadron Supply, and approximately 90 percent of the tool boxes assigned to personnel of this branch have been checked.

Armor plating was removed from a salvage B-29 aircraft in the 3040th Storage Area to build a shield between the engine stands at the test cell. A work order has been issued to complete the required work for installation of the shield.

Thirty-nine jet engine flyaway stands were issued to this Branch. One test stand for R-4360-59B engines is on hand and personnel have been familiarizing themselves in the operation of this stand.

Aero Repair Branch

The Aero Repair Branch is responsible for accomplishing highly technical maintenance necessary to correct malfunctions in the aircraft electrical and hydraulic systems. Maintenance is also performed on instruments such as those in aircraft and Air Force issue watches. Repair is accomplished on office machines such as adding machines and typewriters. In addition, maintenance is performed on airframes and fuel cells, tires and wheels, and in-flight refueling booms. Reclamation also forms an integral part of this branch in that the reclaimed material is either sold for monetary gain to the service, or put back into Air Force use.

The hydraulic shop completed a total of 237 Specialist Job Requests during the month of September. These were completed in an average of two manhours per work order. A new reparable section has been established in this shop for the repair of aircraft brakes; prior to this change, all aircraft brakes were sent to the depot for overhaul.

The airframe repair shop completed 11 retraction tests for various reasons, changed one KC-97 nose strut, rigged and checked the rigging on 24 B-47 aircraft. The shop repaired 15 fuel leaks and completed 14 TO-1B-47-216's. Forty-four B-47 main gear tires, nine outriggers, and 40 wheels and tires for KC-97 aircraft were processed and completed. Approximately \$18,000 in reclaimed property was processed to Base Supply during the month of September.

The in-flight refueling boom shop processed a total of 30 Specialist Job Requests; with an average of one and one-half manhours expended per work order.

The instrument shop processed a total of 340 work orders, both on the flight line and in the shop. These work orders were completed in approximately two manhours per work order.

The electrical shop processed a total of 489 Specialist Job Requests; each work order required an average of five manhours per job. Approximately 320 manhours were expended during the month in processing 163 batteries.

303rd Periodic Maintenance Squadron

In accordance with Strategic Air Command Manual 66-15, the pre-planned inspection system was implemented during the month of September in the Periodic Maintenance Squadron. The first KC-97 aircraft entered the docks on the 10th of September, and the first B-47 aircraft entered the docks on the 13th of September. Both aircraft moved through the docks very well for the first inspection. Maintenance personnel are becoming more familiar with the pre-planned inspection system and consider it a much better system than the old one.

The semiannual tool box inventory was placed in process during the month of September and the completion date is estimated to be 30 October 1954.

The following new equipment was added to the Periodic Maintenance Squadron during the month of September: Dehydrator Unit, Compressor, 30-Ton Jack and F-3 Generator.

The Table of Organization authorizations for the 303rd Periodic Maintenance Squadron changed from 158 to 138 during the month of September.

MAINTENANCE CONTROL

During the first part of the month of September, the control room concentrated on giving aid and support to the 43rd Bombardment Wing aircraft departing on TDY. The transferring of several aircraft between wings and the subsequent returning of these aircraft resulted in manhours spent making new records to no avail. Immediately following, the USAF,

Operational Readiness Test Inspection Team arrived and the control unit personnel were rescheduled for full manning 24 hours per day.

During the ORT, the pre-planned inspection implementation team arrived from 15th Air Force. One KC-97 and one B-47 aircraft were put through the inspection with the aid of the team in order that all personnel would know the exact procedures to be followed.

During the month of September, the Supply Liaison Unit established a master list of all aircraft spares which was placed in operation. All master lists were distributed to all organizations within the 36th Air Division. These lists have helped the mechanics on the line considerably. Aircraft Service Unit has set up delivery direct to the aircraft. This has cut the delivery time of parts considerably.

During the month of September, the Reports & Analysis Branch received notification that effective 1 November 1954, maintenance man-hour accounting would be processed by the IBM method.

The technical order compliance rate as of the end of September was:
B-47 aircraft: 1.4 technical orders not complied with. KC-97 aircraft:
.3 technical orders not complied with.

Continued loss of clerical personnel within the Maintenance Control Section is causing a grave situation.

MAINTENANCE STANDARDIZATION TEAM

During the month of September, such projects as surveying the functional manning of the Wing, Wing Compliance with SAC Manual 65-2, and Utilization of Maintenance Expediter vehicles consumed a great

portion of the Standardization Team time.

The officer in charge of the Standardization Team attended a three day conference at Ogden, Utah, during the month of September on "Faulty Welding on certain makes of B-47 main landing gear strut assemblies". Upon his return to Davis-Monthan AFB all B-47 aircraft assigned to the 303rd Bombardment Wing were inspected for this faulty condition and the results forwarded to Ogden.

SAC Manual 66-15, Aircraft Periodic Inspection and Maintenance, was effected during the month, the Stand Team has been working with Quality Control and the Periodic Maintenance Squadron, reviewing and analyzing the program, the actual performance of maintenance by this scheduling system, is definitely improving.

A class schedule for B-47 Ejection seats, was set up through the Mobile Training Unit, the first class is scheduled to be held early in October and will be for maintenance personnel.

A set of written evaluation of mechanics proficiency (W.E.M.P.) test booklets and stanine cards have been received and testing of aircraft mechanics will commence in October. This will be in compliance with SAC Manual 66-17, also during October it is planned to start the evaluation of B-47 aircraft mechanics in accordance with SAC Regulation 66-22.

Publication of a weekly maintenance information bulletin, coverage on maintenance procedure for both aircraft and A&E mechanics was also begun during September. The material used comes from various publications, reports, and short cut methods developed at other bases as well

as locally. This information distributed weekly, has been more favorable accepted by the mechanics than the previous monthly bulletin.

QUALITY CONTROL SECTION

During the month of September, inspection of ejection seats that was started in August, was completed by the Quality Control Section. Upon completion of this inspection, another inspection was made of the Co-Pilots ejection seat for seating at the pin in the initiator. Another special inspection was made of all aircraft in the wing for cracks in the wing drag angles. The Quality Control Section assisted the USAF Inspectors on inspection of B-47 and KC-97 aircraft during the Operational Readiness Test.

On the 1st of September, inspection of KC-97 aircraft in accordance with SAC Manual 66-15 was also started.

A total of 139 inspections were performed by the Quality Control Section during the month of September 1954.^{1/}

Post-Flight and Pre-Flight inspection work books for both B-47 and KC-97 aircraft were made up by the Quality Control Section during the month with information from the new Dash 6's.

During the month, a total of 22 test flights^{2/} were scheduled and supervised by the test flight section of Quality Control. As of the 1st of September, the test flight section has also been supervising the test flying of the 803rd Operations Squadron aircraft. All crews scheduled by the test flight section for test flight were briefed before flying and then are de-briefed after each flight.

^{1/} Breakdown of Inspections by Quality Control for Sept 54, Appendix Y.

^{2/} Breakdown of Test Flights for Sept 54, Appendix Y.

Unsatisfactory Reports processed by the UR Section of Quality Control for the month of September totaled two hundred and fifty.^{2/}

WING LOGISTICS SECTION

The early part of the month of September was spend in reviewing Task Force Mobility Plans, preparing for the Headquarters USAF, Operational Readiness Test Inspection, and preparing Change No. 5 to the Wing Mobility Plan.

A meeting of all unit mobility officers was held on 3 September 1954 and all were advised that mobility planning would be given close scrutiny by the inspectors from Headquarters USAF during the ORT inspection. All mobility officers were advised to place special emphasis on unit mobility planning and to take immediate action to place personnel and materiel priority numbers in a current status. At this meeting the Task Force plans were reviewed and all concerned were requested to forward any and all recommendations for changes to these plans to the Wing Logistics Officer.

On 5 September 1954, a classified message (WDML 5679) from the Commander, 42nd Bombardment Wing at Limestone was received which requested that members of the 43rd Bombardment Wing and 303rd Bombardment Wing assist in formulating the Limestone Task Force Plan. The message, however, stated that planning would be held in abeyance pending further notice due to the mission commitments of the 42nd Bombardment Wing.

^{2/} Breakdown of Unsatisfactory Reports for Sept 54, Appendix Y.

The Operational Readiness Inspection Team arrived on the base 13 September 1954, and Major Richard J. Taylor, inspecting for supply and logistics, began his inspection of these subjects on 14 September 1954.

Change No. 5 to the Wing Mobility Plan, occasioned by changes in Tables of Organization for several units, was completed and published on 15 September. Copies of this change were forwarded to all headquarters, units, and sections as listed in the table of distribution.

The final report of the inspection team was received in the logistics on 27 September 1954. This report stated that mobility planning was inadequate in units of the wing, consequently applicable portions of the report were dispatched to all units requesting a reply on what action had been taken to rectify the discrepancy, and future planned action to preclude this inadequacy of planning.

At a wing staff meeting on 27 September, all commanders were advised that two mobility inspections for each unit would be made by the logistics officer during the month of October. Inspections would be unannounced.

On 29 September, the wing logistics officer attended a conference at 36th Air Division for representatives of the participating wings and air refueling squadrons of the Harmon Task Force. Brigadier General Nils O. Ohman, Commander of 36th Air Division and commander of the Harmon

Task Force also, presided at the conference. Details of the planning for Harmon Task Force were discussed and plans for future operations were discussed in great detail by the commander. At this conference all participating wing representatives were advised that additional personnel requirements had been levied by the Commander of Headquarters SAC OBOE, and that this information would be forwarded to the wings immediately so that mobility plans could be changed accordingly.

WING SUPPLY

During September, the new organizational supply accounting procedure was implemented for unit support equipment property and the new type cards, AF Form 1120, were prepared for unit mission equipment property in preparation for implementation of the procedures for unit mission equipment property in early October.

The 30 September 1954 Unit Authorization List Inventory Report, (RCS: AF-S-32) required a considerable amount of work by this office and all Unit Supply Sections. Each unit was furnished a preprinted unit authorization list inventory listing by higher headquarters which required considerable correction and revision to make it correspond to the actual inventory. This report also required a 100 percent inventory of all property in possession of the units.

The implementation of a new unit accounting procedures is resulting in the turn-in of considerable amounts of excess property by some units since this type of property cannot be transferred to the new type

cards. A directive was sent to all unit commanders requiring full implementation of the SAC Supply Improvement program, and requiring commanders to reply as to action taken on each phase of the program.

New Equipment Component Lists for organizational flight line maintenance sets were received for the Bombardment Squadrons and Air Refueling Squadron during the month of September.

A complete and detailed report of the findings and evaluation of the Materiel section of the 303rd Bombardment conducted by USAF inspectors in conjunction with the Operational Readiness Test may be found in the appendix of the history.

⁴/ USAF Inspection Report of the 303rd Bombardment Wing, Sept 24, 1954.
Appendix B. (Incl # 2)

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1394

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

- A. Roster of Key Personnel
- B. USAF Readiness Inspection Report of the 303rd Bomb Wing
- C. ORT Folder prepared by Comptroller for USAF Inspection Team
- D. Photograph and Biography of Lt Col William B. Shotwell
- E. GO 22, Hq 303rd Bombardment Wing, 14 Sept 54
- F. Photograph and Biography of Lt Col Rufus A. Ward
- G. SO 169, Hq 303rd Bombardment Wing, 1 Sept 54
- H. Photograph and Biography of Lt Col Herbert M. Light
- I. SO 185, Hq 303rd Bombardment Wing, 24 Sept 54, par 1
- J. "B-27" Commanders Report, 20 Sept 54
- K. thru Q. B-47 Formation Flying Photographs
- R. 303rd Bomb Wing Operations Order 139-54, 7 Sept 54
- S. Report of accident involving B-47E aircraft No. 51-5232
- T. "T-27" Commanders Report, 20 Sept 54
- U. Combat Crew Issue Slip Receipt
- V. Operations Memo 62-13, Hq 303rd BW, 8 Sept 54
- W. 303rd BW Flying Safety Crew of the Month
- X. 303rd BW Maintenance Man of the Month
- Y. Breakdown of Inspections, Test Flights and Unsatisfactory Reports
by Quality Control for September 1954
- Z. Operations Memo 55B-3, 21 September 1954
- AA. Operations Memo 55B-5, 22 Sept 54
- BB. Operations Memo 55B-15, 21 Sept 54
- CC. Hq 303rd BW Regulation 55-10, 3 Sept 54

DD. Operations Memo 100A-1, 2 Sept 54 (Communications)
EE. Operations Memo 100K-5, 2 Sept 54, (Communications)
FF. Operations Memo 100-5, 2 Sept 54, (Communications)
GG. Operations Memo 100K-3, 2 Sept 54, (Communications)
HH. Operations Memo 100-3, 1 Sept 54, (Communications)
II. Operations Memo 100K-2, 2 Sept 54, (Communications)
JJ. Operations Memo 100-1, 2 Sept 54, (Communications)
KK. Maintenance Instruction Letter A-4, 14 Sept 54
LL. Maintenance Technical Instruction 40, 10 Sept 54
MM. Materiel Memorandum 67-7, 3 Sept 54
NN. Materiel Memorandum 67-8, 3 Sept 54

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1397

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	WILLIAM J. WRIGGLESWORTH	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	JOHN D. HAMPTON	CAPTAIN
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	KENNETH L. DEHAVEN	CAPTAIN
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF PERSONNEL	JOHN J. MOORE	LT COL
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIEL	WILLIAM B. SHOTWELL	LT COL
HQ SQ SECTION COMMANDER	JOHN J. MOORE	LT COL
358th BOMB SQUADRON COMMANDER	PHILIP A. FITTER	LT COL
359th BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360th BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303rd PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	LT COL
303rd AIR REFUELING SQ COMMANDER	RUFUS A. WARD	LT COL
303rd FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303rd ARMT & ELECT MAINT SQ COMMANDER	HERBERT M. LIGHT JR	LT COL

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1399

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

Office of The Inspector General, USAF
Norton Air Force Base
San Bernardino, California

C O P Y

AFCRM-5B

24 Sep 1954

SUBJECT: Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

THRU: Commander
303rd Bombardment Wing (M)
Davis-Monthan Air Force Base, Arizona

Commander
36th Air Division
Davis-Monthan Air Force Base, Arizona

Commander
Fifteenth Air Force
March Air Force Base, California

TO: Commander
Strategic Air Command
Offutt Air Force Base, Nebraska

1. Inclosed are action copies of subject report prepared by the Directorate of Readiness and Materiel Inspection, Office of The Inspector General, USAF.

2. Under the provisions of AFR 123-6, it is requested that addressees comment by indorsement hereon, stating action taken or contemplated together with any other comments desired, on items in Section III of basic report. Indorsements should be in sufficient detail to indicate that cognizance has been taken of supporting information contained in inclosures.

3. Indorsements will be prepared in sufficient copies to insure that two copies of indorsements and the original copy of basic report reach the Office of The Inspector General, USAF, Norton Air Force Base, California, with the least practicable delay. Each addressee may retain one copy of the report and indorsements.

BY ORDER OF THE CHIEF OF STAFF:

1 Incl
Subj Rept (5 cys)

s/t/ ROBERT J. HUGHEY
Colonel, USAF
Inspector General

1400

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

C O P Y

Office of The Inspector General, USAF
Norton Air Force Base
San Bernardino, California

AFCRM-5B

24 Sep 1954

SUBJECT: Readiness Inspection of 303rd Bombardment Wing (Medium),
Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

TO: The Deputy Inspector General
Office of the Inspector General, USAF
Norton Air Force Base, California

SECTION I - AUTHORITY AND SCOPE

1. Under the provisions of AFR 123-6, a readiness inspection of the 303rd Bombardment Wing (Medium), Davis-Monthan Air Force Base, Arizona, was conducted during the period 13 thru 24 September 1954.

SECTION II - GENERAL EVALUATION

2. Facts developed and set forth in numbered inclosures established that the 303rd Bombardment Wing was capable of performing its general mission as described by Fifteenth Air Force Regulation 20-4. The wing was found not fully capable of performing its assigned EWP mission as described by Eighth Air Force Operations Plan 50-54 in that sufficient combat ready B-47 crews were not available to cover all assigned targets. The inspectors concurred with the Commander's over-all index of operational effectiveness of 7.

3. The wing demonstrated an effective capability of conducting long-range bombardment operations, but not on a scale equal to the commitments assigned in the EWP. Air refueling operations were excellent. The accuracy of radar bombing met requirements of established criteria; visual bombing accuracy was sub-standard. Additional emphasis was needed on EWP target study. The number of B-47 flying hours delivered by maintenance had been insufficient to meet wing combat crew training requirements. Maintenance was severely impaired by marginal supply support, unsatisfactory powered ground equipment maintenance, a shortage of communications - electronics maintenance specialists, a shortage of fully qualified maintenance

officers, and inadequate shops. The frequent turnover of key commanders and staff officers, had interrupted continuity in planning, programming, and supervision. Greater emphasis on coordination, supervision, and follow-up was needed.

4. Specific major findings and evaluations are hereinafter set forth in Section III, "Major Findings and Evaluations". Specific items have been cross-referenced to the supporting data and information contained in the inclosures.

SECTION III - FINDINGS AND EVALUATION BY FUNCTION

5. Operations and Tactical Test: (Incl 1)

a. (CONF) The wing demonstrated an excellent capability in flight planning, cruise control and in-flight refueling. Sustained operations and celestial navigation met readiness inspection criteria requirements. Mission planning, cell structure and aerial gunnery were satisfactory. (Ref Par 1, 2d, e, f, g, j and 5a, Incl 1)

b. (SECRET) Radar bombing accuracy met the readiness inspection criteria requirements. Five gross errors were experienced. The reliability factor (bombs within 3500 feet) was 72%. (Ref Par 2a, Incl 1)

c. (SECRET) Visual bombing accuracy was sub-standard.

d. (SECRET) The number of combat ready B-47 combat crews was insufficient to meet EWP commitments. (Ref Par 5c, Incl 1)

e. (SECRET) Additional emphasis was needed on target material study and maintenance. (Ref Par 4, Incl 1)

6. Maintenance: (Incl 2)

a. Wing maintenance had not met B-47 flying hour requirements needed to fulfill training requirements. (Ref Par 3, Incl 2)

b. Shortages of test equipment, parts and inadequate shop space adversely affected the capability of C-E maintenance. (Ref Par 9, Incl 2)

c. Maintenance of 20 MM weapons was inadequate. (Ref Par 10, Incl 2)

d. Maintenance of powered ground equipment was unsatisfactory. (ref Par 13, Incl 2)

e. The malfunction rate for B-47 aircraft on the operational test was excessive. (Ref Par 1 and 2, Incl 1)

7. Supply: (Incl 3)

- a. (CONF) Supply support was marginal on aircraft, armament, electronic and powered ground equipment spares. (Ref Par 1 and 8, Incl 3)
- b. (SECRET) There was inadequate mobility planning at squadron level. (Ref Par 2, Incl 3)
- c. The supply expeditor system was not functioning effectively. (Ref Par 4, Incl 3)
- d. Adequate bench stock levels had not been established in various maintenance activities. (Ref Par 4, Incl 3)
- e. The 358th Bomb Squadron Unit Supply needed additional emphasis on supply discipline and supervision. (Ref Par 6, Incl 3)
- f. The supply system in effect in the Division Ground Training Supply section was hampering the receipt of spares for trainers. (Ref Par 7, Incl 3)
- g. Processing of requisitions for powered ground equipment parts was delayed by Base Supply for periods up to 40 days after receipt. (Ref Par 8, Incl 3)
- h. Neither Table XIX nor stock lists on "Marathon" power units were available in the wing or base supply. (Ref Par 8, Incl 3)
- i. Supply discipline in the wing over the control and processing of reparable needed additional staff surveillance. (Ref Par 9, Incl 3)
- j. (SECRET) Flyaway kit excesses were not being expeditiously turned in to base assets. (Ref Par 10, Incl 3)
- k. (SECRET) Flyaway kit shortages existed in classes 01, 02, 03, 05, 08, 11 and 16. (Ref Par 10, Incl 3)
- l. Mobility survival equipment inspections were not current. (Ref Par 11, Incl 3)
- m. A shortage of M&O Funds handicapped local procurement of supplies. (Ref Par 13, Incl 3)

8. Personnel and Administration: (Incl 4)

- a. Shortage of fully qualified officers in the supply and maintenance field had an adverse affect on unit effectiveness. (Ref Par 2, Incl 4)

b. Shortages of technicians in the airborne electronic maintenance and K-series maintenance field handicapped the maintenance function. (Ref Par 3, Incl 4)

c. General administrative policies and procedures were satisfactory. Personnel records maintenance was below average. (Ref Par 6, Incl 4)

9. Training: (Incl 5)

a. The flying training program was severely impaired by the inability of wing maintenance to generate sufficient B-47 flying hours. (Ref Par 1, Incl 5)

b. Additional emphasis was needed on radar and visual bombing and pilot proficiency missions for B-47 crews. KC-97 crews required additional pilot proficiency missions, standardization flight checks and formation flying training. (Ref Par 1 and 3, Incl 5)

c. Compliance with ground training schedules had not been enforced. (Ref Par 4, Incl 5)

d. On-the-job training was inadequate. (Ref Par 6, Incl 5)

10. Fixed Base Facilities: (Incl 6) The Wing Headquarters and Field Maintenance shops were inadequate with no programs established to provide corrective action. (Ref Incl 7)

11. Management: (Incl 7) Wing management was complicated by the frequent turnover of key staff officers and commanders. Greater emphasis on supervision, coordination, and inspection was needed. (Ref Par 1 and 3, Incl 7)

12. Special Weapons: (Incl 8)

a. (SECRET) The 303rd Bomb Wing (M) and associated support activities were capable of performing assigned Special Weapons commitments. (Ref Par 1 and 6, Incl 8)

b. (CONF) A shortage of two Special Weapons Officers (AFSC 1435) retarded the wing's Special Weapons program. (Ref Incl 8, Par 4)

c. Unauthorized methods were used to load training weapons on aircraft. (Ref Incl 8, Par 3)

d. Additional training in the loading team, weapons maintenance team and air crew participation phases was needed. (Ref Incl 8, Par 1 and 6)

7 Incl
See Index

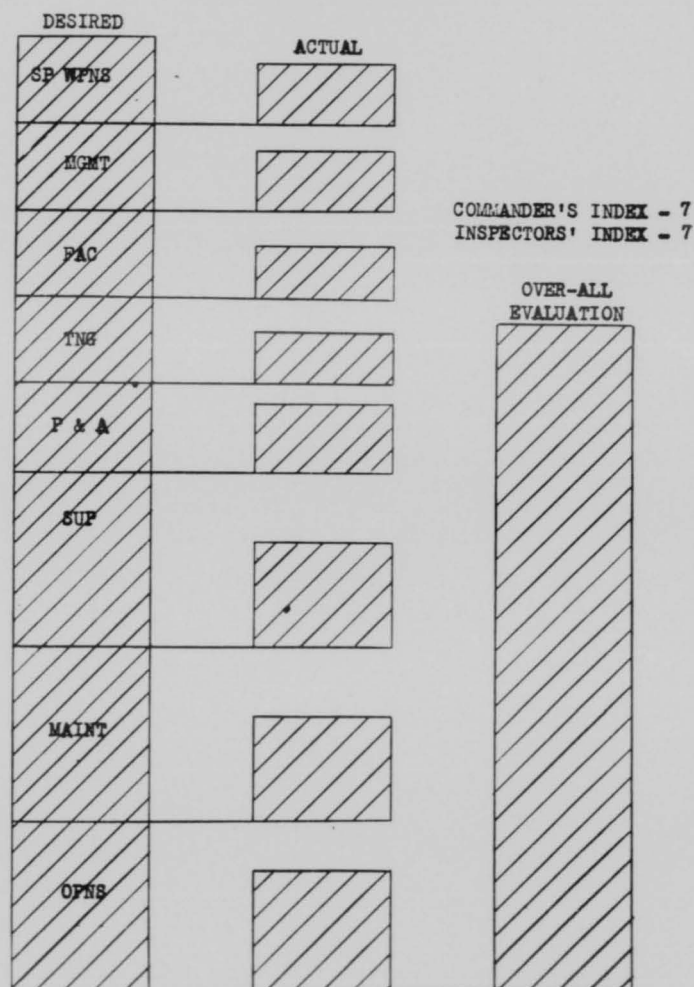
s/t/ ROBERT J. HUGHEY
Colonel, USAF
Inspector General

DISTRIBUTION

	ACTION	INFORMATION
303 BW	5	
36 AD		
15 AF		
SAC		2
DIG		4

SECRET

GENERAL EVALUATION SUMMARY
 303rd BOMBARDMENT WING (MEDIUM)
 DAVIS-MONTHAN AFB, ARIZ.
 13 - 24 SEPTEMBER 1954



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1406

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan
Air Force Base, Arizona, 13 - 24 September 1954

INDEX

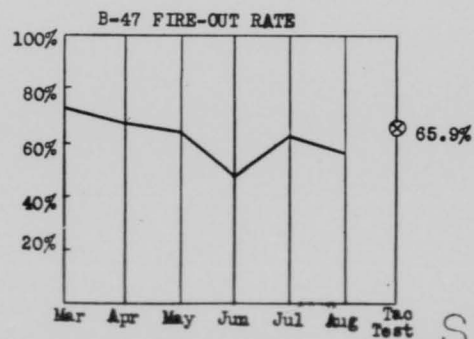
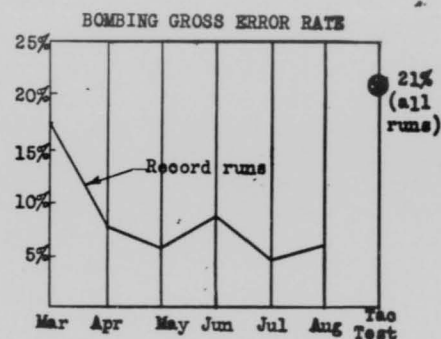
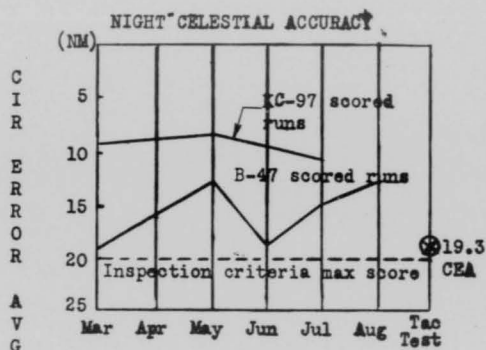
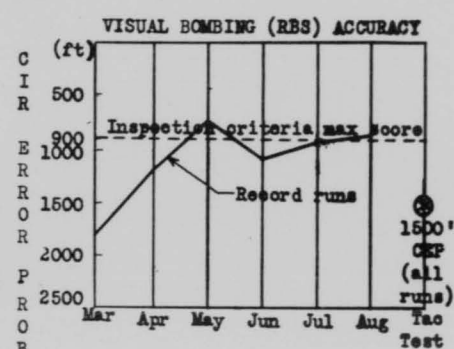
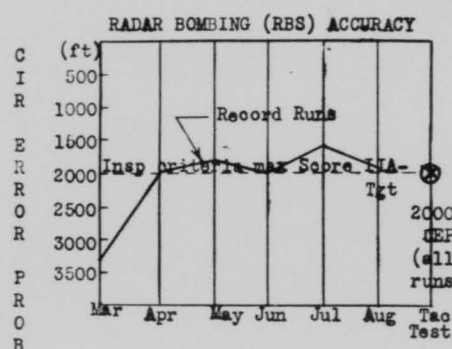
<u>Inclosure</u>	<u>Title</u>
1	Operations
2	Maintenance
3	Supply
4	Personnel & Administration
5	Training
6	Fixed Base Facilities
7	Management
8	Special Weapons
9	Roster of Inspectors

1

1408

SECRET

OPERATIONS



SORTIE RESULTS - TAC TEST

Deployment	36 B-47	
Scheduled	35 B-47	
Completed	35 B-47	
EWB	35 B-47	32 Insp
Scheduled	31 B-47	Criteria
Completed	35 B-47	
Refueling	35 B-47	
Scheduled	35 B-47	
Completed	35 B-47	

SECRET

C O P Y

INCLOSURE 1

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

OPERATIONS

1. (SECRET) In accordance with Fifteenth Air Force Operations Order No. 139-54, the wing flew a Unit Simulated Combat Mission (USCM) in conjunction with the Operational Readiness Test. The operational test simulated two phases of the EWP mission - deployment to a prestrike base and the profile strike mission. Against the readiness inspection criteria requirement of 32 deployment and 32 strike B-47 sorties, the wing scheduled 36 deployment and 36 profile sorties. Of the 36 B-47's scheduled to deploy, five aborted in the air due to: (1) malfunction of the pressurization and refrigeration unit, (2) a cracked windshield, (3) hydraulic reservoir low, (4) loss of cabin pressure, and (5) def-roster motor burned out with smoke in cockpit, and were subsequently rescheduled. One of the rescheduled aircraft aborted due to the loss of cabin pressurization. A total of 35 aircraft completed the deployment phase of the operational test. Of the 36 B-47's scheduled on the strike mission, one aircraft was cancelled because it did not successfully deploy and one aircraft was ineffective over the target due to malfunction of the K-system and pressurization-refrigeration unit. Three aircraft air aborted due to: (1) loss of flight instruments and K-system malfunctions, (2) loss of #3 engine and #2 engine running rough and (3) malfunction of the K-system. A total of 31 aircraft completed the profile mission.

2. (SECRET) a. Thirty-six radar runs were scheduled against a San Francisco RBS target to determine radar bombing accuracy. Twenty-five runs were scored and 11 runs not scored due to: (1) pressurization failure on one aircraft, (2) three RBS ground aborts, (3) two failures to contact the RBS site and (4) five K-system major malfunctions. The circular error probable (CEP) for the 25 scored runs was 2000 feet. The circular error average was 3374 feet. Five gross errors (CE over 4500 feet) were suffered by the wing. The radar bombing accuracy (RBS) reliability factor (bombs within 3500 feet circular error) for the wing was 72%.

b. Thirty-six visual RBS runs were scheduled against a Phoenix RBS target to determine visual bombing accuracy. Twenty-seven runs were scored and nine runs not scored due to: (1) pressurization failure on one aircraft, (2) one late take off, (3) one failure to contact the RBS site, and (4) six major malfunctions of the K-system. The circular error probable for the 27 scored runs was 1500 feet. This did not meet the maximum score requirements of the readiness inspection criteria for a circular error probable of 900 feet. The circular error average was 1913

feet. Six gross errors (CE over 2000) were suffered by the wing. The visual bombing accuracy (RBS) reliability factor (bombs within 1900 feet circular feet) for the wing was 77.7%.

c. Scores obtained by the wing for camera radar attacks on the simulated strike mission were excellent. The circular error probable for 25 runs scored by photo interpretation of radar scope photography was 1050 feet.

d. The night celestial navigational capability as demonstrated on the tactical test was excellent considering that jet streams were encountered on the navigation leg. The circular error average for 21 scored celestial legs was 19.3 nautical miles.

e. During the deployment phase of the tactical test, 24, 500 rounds of 20MM ammunition was loaded and an average fire-out rate of 65.9% was obtained. This rate was below the average rate of previous organizations inspected with similar equipment. Principle malfunctions were feeder and hopper jams, link misalignments, and firing circuit failures. Accuracy of gunnery could not be evaluated due to non-availability of suitable airborne assessment equipment.

f. The unit demonstrated satisfactory proficiency in formation flying and cell structure. However, maneuvers such as simulated frontal penetration, ascent and descent through an overcast, formation break-up under instrument conditions at landing base utilizing GCA for a minimum landing interval between aircraft, defensive measures, and changing formation lead were not executed and could not be evaluated.

g. An excellent air refueling capability was demonstrated during the strike phase of the tactical test by flying 14 KC-97 sorties on each of three successive days and successfully air refueling a total of 35 strike aircraft out of 35 attempted refuelings.

h. The wing demonstrated the ability to meet "H" hour control times. Eight of nine navigational control aircraft reached the control point within the five minute interval required by readiness inspection criteria.

i. Flight crews demonstrated a satisfactory knowledge of emergency operational procedures including ditching, bailout, and crash landings.

j. Flight planning and fuel management by both KC-97 and B-47 crews were adequate. The mission profile was flown as briefed. Aircraft performance was 100% effective as compared to technical order values. Mission logs and flight plans were screened and found to be adequate with incompleteness and non-standardization being the major discrepancies.

Actual fuel loads were in accordance with the master plan. Eight B-47 and twelve KC-97 take-offs were checked. Average difference between charted and actual values was 288 feet and 291 feet respectively. The Cruise Control training program in the air refueling squadron was aggressive and realistic. Flight plans, logs, and Form F's were not standardized. Due to the restrictive nature of the performance engineer's assignment to the plans section, performance engineer activities in the tactical squadrons and air refueling squadron were neglected.

3. Pilot instrument cards were current and the instrument training program was satisfactory. Complete flight checks in accordance with AFR 60-4 were not being given to B-47 pilots due to a lack of complete instrumentation of the rear cockpit. Instrument check pilots were required to ride in the forward cockpit because of a restriction of forward visibility from the rear cockpit in the B-47.

4. (SECRET) a. The wing demonstrated an efficient capability in mission briefing and critique; however, interrogation instructions of Operations Order number 139-54 were not fully covered. The reports control section of the wing was responsible for ten late reports out of a total of 80 reports submitted during the tactical test.

b. Local reorganization had removed the responsibility for maintenance of target materials from the wing intelligence officer and placed it under the AOB section of operations. Maintenance, distribution, and procurement of target materials were excellent but control was inadequate. Top Secret control officers were not properly assigned within the section, nor were lists of personnel who had access to Top Secret target materials maintained.

c. Emphasis was needed in EWP target study for combat crews. During the previous two months 14 crews had not received any target study.

5. a. Tactical planning was satisfactory. However, the refueling route was unsatisfactory from a flying safety standpoint inasmuch as it was over high terrain and necessitated refueling of approximately one-third of the B-47 aircraft between 3000 feet and 4000 feet above the terrain. The Bomb Wing was not instrumental in selection of the refueling route.

b. During the operational test, in several instances, information was not properly disseminated to the working level. This condition showed a need for improved coordination and supervision.

c. (SECRET) The wing did not possess sufficient combat ready crews to meet current EWP target commitments.

6. (CONFIDENTIAL) a. High frequency radio communications was 79% effective as evidenced by 117 successful transmissions of 147 attempted.

The average delay time from date-time group of the message to time of receipt by a designated ground station was 12.5 minutes. The average delay time from date-time group of the message to time of receipt the Wing Control Room was 46.7 minutes. UHF communications was 95% effective. Of 147 contacts attempted, 138 were successful.

b. Radio telephone procedures were generally very good. A need for additional training in radio discipline was indicated as evidenced by instances of excessive "chatter". Transmission security was for the most part effective.

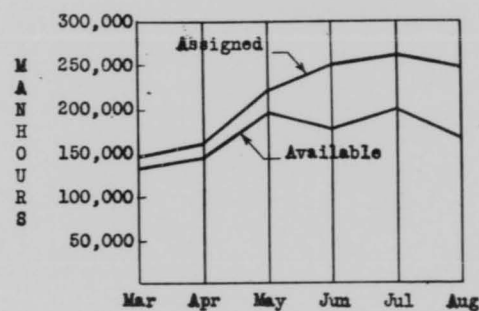
c. Although electrical rendezvous equipment effectiveness was 100% on the tactical test, this was not a valid indication since the electrical rendezvous equipment was utilized by only three formation leaders. A records check for a seven day period as of 13 September based on 10 attempts showed that the APN-76/12 system was effective 3 times.

d. Bombing-Navigation equipment effectiveness was 73%.

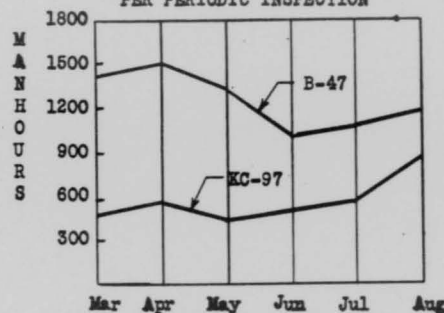
7. The flight safety index for the wing averaged 18.0 for the past six months. Supervisory personnel are safety conscious and the flying safety program is satisfactorily organized.

MAINTENANCE
SECRET

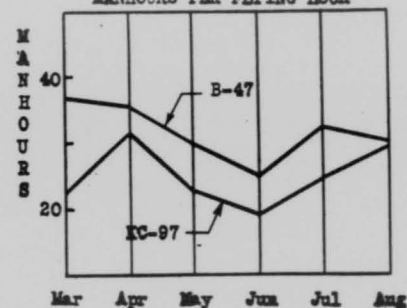
TOTAL WING
MAINTENANCE MANHOURS



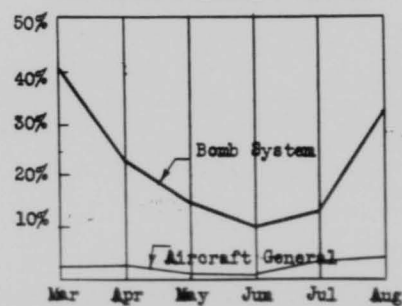
AVERAGE MAINTENANCE MANHOURS
PER PERIODIC INSPECTION



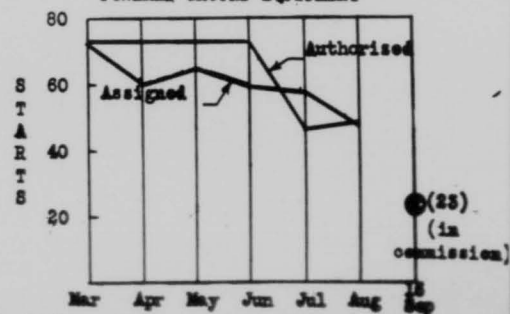
AVERAGE DIRECT MAINTENANCE
MANHOURS PER FLYING HOUR



B-47 MALFUNCTION RATE
BOMB SYSTEM & AIRCRAFT GENERAL



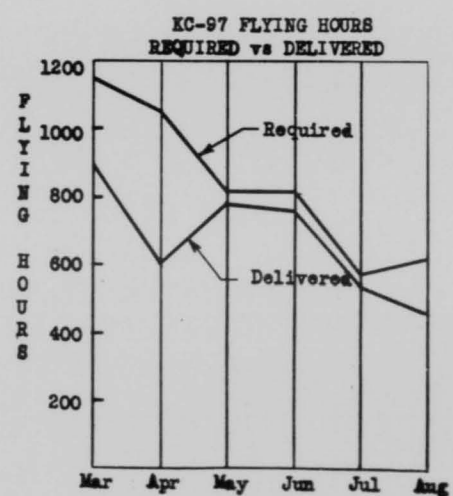
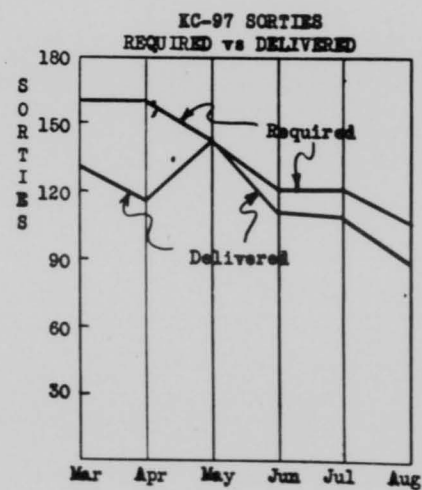
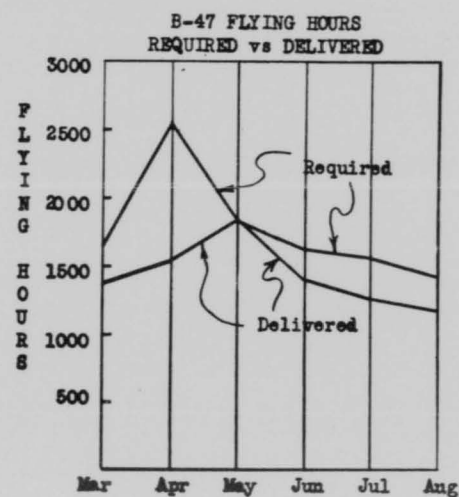
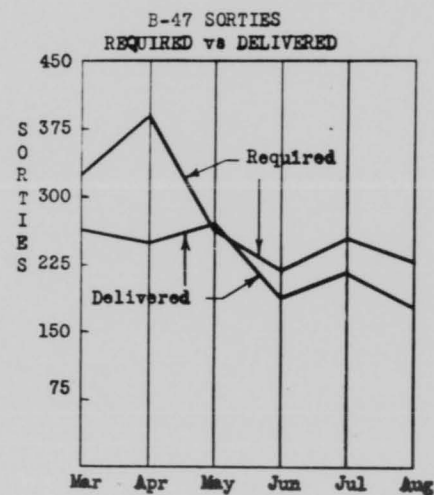
POWERED GROUND EQUIPMENT



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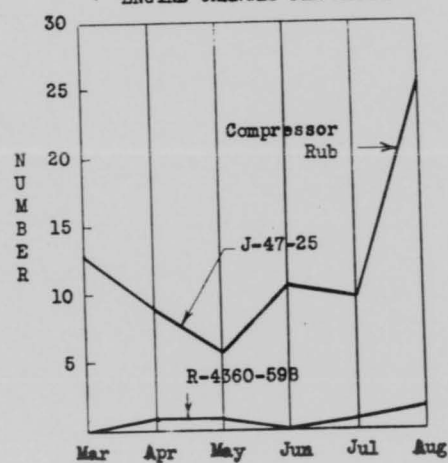
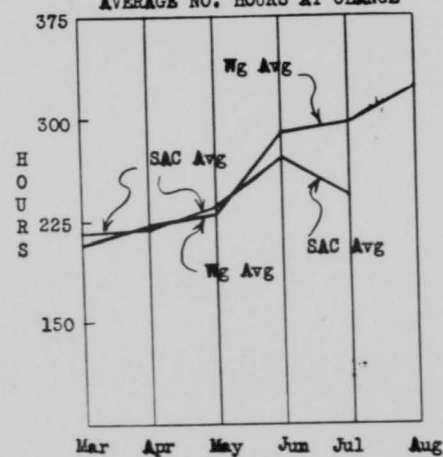
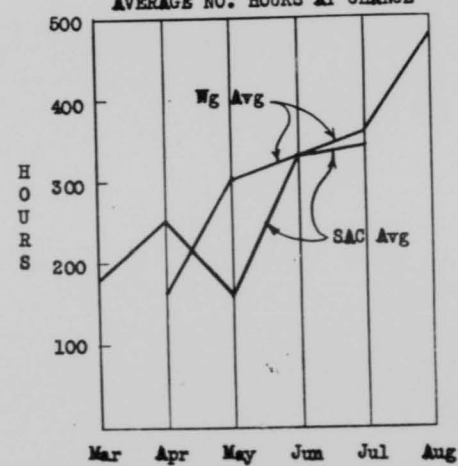
MAINTENANCE (Continued)



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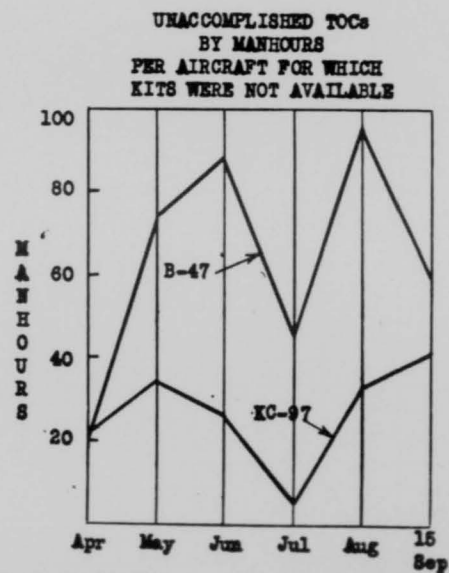
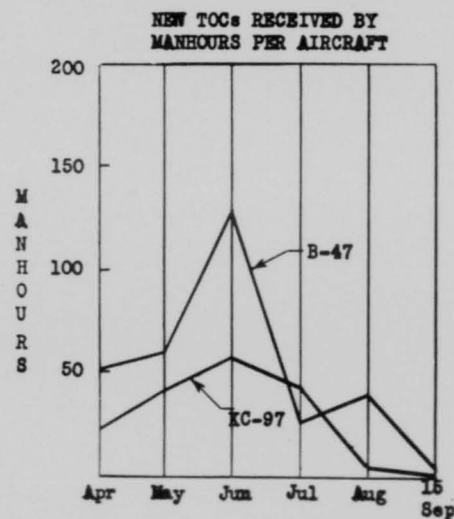
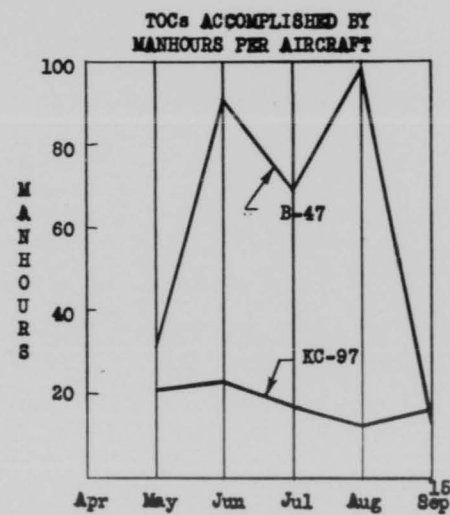
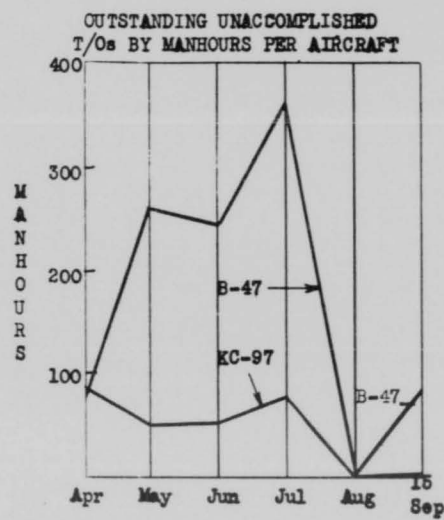
SECRETMAINTENANCE (Continued)

ENGINE CHANGES PER MONTH

J-47-25 ENGINES
AVERAGE NO. HOURS AT CHANGER-4360-59B ENGINES
AVERAGE NO. HOURS AT CHANGE**SECRET**

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MAINTENANCE (Continued)



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1418

INCLOSURE 2

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

MAINTENANCE

1. The wing maintenance activities were established in accordance with Technical Order OO-20A-1 and SAC Manual 66-12. The interval between periodic inspections of aircraft was recently increased from 100 to 200 hours. A pre-planned inspection system to increase the quality of maintenance and to obtain greater utilization of personnel, skills and equipment had been recently placed into effect.
2. Standard operating procedures were available to guide and provide continuity in maintenance functions, however, administration of the maintenance system was inadequate. Aggressive follow-up action, coordination and closer supervision were needed. The rapid turnover and low experience level of personnel assigned to key staff positions adversely affected maintenance. The A-E Maintenance Squadron had had three commanders assigned in the past three months. The recently assigned Wing Director of Material had approximately three months experience in the supply field. The Chief of Maintenance had limited experience in the supply and maintenance fields. A critical shortage of fully qualified squadron maintenance officers existed.
3. Aircraft records were satisfactorily maintained, however, some 263 equipment records were incomplete. Approximately 70% of assigned aircraft were overdue annual weight and balance checks. The absence of published parking plans retarded the efficiency of dispatching specialists. Contractor technicians were not being fully utilized in the on-the-jog training program.
4. Although the wing submitted 1057 Unsatisfactory Reports (UR) from 1 March to 1 August 1954, only 57 replies had been received. The overall UR program could be improved by submitting reports on substandard powered ground equipment, special tools and test equipment. The A-E Maintenance Squadron had taken an active interest in the program.
5. (CONF) Wing maintenance had been unable to meet B-47 flying hour and sortie requirements needed to adequately train combat crews. Major causes were high AOCF and ANFE rates, non-availability of serviceable powered ground equipment, an epidemic of jet engine changes, poor supply support and lack of maximum utilization of the periodic inspection capability. Other causes were the maintenance support required and rendered to the 43rd Bomb Wing in their recent deployment to the United Kingdom and the high malfunction rate of aircraft systems. From 1 March to 31 August 1954, a total of 1419 sorties were launched, 209 of which resulted in abortive sorties. Of these aborts 60.8% were charged to

bombing systems, 4.3% communications systems, 7.6% gunnery systems, 1.0% electronic-navigation systems, 10.0% power plant systems and 16.3% aircraft general.

6. From 15 March to 15 September 1954, Technical Order Compliances changed from an average of 12.7 per B-47 (representing an average of 75 manhours) to 19.3 (representing an average of 82 manhours). During this period the wing accomplished an average of 40 Technical Order Compliances per B-47 and 29 per KC-97 (representing an average of 303 and 93 manhours, respectively). Because of the shortage of kits, the wing was unable to comply with an average of 8.7 Technical Order Compliances per B-47 (representing an average of 60.5 manhours) and unable to comply with an average of 3.3 Technical Order Compliances per KC-97 (representing an average of 42 manhours). Recent action had been taken to reduce the TOC's chargeable against the wing by reclassifying many to depot level accomplishments and by classifying many TOC's informational until kits are available.

7. The quality of airframe maintenance on B-47 and KC-97 aircraft was satisfactory. However, calibration charts for air speed indicators and compasses were outdated or missing. Miscellaneous hardware, Technical Order binders and paper towels were strewn throughout various areas of the aircraft. Landing gear wheel wells and flaps on KC-97 aircraft were oily and dirty. The wing had not fully complied with Air Force Letter 121-10, 16 August 1954, subject: Maintenance and Inspection of Ejection Escape Systems. On-the-job Training and Unit Training programs on maintenance, inspection and operation of ejection escape systems had not been established. Supervisory personnel had not taken action necessary to insure that physical spot checks of operation of safety bolt release mechanisms were being accomplished periodically.

8. Spot inspections of power plants on B-47 and KC-97 aircraft revealed few discrepancies. However, power plants and nacelles were oily and dirty. Chafing of lines was observed, indicating a need for closer supervision and additional emphasis on preventive maintenance. An adequate engine conditioning program was not in effect throughout the wing.

9. The quality of communications and electronics (C-E) maintenance was acceptable. A need for more thorough familiarization of specialists in general maintenance practices was evident. Critical shortages of radio, radar and K-Systems specialists were adversely affecting the capability of C-E maintenance. Shortages of test equipment, critical ANFE parts for HF antennas and C-E components had also retarded maintenance and produced inefficiencies. Shop space was limited and extremely crowded. Other major factors detracting from complete effectiveness were inadequate powered ground equipment, lack of suitable radar reflector for K-Systems bore sighting and range calibration and non-availability of adequate ground refrigeration units. The effectiveness of the A-E Maintenance Shops was retarded due to limited space, inadequate lighting and lack of a dust-free ventilating system.

10. (CONF) Maintenance of 20MM weapons was unsatisfactory. Weapons were not receiving periodic inspections and routine maintenance. Records indicated that some weapons had not been cleaned from two to four months. The wing's overall weapons fire-out rate for the past six months was 62.5%. This was attributed to poor maintenance and inherent malfunctions of the defensive systems. The quality of camera maintenance was acceptable, however, equipment records were not properly maintained.

11. The field maintenance shops were widely dispersed causing inefficiencies and loss of manpower. Poor housekeeping practices were evident in some of the shops. Compliance with Project "Bench Check" was excellent. During August 1954, 38.8% of the reparable bench checked were found serviceable returned to stock. Forty-eight percent of reparable were repaired and returned to stock. Only 12.4% of the reparable were shipped to the depot for repair. The requirements of SAC Regulation 66-1, "Engine Analyzer Maintenance", had not been implemented by the electrical shop. Calibration of airspeed indicators had not been accomplished as prescribed by SAC Regulation 66-8. The arrangement and condition of the tool crib in the 303rd Air Refueling Squadron was outstanding.

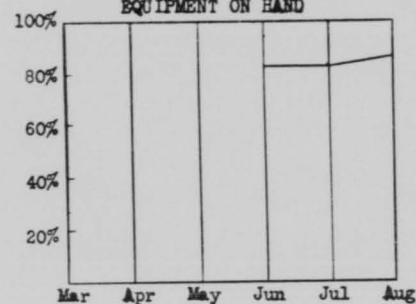
12. The procedures used in the power plant branch of the field maintenance shops were satisfactory, however, there was a need for better supervision as indicated by improper use of work sheets, lack of utilization of torque wrenches, and comingling of reparable and serviceable parts. From 1 March to 31 August 1954, 145 J-47 engines were removed from aircraft and 75 were minor repaired. Of the 70 returned to the depot 21 revealed rotor-compressor stator interference. The maintenance workload and engine parts consumption had increased due to the unpredictable engine fuel pressure fluctuation commonly referred to as engine "Choo-Choo". Cause and a firm fix for this condition were not available.

13. Powered ground equipment maintenance was unsatisfactory. During the tactical test the average in-commission rate of powered ground equipment used to start B-47 aircraft was only 50% of 48 starts authorized. Factors affecting the capability of the powered ground equipment section were inadequate supply support, lack of information on stock lists and parts for the new "Marathon" equipment and the low experience level of powered ground equipment maintenance personnel. Other factors were the lack of adequate contractor technical assistance and failure to establish a system for accomplishing periodic maintenance on powered ground equipment. Motorized equipment was consolidated in a central pool in accordance with 15th Air Force Regulation 66-6. However, consolidation had not met full requirements of the cited directive. Shop utilities such as compressed air, heat and electrical outlets had not been installed. Power tools, electrical testing equipment and a spark plug cleaner had not been received. Necessary publications, filing cabinets and other office equipment were not on hand.

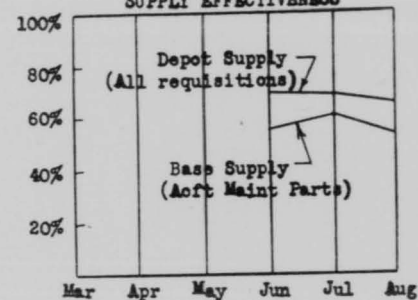
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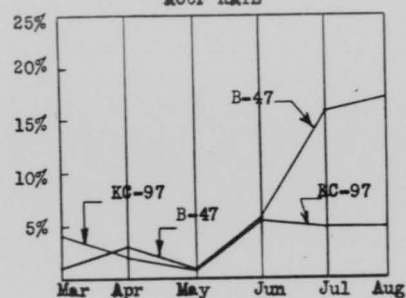
SECRET

SUPPLYPERCENTAGE AUTHORIZED
EQUIPMENT ON HAND

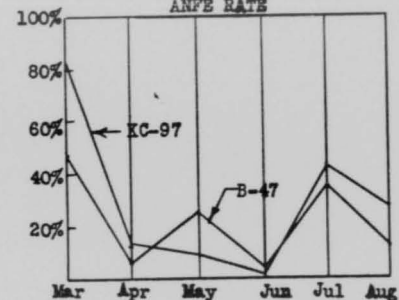
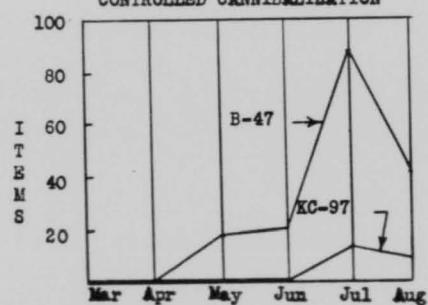
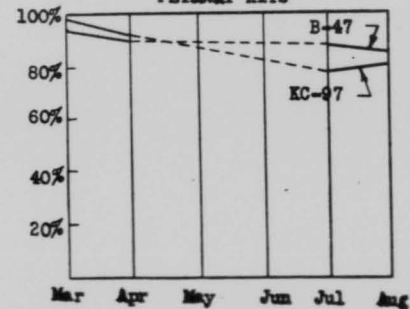
SUPPLY EFFECTIVENESS



AOCF RATE



ANFE RATE

ITEMS OF
CONTROLLED CANNIBALIZATIONCOMPLETENESS OF
FLYAWAY KITS

SECRET

1423

INCLOSURE 3

Readiness Inspection of the 303rd Bombardment Wing, (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

SUPPLY

1. (CONF) The wing was receiving marginal logistical support from Base Supply on aircraft spares and powered ground equipment parts. Base Supply's effectiveness to the maintenance activities for the past three months on these items averaged 57%. Support of other supplies and equipment was adequate and commensurate with depot capability. The wing had sufficient quantities of authorized equipment on hand to provide for mission accomplishment. Shortages existed primarily in 17B (Hand tools) and 17C (Test Equipment) which were hampering the maintenance capability.

2. (SECRET) The wing had a published Mobility Plan. The wing mobility officer was aware of current EWP requirements and problems, however pertinent contents of the plan were not fully disseminated and implemented by the wing and squadrons. There was inadequate mobility planning at squadron level. Individuals in the squadrons showed a lack of knowledge as to their responsibilities under the mobility plan.

3. The Wing Staff Supply Section was aware of current problems. This section was monitoring all equipment problems and changes from UPREAL to UAL. Organization supply inspections were scheduled on a quarterly cycle. Scheduled meetings and special classes of instructions with unit organizational supply personnel were being held.

4. The supply expediter system (A/C parts delivery) established by SAC Manual 65-2 was not functioning effectively. The average delivery time of 80 minutes for aircraft spares for the past three months was excessive. Factors causing this condition were:

a. Improper utilization by the tactical squadrons of assigned supply radio vehicles.

b. Delay in processing and procuring requisitioned parts by Base Supply.

c. The lack of a published aircraft parking plan to expedite the delivery of parts to the aircraft.

5. The supply unit under the Maintenance Control section was endeavoring to establish realistic master bench stock lists. Numerous

requisitions were being submitted to Base Supply unnecessary because adequate bench stock levels had not been established in the various maintenance activities. This section was adequately monitoring other anticipated and actual supply requirements. Improved co-operation and co-ordination between the maintenance activities and supply unit was necessary.

6. Although handicapped by a shortage of fully qualified supply officers, within their resources the operation of the unit supply sections was generally adequate. However, one squadron (the 358th Bomb Sq) needed additional emphasis on supervision and supply discipline as indicated by poor record maintenance and housekeeping. All squadrons possessed excess property in variable amounts. Transition to new organizational accounting procedures was in process of being accomplished under the supervision of the Wing Staff Supply Section. Insufficient number of accounting forms (AF 1120) was precluding complete implementation of this program.

7. The supply system in effect in the Division Ground Training Supply Section, for procurement of spare parts for aircraft simulators was cumbersome and ineffective. This condition had an adverse effect on utilization of this equipment.

8. A shortage of aircraft, armanent, electronic and powered ground equipment spares was materially hampering maintenance activities. The AOCP rates for the past two months averaged 16.5% for B-47's and 5% for KC-97's while the ANFE rates for the same period averaged 24% for B-47's and 35.5% for the KC-97's. As a result cannibalization was being performed; however, it was controlled in accordance with SAC directives. Fifty percent of the authorized powered ground equipment was out of commission awaiting parts. Delays of 6 months were experienced in obtaining major components for the C-26 power unit. Deficiencies existed in the supply functions of the tactical squadrons since normal requisitioning action had not been taken to insure establishment of a stock level of parts for powered ground equipment maintenance while in possession of the tactical units. The consolidation of powered ground equipment maintenance was recently accomplished. A review of requisitions in the Base Supply showed that the processing of requisitions was delayed that that unit for periods up to forth days after receipt. Unusual difficulty was being experienced by the units and base supply in requisitioning parts for "Marathon" power units. Neither Table XIX nor stock lists on this equipment were available in wing or base supply sections.

9. Supply discipline in the wing over the control and processing of reparable needed additional staff surveillance. Numerous reparable items had been in the camera repair shop since 7 January 1954. Spares needed for the repair of these reparable had not been properly requisitioned. Reparables were found in the engine power plant branch which had been on hand for as long as 30 days.

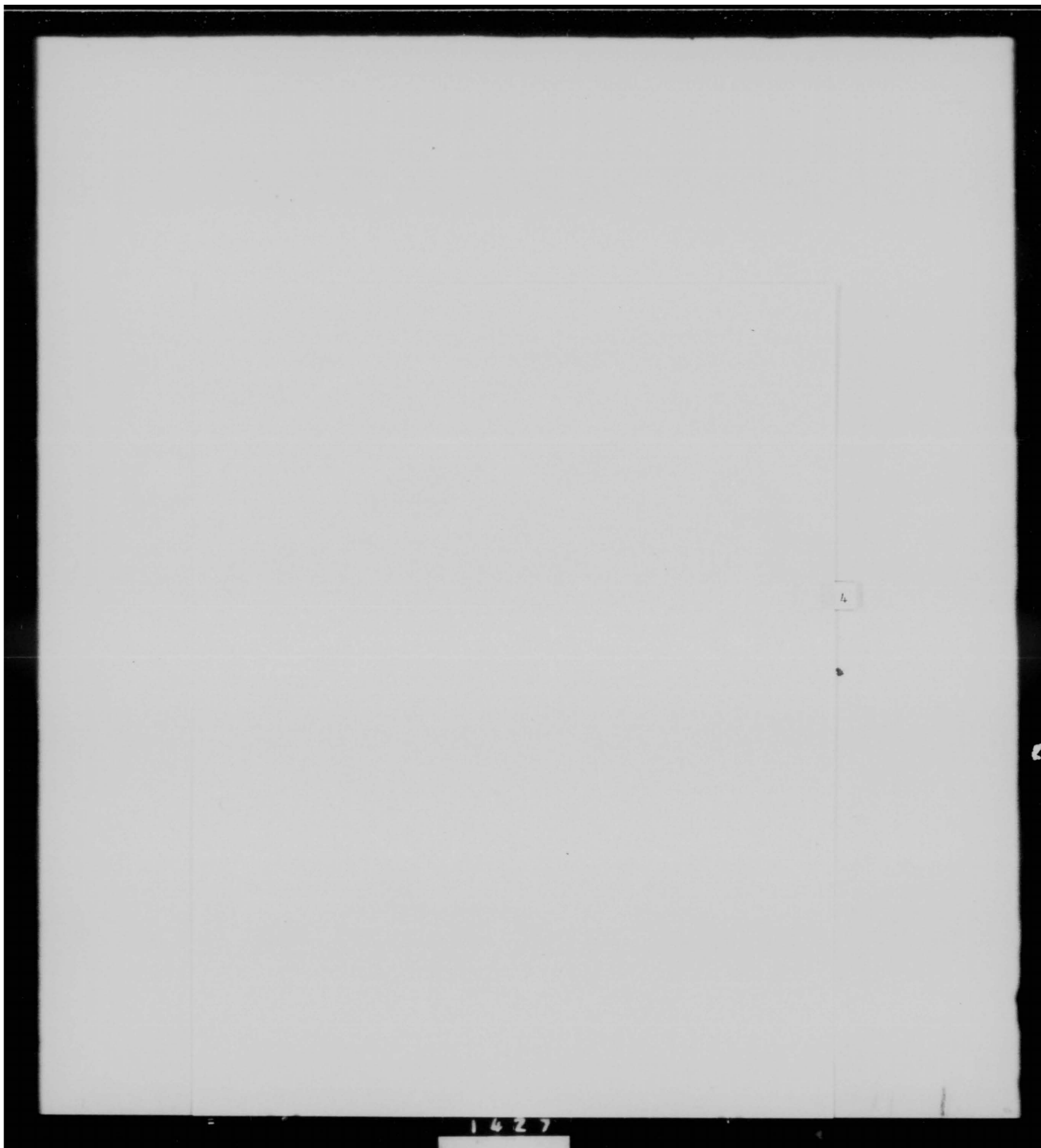
10. (SECRET) Flyaway kits were short in classes 01, 02, 03, 05, 08, 11, and 16. The organization possessed 27 built-up, dolly mounted, flyaway

J-47 engines and five R-4360-59B engines. Although all required components were on hand the R-4360-59B engines were not completely assembled. The processing of a new master flyaway list had generated large amounts of excess spares requiring turn in to Base Supply. A list of these excesses awaiting processing were not available to either Supply Unit, Maintenance Activities or Base Supply, thereby precluding utilization of parts to prevent AOCIP, ANFE and accomplish required maintenance. Record maintenance and TOC of the flyaway kits was good.

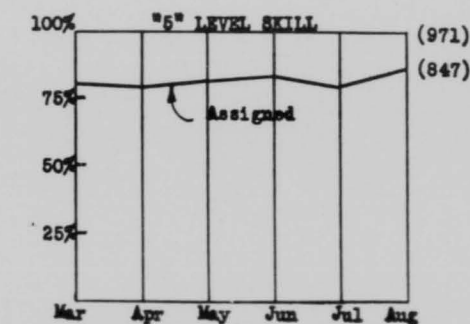
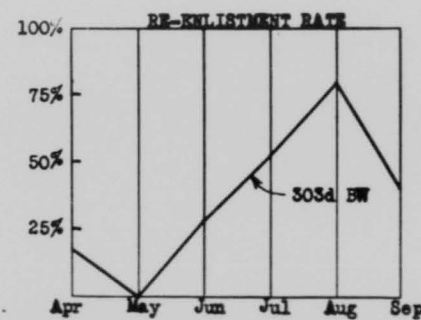
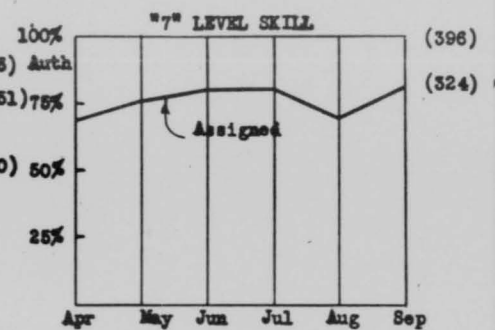
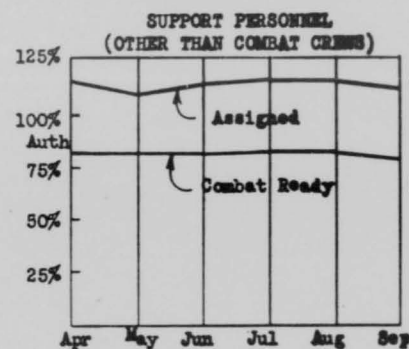
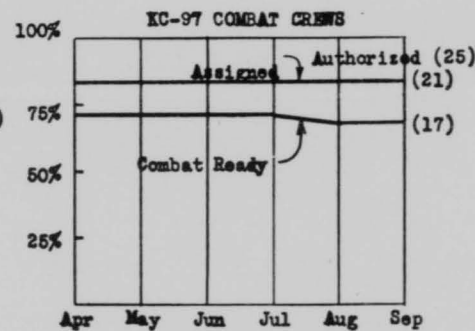
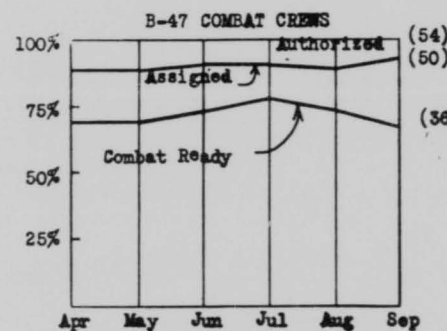
11. The storage and record maintenance of the personal equipment sections was good. Shortages existed primarily in Class 13 (Flying clothing) and Class 38 (Watches). Out of 876 K2B Flying suits authorized, the wing was short 480; however, 126 KI Flying suits have been issued as suitable substitutes against this shortage. Mobility survival equipment was on hand but not properly maintained insofar as required inspection and repacks were concerned. Twenty-man life-rafts were stored improperly and in need of inspection.

12. (SECRET) An effective POL section was established on the base with ample capability for servicing the assigned aircraft. However, the section was required to provide personnel for maintenance of a fuel reserve contained in a storage system holding approximately 300,000 barrels. The section was authorized 63 personnel; however, the supervisory personnel estimated the requirements as being 137.

13. A shortage of M&O funds handicapped the local procurement of such items as ground POL, automotive parts, operating supplies, commercial transportation of reparables, and hand tools.



SECRET
PERSONNEL



SECRET

1428

INCLOSURE 4

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

PERSONNEL AND ADMINISTRATION

1. The personnel strength of the wing as of 13 September 1954 was as follows:

	<u>Authorized</u>	<u>Assigned</u>	<u>Present for Duty</u>
Officers	378	380	339
Airmen	1610	1766	1551
Civilians	3	3	3
Total	1991	2149	1893

2. The following officer shortages had an adverse effect on unit effectiveness:

<u>AFSC</u>	<u>Auth</u>	<u>*Asgd</u>	<u>Short</u>
1435 Air Operations Officer	17	6	11
1534 Aircraft Observer, Navigator	26	23	3
2054 Intelligence Officer	7	4	3
4316 Aircraft Maint Staff Off	3	2	1
4334 Flt Test Maint Off	2	1	1
4355 Prod Cont Off	2	1	1
6424 Supply Officer	9	2	7
7324 Personnel Officer	9	1	8
4344 Acft Maint Off	11	5	6

* Assigned figures include only those fully qualified.

3. Airmen personnel shortages adversely affecting efficiency of primary functions were as follows:

<u>AFSC</u>	<u>Auth</u>	<u>Asgd</u>	<u>Short</u>
30171/51/31 ABN Elect			
Comm-Nav Eqpm Maint	36	26	10
32150B-Kseries, Stabilization and			
Optics Tech,	4	2	2
31150C Radar and Inter Com Tech,			
K-series	7	2	5
32150D K-series, Computer Tech	34	1	33
32171E K-series, Bomb Nav Tech	37	12	25
53270 Metal Proc Supervisor	1	0	1

The shortages indicated in the above airmen specialties were partially filled by unqualified individuals from within the same career field.

4. (SECRET) Personnel records indicated that 79% of the personnel, other than combat crews, assigned to the wing were operational ready. The wing was 82% manned with "7" skill level personnel, 87% manned with "5" skill level personnel, and 246% manned with apprentice and helper skill level airmen. Airmen overages were primarily in the aircraft maintenance career field. There was an overage of 149 airmen at the semi-skilled level in this career field.

5. Known losses within the next 90 days may adversely affect manning in certain career fields. Thirty airmen in the radio-radar maintenance career field were scheduled for transfer or discharge within the 90 day period.

6. General administrative policies and procedures were satisfactory. Personnel records maintenance was below average. Adequate internal systems had not been established in some squadrons for entering data on basic records. A spot check indicated that a high percentage of the discrepancies reported in July 1954 by the 15th Air Force classification and audit team had not been corrected. Annual records verification, immunization, and small arms familiarization had not been accomplished in many cases. Adequate procedures for entering service dates on airmen's records had not been established. The 36th Air Division personnel staff was in the process of establishing a program to improve records maintenance.

7. The Food Service function on Davis-Monthan Air Force Base was adequate. The quality and quantity of the food served was excellent.

8. Administrative security was generally satisfactory. Physical security on the flight line was limited by the lack of a fence on one boundary of the B-47 parking ramp. The shortage of Air Policemen also hindered the accomplishment of the physical security program. Security clearance policies and personnel security indoctrination were excellent.

INCLOSURE 5

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

TRAINING

1. The combat crew flying training was in accordance with SAC Regulation 50-8. The flying training program was severely impaired by the inability of wing maintenance to generate sufficient B-47 flying hours. Results on the tactical test and the current status of training indicated a need for emphasis on radar and visual bombing and proficiency missions.
2. At the time of the inspection four crews were on probation for quality of RBS runs and one for night celestial navigation accomplishments. Non-combat ready crews had consistently failed to accomplish required flying training.
3. KC-97 crews required additional training in pilot proficiency missions, formation flying, and standardization flight checks, and written emergency procedure and proficiency examinations were not complete.
4. In order to accomplish the most effective utilization of instructors and training facilities, the ground training sections of the 303rd and 43rd Bombardment Wings and the 803rd Air Base Group had been consolidated into the 36th Air Division Ground Training Department. The responsibility for scheduling and conducting ground training for the 303rd wing was assigned to this department. Ground training was being scheduled and conducted; however, in many cases individuals failed to meet schedules. The wing had failed to enforce compliance with 36th Air Division training schedules. The monitoring of the program by the five different wing training officers in the eight months prior to the inspection had been inadequate. Ground Training records maintained by units of the wing were unsatisfactory. The majority of the records examined were not current and it was impossible to determine the status of training programs or the degree to which individuals had been trained. There was a lack of standardization on the records that were available.
5. Wing utilization of the B-47 Flight Simulator and MTD had been excellent. Only limited use of the KC-97 Flight Simulator at March Air Force Base had been available to the Air Refueling crews and the wing expressed a need for additional KC-97 Flight Simulator quotas. The T-2 Supersonic Trainer and the T-4 Loran Trainer had been TDIOF for long periods of time.
6. A closely supervised on-the-job training program had not been established. Wing personnel records indicated a large number of airmen were undergoing OJT; however, only a limited amount of training was actually being conducted. For the most part squadron OJT officers had not been appointed. AF Form 623, Formal On-The-Job Training Record, were not maintained for the majority of personnel assigned to OJT.

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1433

INCLOSURE 6

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

FIXED BASE FACILITIES

1. The Armament-Electronics maintenance facilities were inadequate for effective support of the wing mission. Ventilation was inadequate, shops were crowded and were improperly designed for the Armament-Electronics maintenance function. No emergency source of power was available. A new A&E building currently being programmed for completion in FY 56 will alleviate the above conditions.
2. The parking areas for the tactical squadrons and the Air Refueling Squadron were inadequate for parking the assigned number of wing aircraft. Programs for FY 55 include an overlay of these areas which will give temporary relief. A Public Works program scheduled for FY 56 will provide the additional necessary parking space.
3. Sunken blacktop in the aircraft maintenance areas allotted to the 303rd Air Refueling Squadron has restricted maintenance operations. This was being corrected.
4. Shower facilities, toilet facilities and lighting were inadequate for personnel engaged in hydrant refueling operations. Corrective work orders had been initiated.
5. Field maintenance shops allotted to the 303rd Wing were widely dispersed and crowded. There was no program established to relieve this situation.
6. There was a definite need for centralized administrative space for the 303rd Wing Headquarters section. Normal operations were restricted by inadequate office space, and coordination was conducted under difficulties imposed by the separation of the wing headquarters functions into three different buildings. There was no program established to alleviate this condition.

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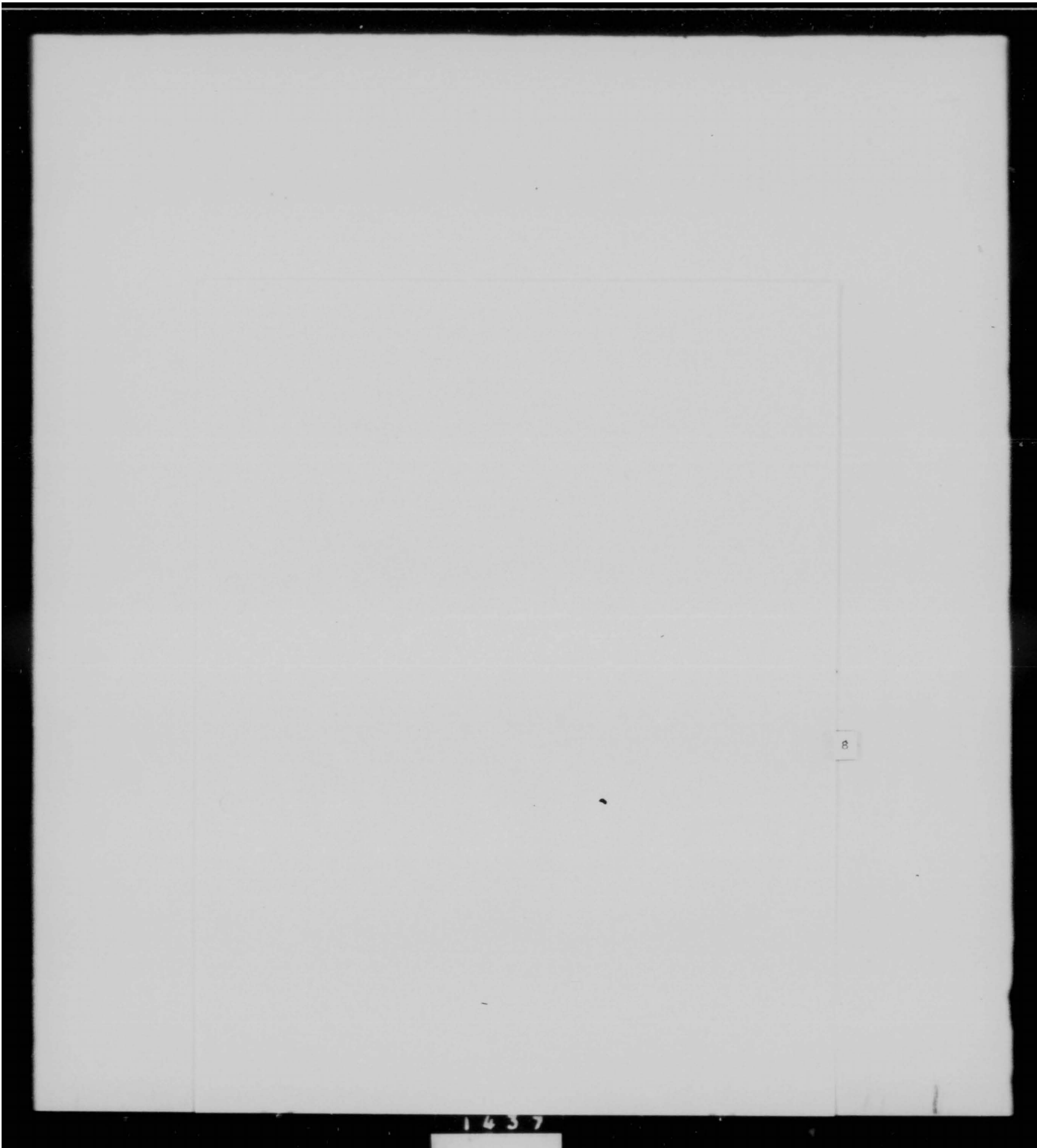
1435

INCLOSURE 7

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

MANAGEMENT

1. Management within the wing was complicated by the frequent turnover of key staff officers and commanders. For example: the Director of Operations had been on duty in his position for only six months, the Director of Material had been on the job for less than one month, the Director of Personnel had been assigned one month, the Air Refueling Squadron Commander had been assigned less than one month, and the Armament and Electronics Squadron Commander had been changed three times in the past three months. Continuity in planning, programming, and supervising had been interrupted by this turnover.
2. Command relationships with lateral and higher headquarters were cordial and effective. Greater emphasis on supervision, coordination, and inspection was needed within the wing.
3. The Wing Comptroller capabilities were effectively utilized. Statistical data was compiled by the Comptroller and available to the Wing Commander and staff.
4. The wing was participating in the SAC Management Improvement Program. Several examples of management improvement within the wing were noted. An effective base level management school had been established and supervisory personnel were attending the course.



INCLOSURE 8

Readiness Inspection of the 303rd Bombardment Wing (M), Davis-Monthan Air Force Base, Arizona, 13 - 24 September 1954

SPECIAL WEAPONS

1. (CONF) A special weapons tactical test consisted of a ring out, loading, post loading test, pre-flight inspections, and in-flight procedures using six training weapons. The performance of the test was acceptable, but additional training was needed in the loading team and aircrew participation phases. Personnel observed consisted of 303rd A-E ring out and post loading teams, loading crews of the 803rd Supply Squadron, and combat crews of the 303rd Bomb Wing (M).
2. An entry was not made in the Form 1, of one of the aircraft indicating that a part of the bomb release system had been removed.
3. (SECRET) A system of bomb loading utilizing a heavy duty garage type jack to position the front of the M-1 dolly under the bomb bay was used. This method was very successful during the test, but could be used only on the best of ramp surfaces, and was not authorized by TO 1B-47A-16.
4. (CONF) The 303rd Bomb Wing (M) was short two of the four authorized Special Weapons Officers (AFSC 1435). The shortage precluded fully effective training.
5. The 303rd Bomb Wing (M) individual special weapons training records were acceptable. Additional consolidated records in short form were needed to show cumulative training accomplishment.
6. (SECRET) The Special Weapons Maintenance team of the 303rd A-E squadron performed complete assembly and final assembly tests on weapons as required by SAC Manning Document 14-54. The performance of this exercise was acceptable, however a requirement for additional check sheet training and cross training existed. There was a shortage of one Special Weapons Assemblyman (AFSC 46150) on this team.
7. The Class 39-D (Special Weapons) supply account section of the 803rd ABG Supply Squadron was in good condition. The personnel in this section were exceptionally well qualified.
8. The Special Weapons delivery section of the 803rd ABG Supply Squadron was well organized. The maintenance of the bomb dollies was good and the maintenance records were adequate and up to date.
9. The BW-CW passive defense plan for the Base was satisfactory. The training program in effect was adequate to meet minimum requirements. Participation by the 303rd Bomb Wing (M) in this program was good.

ROSTER OF INSPECTORS

<u>Rank and Name</u>	<u>ASN</u>	<u>Inspection Specialty</u>	<u>Source</u>
Colonel Robert J. Hughey	1961A	Team Chief	USAF
Lt. Col. Thomas J. Davis	7363A	Pers and Admin	USAF
Lt. Col. William P. Dunn	A0581611	Maintenance	USAF
Lt Col. David H. Konin	6724A	Elect and Comm	USAF
Lt. Col. Clarence C. McPherson	1906A	Operations	USAF
Lt. Col. Joseph H. Mulholland	A0436040	Ground Powered Equip	USAF
Lt Col. Carroll T. Tower	A0516323	Maintenance	USAF
Maj. Birtrum G. Bateman	A0865365	Special Weapons	USAF
Maj. Claude H. Bridges	A0725256	Training	USAF
Maj. Robert S. Clark	12565A	Pers and Admin	USAF
Maj. Richard P. Gingland	A0856458	Power Plants	USAF
Maj. James C. Jeffery	A0761595	Trainee	USAF
Maj. Robert A. Myers	11881A	AOB	USAF
Maj. Samuel D. Jordon	A0568833	Airframe	USAF
Maj. Edwin J. Poplawski	A01583518	Trainee	USAF
Maj. Richard J. Taylor	A0434177	Supply	USAF
Maj. John S. Teague	A0861616	Photo-Intell	USAF
Capt. Cletis H. Bennett	A0567269	Amr - Gunnery	USAF

ROSTER OF INSPECTORS (CONTD)

<u>Rank and Name</u>	<u>ASN</u>	<u>Inspection Specialty</u>	<u>Source</u>
Capt. Veto C. Turrin	A0876611	Perf. Engineer	SAC

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1442

INDEX

1. Activation Orders
2. Mission of the 303rd Bomb Wing
3. History of the 303rd Bomb Wing
4. Division and Wing Key Personnel
5. Telephone Listings of 303rd Bomb Wing
6. Briefing Schedules - Operations Order 139-54
7. Aircraft Assignment Record (B-47) & (KC-97)
8. B-47 Aircraft 110 Data
9. KC-97 Aircraft 110 Data
10. Ground Powered Equipment By Squadrons (Auth) & (Ascd)
11. Supply & Equipment Shortages
12. Standard Control Charts

GENERAL ORDERS)

NUMBER (9)

GO (9)
HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
30 August 1951

SECTION
DESIGNATION AND ORGANIZATION OF HEADQUARTERS 36TH AIR DIVISION I
ACTIVATION OF 303D BOMBARDMENT WING, MEDIUM II

SECTION I

DESIGNATION AND ORGANIZATION OF HEADQUARTERS 36TH AIR DIVISION-- 1. The unit listed below, having been designated and assigned to the Strategic Air Command, is further assigned to the Fifteenth Air Force and organized under Table of Distribution at Davis-Monthan Air Force Base, Tucson, Arizona, effective 4 September 1951:

Unit	SAC PAT No
Headquarters, 36th Air Division	110-1, 15 Jan 51
2. Personnel will be furnished from sources under the control of the Commanding General, Fifteenth Air Force.	
3. Equipment is authorized in accordance with appropriate T/Ac.	
4. Authority: Letter, Department of the Air Force, 322 (AFOMD 370g), subject: "(Unclassified) Designation and Organization of the Headquarters, 36th Air Division," 23 July 1951.	

SECTION II

ACTIVATION OF 303D BOMBARDMENT WING, MEDIUM. -- 1. Effective 4 September 1951:

a. The units listed below, having been assigned to the Strategic Air Command, are further assigned to the Fifteenth Air Force and activated at Davis-Monthan Air Force Base, Tucson, Arizona:

Unit	T/OES	Auth Strength		
		OFF	ASN	Asgmt
Hq & Hq Sq, 303d Bomb Wg, Medium	1-1021T, 14 Apr 50 W/I Change Sec II, IIIA & IID 1 x coln 5 Sec III, IIIA, & IIID 1 x coln 5B	37	87	303d Bomb Wg Medium
Hq, 303d Bomb Op Medium	1-1122T, 4 May 50 Sec II, 1 x coln 5 SEC III, 1 x coln 5B	23	30	303d Bomb Op Medium

Unit	T/O&K	Auth Strength		
		OFF	AMN	Asgmt
Bomb Sq, Medium 358, 359, 360	1-1153T, 9 May 50 W/I Change Sec II & IIB, 1 x colm 5 Sec III & IIB, 1 x colm 5B	91	313 (each)	303d Bomb Op Medium
303d Maint Sq	1-7153T, 8 May 50 Sec II, 1 x colm 5 Sec III, 1 x colm 5B	12	265	303d Bomb Op Medium
303d Air Refueling Sq, Medium	1-1124T, 9 May 50 W/I Change Sec II & IIA, 1 x colm 5 Sec III & IIA, 1 x colm 5B	92	296	"
303d Supply Sq	1-7464T, 18 Apr 50 Sec II, 1 x colm 5 Sec III, 1 x colm 5B	10	156	43d Air Base Group
303d Motor Veh Sq	1-8147T, 18 Apr 50 Sec II, 1 colm 5 Sec III, 1 x colm 5B	4	177	"
303d Air Police Sq	1-8024T, 5 Apr 50 Sec II, 1 x colm 6 Sec III, 1 x colm 6B	4	109	"
303d Food Sv Sq	1-8015, 24 Mar 48 as changed by 1-0001B, 1 Jan 49 as modified by EML 1-8015-2	35	202	"
303d Instl Sq	1-8146T, 18 Apr 50 Sec II, 1 x colm 6 Sec III, 1 x colm 6B	4	159	"
303d Medical Sq	1-9022T, 31 Mar 50 Sec II, 1 x colm 6 9 and 10; 4 x colm 8 Sec III, 1x col, 6B, 9 and 10; 4 x colm 8	27	98	"

b. The following Table of Distribution units are designated and organized at Davis-Monthan Air Force Base, Tucson, Arizona:

Unit	SAC PAT no	Group Asgmt
4303d Orgn Maint Sq	80-2B, 20 Apr 51	303d Bomb Group, Medium
4303d Armt Elect Maint Sq	90-4A, 10 Jul 51	303d Bomb Group, Medium
4303d Operations Sq	120-1, 15 Jan 51	43d Air Base Group

c. The units listed below are assigned to the 36th Air Division:

43rd Bombardment Wing, Medium
303d Bombardment Wing, Medium
43d Air Base Group
775th AF Band
4007th WAF Squadron

d. The 9th Air Refueling Squadron, Medium, is attached to the 36th Air Division for administration, operational control, and logistical support.

2. Personnel will be furnished from sources under the control of the Commanding General, Fifteenth Air Force.

3. Equipment for T/O&S units is authorized in accordance with columns of T/O&S cited. Equipment for Table of Distribution units is authorized in accordance with appropriate T/As. Redistribution of T/O&S equipment will be as directed in separate instructions.

4. Precedence Category is assigned as follows:

All units of 303d Bombardment Wing, Medium XVII-35
Hq, 36th Air Division XIX-75

5. Authority: Letter, Department of the Air Force, 322 (AFPMG 413g), subject: "(Unclassified) Constitution, Activation, and Redesignation of Units of the 303d Bombardment Wing, Medium," 27 August 1951.

BY COMMAND OF LIEUTENANT GENERAL LEMAY:

OFFICIAL:

A. W. KISSNER
Major General, USAF
Chief of Staff

GIENN P. HELL
Colonel, USAF
Adjutant General

Distributions: D

A TRUE COPY:

/s/ BETTY L. PARSONS
2d Lt, USAF
Asst Adj

KODAK SAFETY FILM

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Mission of the 303rd Bomb Wing

1. The Commander 303rd Bomb Wing will:
 - a. Man, train and equip assigned units for the primary purpose of conducting long-range bombardment operations utilizing either atomic or conventional weapons.
 - b. Develop and maintain the capability to engage in effective air refueling operations.
 - c. Develop a mobility capability and train subordinate units to the degree required to permit overseas deployment and establishment of operations on short notice in any part of the world, as directed by higher headquarters.
 - d. Support the Air Reserve and National Guard programs in accordance with instructions from higher headquarters.
 - e. Be prepared to participate in disaster relief and other domestic emergencies.
 - f. Perform such special missions as directed by higher headquarters.

1447

HISTORY

of the

303RD BOMBARDMENT WING, MEDIUM

3

The 303rd Bombardment Group, Heavy, was constituted by the authority contained in War Department letter AF 320.2(1-19-42) MR-M-AAF/A-1, dated 28 January 1942, subject, Constitution and Activation of Air Corps Units. They were activated at Pendleton Field, Oregon, by General Order No. 5, dated 3 February 1942, at Headquarters Second Air Force, Fort Wright, Washington. The 358th, 359th and 360th Bombardment Squadrons were also activated by the same authority and assigned to the 303rd Bomb Group. Shortly after the Group was activated, it was alerted for overseas combat duty and after eight months of intensified training the 303rd arrived in England. For the first seven months of their tour in England the 303rd operated from a United Kingdom base with the help of the Royal Air Force, which at that time was already highly seasoned in the art of aerial warfare. On the 17th of November 1942, in the dying darkness of the English morning, the few available B-17 Flying Fortresses took off, assembled in formation, and then set course for the French City of St. Nazaire - destruction bent. Bad weather and inexperience of the B-17 crews produced an abortive effort. The target was never identified, the bombs were not released; but the very next day they scored their first strike against the enemy on the same target that they had failed to see the day before. Every mile of American air penetration was bitterly contested by the enemy, but as opposition increased, so did American determination. Against almost impossible odds the bombers kept fighting through, never once turning back until their bombs had blasted the target.

In January 1943 the 303rd was assigned the task of carrying the air war to the enemy's doorstep - the target was the shipbuilding yards at Wilhelmshaven. The 303rd destroyed their target, shot down several enemy fighters and returned home unscratched. To the Germans this had only one meaning - their entire homeland would soon feel the blast of American bombs. Later in 1943, the first long-range fighters were sent along to escort the bombers and penetrations into enemy territory became increasingly deeper.

Because the numerical designation of bombardment groups in England was classified, the men of the 303rd picked the name of "Hell's Angels" as a simple descriptive and appropriate title of identification for their unit. It was the name of an original 303rd Flying Fortress with an established record of dependability, endurance and mechanical efficiency that fitted right into the current mission of the 303rd Bombardment Group.

With the arrival of the year 1944 came the announcement that the backbone of the Luftwaffe had been broken. For the next two months the bombardiers accurately unloaded their destructive missiles on aircraft factories and airfields while the gunners and escorting fighter pilots poured thousands of rounds of ammunition into the defenders' planes, thus reducing the once proud Luftwaffe to a secondary air force. In March of 1944 the "Hell's Angels" joined with the rest of the Eighth Air Force units to challenge the Nazi boast that Berlin - Big "B" - could never be attacked by daylight bombers. When the stream of Flying Fortresses and Liberators finally ended, the city of Berlin lay in a battered ruins of dust and smoke. The next really big job came on June 6th - "D" Day - when the entire American Air Force was sent in support of the ground troops whose invasion of Normandy was to be the final shattering blow to the dream of Nazi conquest. While the ground troops were advancing through France the "Hell's Angels" were assigned various tactical and strategic targets and continued to pile up missions until the Nazis finally yielded to the demand unconditional surrender, thus ending World War II and the history of the original 303rd Bomb Group. The history of the 303rd Bomb Group contains the following list of accomplishments:

Number of combat missions flown:	364
Tons of bombs dropped:	26,343
Enemy fighters destroyed:	378
Enemy fighters probably destroyed:	104
Enemy fighters damaged:	182

The Group had been scheduled for redeployment in the Pacific, but this plan was changed and soon after VE-Day the 303rd (less aircraft and combat crews) and its supporting units were ordered to Casablanca, French Morocco, for service in the "Green Support Project." The "Green Project" was established for the purpose of returning veteran military personnel from the European and Mediterranean theaters to the United States. However the 303rd ceased to be a flying unit and was actually transferred to North African Division, ATC. Headquarters, 303rd Bombardment Group (H) and the 358th, 359th 360th and 427th Bombardment Squadrons (H) were deactivated on 25 July 1945 by General Air Transport Command, dated 23 July 1945.

On the 11th of June 1947, Headquarters 303rd Bombardment Group was redesignated Headquarters 303rd Bombardment Group (VH), assigned to the Strategic Air Command, and ordered activated. The same authority redesignated the 358th, 359th and 360th Bombardment Squadrons (H) as (VH), assigned them to the 303rd Bomb Group (VH) and directed that they be activated also. The place of activation was Andrews Field, Maryland. The 303rd had been reactivated as a part of the 70 Group Program, but it was never manned. SAC Statistical Summaries indicate that the 303rd remained at Andrews Field throughout this period of activation, its maximum assigned strength being four officers and four enlisted men in July 1947; thereafter the group remained at an assigned strength of one officer and one enlisted man until ordered deactivated, effective 6 September 1948 by General Orders No. 56, Headquarters Strategic Air Command, dated 7 September 1948.

In accordance with Strategic Air Command Orders No. 69, dated 30 August 1951, the 303rd Bombardment Wing, Medium, having been assigned to the Strategic Air Command, was further assigned to the Fifteenth Air Force and activated at Davis-Monthan Air Force Base, Tucson, Arizona, effective 4 September 1951. Its primary mission was the organization and manning of its squadrons with key personnel and the establishment of administrative and supply functions sufficient to house and administer future incoming personnel. Its secondary mission was to organize and train a force capable of immediate and sustained long range offensive bombardment and air-to-air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons. On the 12th day of October 1951, the 303rd received its first B-29A type aircraft and with the subsequent assignment of crews and additional aircraft the training program got underway. In December 1951 the 303rd Bomb Wing made its first contribution to the Korean conflict by sending six combat crews to the Far Eastern Air Force. With the framework established for the ultimate goal of "combat readiness", the 303rd continued on to the successful accomplishment of its goal.

In October 1952 the wing deployed 28 B-29 aircraft to Sidi Slimane French Morocco, for a period of one month. The wing flew an average of 49 hours per aircraft while at Sidi Slimane. Included was the wing maximum effort on the 28th of October in which all 28 of the TDY aircraft were airborne and over the target with operational bombing equipment. Return to Davis-Monthan was completed without incident.

The 303rd Bombardment Wing was released from the EWP commitments effective 1 January 1953 by message ODO4A, Headquarters 8th Air Force. Also on 1 January 1953 the Wing was relieved from the training prescribed in SAC regulation 50-8 and by 31 January 1953 6 of the 34 B-29 aircraft had been reassigned. Many crew regression resulted during the month from transfer of personnel and the assignment of 1241's to B-47 transition school. Reorganization under the B-47 T. O. on 20 January 1953 reduced the combat ready status of the 303rd Bomb Wing to zero due to lack of assigned B-47 type aircraft and crews although a low capability still existed in B-29 type aircraft. On 26 January 1953, personnel in training at B-47 transition school were reported on the SAC VI report as assigned non combat ready crews in accordance with instructions from Headquarters Fifteenth Air Force. Reorganization, manning, equipping and training continued during the months to follow. As combat crew personnel completed the initial phases of training at Wichita and Pinecastle they were returned to Davis-Monthan to continue training under SAC regulations 50-43 and 51-19.

On 1 January 1954 the wing was placed under the SAC regulation 50-8 training program and the SAC Management Control system. In March 1954, the wing was deployed to the United Kingdom for a three month period of TDY. During May a USCM was conducted in accordance with 7th Air Division operations order 111-54. The mission was scheduled as a 100% maximum effort and was executed in that manner. The mission was very successful.

and demonstrated a high level of combat capability in the Wing. Of the 43 aircraft available in the United Kingdom, 42 were airborne on the mission. Excellent bombing results were attained and all scheduled refuelings were successfully completed.

The Wing returned to Davis-Monthan in June 1954.

Division and Wing Key Personnel

Position	Rank	Name	OFF Phone
36 AD Comdr	Brig Gen	Ohman, Nils O.	234
36 AD Directors			
Operations	Col	Sowers, Louis M.	621
Material	Lt Col	Payne, Lilburn G.	767
Personnel	Lt Col	Powell, William K.	336
803rd ABG Comdr	Col	Whipple, Robert C.	539
Deputy Comdr	Lt Col	Sparks, John	780
303rd Bn Wg Comdr	Col	Wrigglesworth, William J.	745
Deputy Comdr	Col	Chapman, Lloyd D.	661
303rd Wing Directors			
Operations	Col	Matthews, Ira V.	686
Material	Lt Col	Hemsey, Max W.	782
Personnel	Lt Col	Moore, John T.	240
Squadron Comdrs			
Hq Sq Sec	Lt Col	Moore, John T.	240
358th Bn Sq	Lt Col	Fitter, Philip A.	403
359th Bn Sq	Lt Col	Reinhardt, Herbert W.	8215
360th Bn Sq	Lt Col	Maucher, Robert A.	8232
303rd Air Rflg Sq	Lt Col	Ward, Rufus A.	8021
303rd Pdc Maint Sq	Major	Smith, Merton V.	286
303rd Fld Maint Sq	Major	Cunningham, Donald B.	637
303rd A&S Maint Sq	Major	Hudson, W. T.	672
303rd TAG Hosp	Capt	DeHaven, K. L.	320

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

9 July 1954

OFFICE	NAME	PHONE	BLDG	RES
Commander	Col W. J. Wigglesworth	745-661	T-1437	8466
Deputy Commander	Col L. D. Chapman	661-745	T-1437	5-6462
Wing Inspector	Lt Col C. O. Roberts	217-678	T-1437	6-6322
Administrative Inspector	M Sgt J. O. Tilley	217-678	T-1437	5-3811
Adjutant	Capt D. A. Neill	678-217	T-1437	5-8194
Asst Adjutant	1st Lt C. Y. P. Liu	217	T-1437	8586
Wing Sergeant Major	M Sgt R. F. Beckley	217-678	T-1437	3-2996
Classified Files	S Sgt R. Hinojosa, Jr.	217	T-1437	758
Message Center	S Sgt J. R. Woolbright	217	T-1437	2-4865
Wing Security Officer	Maj G. A. Pestell	8532	T-1533	6-1994
Director of Personnel	Maj R. W. Bouknecht	240-8061	T-2000	5-3610
Officers' Section	Capt J. D. Hampton	226-240	T-2000	5-4944
Airmens' Section	2nd Lt L. E. Davenport	226-240	T-2000	8336
Director of Operations	Col I. V. Matthews	686-628	T-1437	4-6784
Dep Director of Operations	Lt Col E. G. Shelton	686-628	T-1437	5-0246
Operations Administration	M Sgt F. J. Hamer	285-8102	T-1437	5-5910
Flying Safety Officer	Maj J. J. Irby	8517	T-1437	6-0455
Wing Comm-Elect Officer	Maj M. F. Holland	8532	T-1533	
Wing ECM Officer	Maj G. A. Pestell	8532	T-1533	6-1994
Chief Intelligence Div.	Maj W. R. Blackburn	740-649	T-2432	4-7755
Combat Intelligence Sec	Capt L. P. Murray	740	T-2432	6-8069
Estimates Section	1st Lt L. W. DeMoss	740-649	T-2432	6-9173
Operational Intel Sec	1st Lt R. J. Spiett	784	T-2432	
Operations and Training	Lt Col P. A. Fitter	265-8102	T-1437	6-9590
Observers Branch	Lt Col H. M. Light, Jr	654	T-1437	5-0089
Navigation Section	Lt Col M. P. Lewis	654	T-1437	5-3036
Bombing Section	Maj John E. Farrell II	654	T-1437	5-1740
Target Development Sec	Maj John E. Farrell II	654	T-1437	5-1740
Operations Plans Section	Lt Col Arnold W. Henke	8435	T-1533	6-8405
Tactical Plans Sec	Maj Arthur M. Neal	8435	T-1533	5-9778
War Plans Section	Lt Col Arnold W. Henke	8435	T-1533	6-8405
Flying Training Officer	Lt Col R. A. Ward	265	T-1437	5-2778
Reports and Analysis Sec	Maj James A. Moberly	269	T-1437	6-0831
Air Operations Section	Maj Denzil Poston	8330	T-1533	6-5388
Requirements Section	Maj Stanley E. Hall	269	T-1437	6-7359
Control Room	Maj Denzil Poston	625-8050	T-1533	6-5388
NCCIC Control Room	T Sgt R. W. Hendrix	625-8050	T-1533	5-8646
Ground Training Officer	Capt L. J. Hildebrand	243	T-2400	6-5463
Munitions Officer	Capt David Q. MacCalla	285	T-1437	
Special Weapons Officer	Maj F. E. Hawke	605	T-75	2-1500
Gunnery Officer	2nd Lt L. E. Stouffer	8330	T-1533	6-3785
B-47 Wing Stand Board	Maj A. J. Mills			6-5751
KC-97 Wing Stand Board	Capt Chas. L. Taylor			6-5828
Wing Comptroller	Maj W. G. Thomas	654-269	T-1437	6-0938

OFFICE	NAME	PHONE	BLDG	RES
Director of Materiel	Lt Col M. W. Henney	782	T-1437	5-0507
Chief Clerk	M Sgt H. E. Wallace	782	T-1437	5-7982
Chief of Maintenance	Major B. J. Barry	372-8064	T-1540	6-0159
Acft Recds & TOC Officer	1st Lt W. E. Dean	415	T-1540	5-6480
Flight Test Officer	Capt O. R. Martin	571	T-1540	
Job Control	M Sgt A. P. Gianino	417	T-1540	
Maint Control Officer	Maj C. J. Sawyer	8363	T-1540	6-1635
Scheduling		417	T-1540	
Flt Line Work Orders		8284	T-1540	
A&E Dispatch		647	T-1540	
Aircraft Status		8182-8253	T-1540	
Qualify Control Officer	Maj J. P. Pendleton	354	T-1540	5-3214
Tech Order Distribution	M Sgt W. Barraclough	8446	T-1540	5-9659
UR Section	M Sgt L. L. Hershner	8446	T-1540	
Reports & Analysis Off	CWO C. M. O'Toole	8556	T-1540	5-0086
Analysis Section	M Sgt J. R. Reed	515	T-1540	4-0652
Chief Clerk	S Sgt J. N. McHenry	372-8064	T-1540	
Maint Standardization Tm	1st Lt C. K. Carlton	8077	T-1540	5-5523
Supply Liaison Officer	CWO W. E. Guerin	459-513	T-1540	4-3086
Wing Logistics Officer	Capt W. J. Holt	526	T-1437	6-6262
Wing Supply Officer	Capt A. L. Holcomb	641	T-1437	5-5284
<u>Hq Sq Section</u>				
Commander	Maj R. W. Bouknecht	8061-240	T-2000	5-3610
Adjutant	1st Lt D. G. Klingenberger	488-758	T-1536	5-3840
1st Sgt	M Sgt N. H. Sawyers	758-488	T-1536	6-5282
Supply Sergeant	T Sgt R. C. McDaniel	8401	T-1539	
Asst Supply Sgt	S Sgt R. L. Sorensen	8401	T-1539	758
<u>303d Tactical Hospital</u>				
Commander (Wg Surgeon)	Capt K. L. DeHaven	320	T-3316	5-5148
Adjutant	Capt M. J. King	779	T-3410	6-7329
First Sergeant	T Sgt R. T. Draeger	673-475	T-3233	5-4533
<u>303d Air Refueling Sq</u>				
Commander	Lt Col H. G. Bussing	8021	T-1708	5-2710
Adjutant	2nd Lt N. R. Gerlich	355	T-1708	8336
1st Sgt	T Sgt G. E. Whittington	355	T-1708	6-8625
Personnel Officer	2nd Lt N. R. Gerlich	355	T-1708	8336
Operations Officer	Maj A. G. Ray	749-688	T-2722	6-9566
Operations Section(NCOIC)	M Sgt T. P. Lynch	749-688	T-2722	
Chief Clerk	T Sgt K. B. Van Voorhies	749-688	T-2722	6-5227
Form 5 Clerk	A/2C D. G. Pendell	749-688	T-2722	
Sq Flight Engineer	M Sgt A. G. Fossett	688	T-2722	
Sq Engineering Officer	1st Lt B. R. Williams, Jr	437-568	T-2712	
Sq Personal Equipment Off	1st Lt Donald S. Polson	667	T-2710	5-8137
Sq Supply Officer	2nd Lt T. Dinerstein	564	T-1709	8336
Sq Ground Training Off	Capt W. V. Benedict	688-8370	T-2722	5-8594
Sq Communications Off	CWO C. S. Anderson	260	T-2722	4-4218
Sq Observer	Maj Archie Y. Dameron	688-786	T-2722	8436
Sq Security Officer	Capt W. A. Brown	688-786	T-2722	6-5341

OFFICE	NAME	PHONE	BLDG	RES
<u>358th Bomb Sq</u>				
Commander	Lt Col A. J. Bowley	403	T-5247	5-0806
Adjutant	Capt M. S. Mitchell	410	T-5247	5-2763
1st Sgt	M Sgt C. H. Bodine	410	T-5247	5-8758
Personnel Officer	Capt R. F. Newby	570	T-5247	6-0523
Security Officer	1st Lt D. G. Wright	8380	T-5247	6-1526
Operations Officer	Maj W. L. Spiller	8523	T-5247	5-0076
Operations Section				
Chief Clerk	A/1C F. T. Johnson	532	T-5247	
Form 5 Clerk	A/1C P. F. Hammond	8073	T-5247	
Squadron Observer	Maj A. G. Smart	8380	T-5247	6-1454
Flying Safety Officer	Capt J. M. Graves	8595	T-5247	5-5674
Communications Officer	1st Lt D. G. Wright	8380	T-5247	6-1526
Ground Training Officer	Capt T. T. King	8298	T-5247	4-7280
Personal Equipment Off	Capt D. C. Glover	8349	T-5247	5-5926
Engineering Officer	Capt Lamar Peoples	8543	T-5247	3-1269
Line Chief	M Sgt Otto J. Linss	616	T-5247	
<u>359th Bomb Sq</u>				
Commander	Lt Col H. W. Reinhardt	8215	T-5420	5-9767
Adjutant	1st Lt R. H. Jandorek	680-8304	T-5420	5-4982
1st Sgt	M Sgt E. D. Wurster	680-8304	T-5420	507
Personnel Officer	Capt K. H. Conley	680-8304	T-5420	5-5060
Security Officer	Capt A. R. Grimm	8344	T-5420	5-4896
Operations Officer	Maj R. H. Stanford	8029-8087	T-5420	6-9680
Operations Section				
Chief Clerk	A/1C J. D. Wilson	419-8087	T-5420	5-0328
Form 5 Clerk	A/2C S. H. Silber	8555	T-5420	5-5071
Squadron Observer	Maj J. R. DeMonte	8492	T-5420	6-5830
Flying Safety Officer	Capt F. W. Nunnally	8322	T-5420	6-9809
Communications Officer	Maj E. D. Bryant	8344	T-5420	6-9153
Ground Training Officer	Capt J. E. Wheeler	419-8029	T-5420	5-5956
Personal Equipment Off	1st Lt B. O. Wiltshire	8479	T-5420	6-9300
Engineering Officer	Maj H. McManus	506-8273	T-5420	5-2365
Line Chief	M Sgt W. L. Halliday	8273	T-5420	
<u>360th Bomb Sq</u>				
Commander	Lt Col R. A. Maucher	8232	T-5600	6-9120
Adjutant	Maj C. L. Balch	689-8206	T-5600	6-5192
1st Sgt	T Sgt R. H. Long	689-8232	T-5600	5-1635
Personnel Officer	Maj C. L. Balch	689-8206	T-5600	6-5192
Security Officer	Capt F. W. Joy, Jr	8206	T-5600	6-7220
Operations Officer	Maj S. E. Blessing	8010	T-5600	5-1493
Operations Section				
Chief Clerk	T Sgt A. J. Caldarale	8470-8580	T-5600	None
Form 5 Clerk	S Sgt F. Strack	8470-8580	T-5600	6-7769
Squadron Observer	Maj J. F. McClelland	8580	T-5600	6-9110
Flying Safety Officer	Capt J. A. Wells	8013	T-5600	5-8548
Communications Officer	1st Lt T. M. Hedrick	8594	T-5600	5-9200
Ground Training Officer	Capt E. H. Gregorie	8013	T-5600	6-3524
Personal Equipment Off	2nd Lt W. N. Yeager	8570	T-5600	5-9889
Engineering Officer	Capt T. C. Taylor	604	T-5600	5-0987
Line Chief	M Sgt R. Mc Kinsie	8573-604	T-5600	5-9941

OFFICE	NAME	PHONE	BLDG	RES
<u>303d Periodic Maint Sq</u>				
Commander	Maj M. V. Smith	286-8078	T-1638	6-0561
Adjutant	1st Lt A. F. Lavender	286-8078	T-1638	
1st Sgt	M Sgt T. F. Derr	286-8078	T-1638	6-9020
Supply Officer	CWO C. C. Liming	216	T-1743	6-7719
Acraft Maintenance Officer	Capt C. F. Booth	8339	T-1740	
Docks #1		8163		
#2		8150		
#3		None		
#4		8568		
#5		8563		
#6		None		
KC-97 Dock Supply		8150		
B-47 Dock Supply		8159		
<u>303d Field Maint Sq</u>				
Commander	Maj D. B. Cunningham	8045	T-4300	5-497
Adjutant	1st Lt A. A. Valfre	637	T-4300	6-3338
1st Sergeant	M Sgt Harry R. Turby	637	T-4300	5-4984
Fld Maint Officer	Maj Olen L. Waters	732	T-1540	6-3181
Aero Repair Officer	1st Lt C. F. MacDonald	642	T-1540	8436
Asst Aero Repair Off	WOJG D. A. Level	685		
NCOIC Boom Shop	T Sgt W. W. Perry	8062	T-81	637
NCOIC Electric Shop	T Sgt W. C. Gordon	275	T-5404	637
NCOIC Hydraulic Shop	M Sgt F. E. McLaurin	8482	T-1440	8009
NCOIC Instrument Shop	S Sgt I. L. Harries	432	T-5500	5-0439
NCOIC Reclamation Area	A/2C R. L. Benfer	643	T-106	637
4360 EBU Officer	1st Lt Ray W. Miller	473	T-1540	6-3133
NCOIC EBU Section	M Sgt R. L. Swinehart	473	T-1540	6-3880
NCOIC Prep Shop	T Sgt R. M. Hauser	477	T-1540	
Fabrication Officer	1st Lt R. T. Wood	8462	T-5028	5-1433
NCOIC Auxiliary Power	S Sgt C. W. Rose	8265	T-5036	
NCOIC Brake Chute Shop	S Sgt J. Huberty	476	T-4625	6-4707
NCOIC Life Raft Shop	A/2C John Meehan	8471	T-4407	
NCOIC Machine Shop	T Sgt James T. Hamilton	8542	T-5028	5-4835
NCOIC Paint & Dope Shop	T Sgt G. C. Shoemaker	8059	T-5028	637
NCOIC Parachute Shop	T Sgt E. M. Freeland	8191	T-4401	637
NCOIC Welding Shop	S Sgt J. A. Pulling	565	T-5028	5-6979
NCOIC Woodmill	T Sgt A. Van Gorder	8231	T-5030	5-9095
NCOIC Sheet Metal Shop	M Sgt R. R. Peters	441	T-5028	3-0730
NCOIC Fabric & Textile	S Sgt John W. Hopkins	589	T-5035	5-4578
Power Plant Branch	1st Lt R. W. Miller	473	T-1540	6-3133
Unit Supply Officer	CWO Jerome Tannen	8421	T-4201	6-8280

OFFICE	NAME	PHONE	BLDG	RES
<u>303d A&E Maint Sq</u>				
Commander	Lt Col R. E. Dougherty	672	T-4200	5-1050
Adjutant	1st Lt G. A. Knott	672	T-4200	8122
1st Sergeant	M Sgt W. J. McCleary	624	T-4200	6-3869
Unit Supply	Capt J. A. Omega	5561	T-1529	5-6861
Maintenance Supervisor	Maj W. T. Hudson	309	T-5125	5-0032
Supervising Unit Officer	Capt G. E. Coons	215	T-5125	5-6536
Administration	T Sgt O. E. Williams	338	T-5125	5-0064
Technical Analysis	T Sgt E. D. Schuyler	507-8094	T-5125	
Dispatch Section	M Sgt E. H. Nenna	761-8090	T-5125	4-7124
Status Section		761-8090	T-5125	
Work Order Section		761-8090	T-5125	
Material Control Supvr	1st Lt A. A. Vrabel	8454	T-5125	6-8219
Issue Window		8007	T-5125	
Systems Officers:				
Bomb-Nav System	CWO J. E. Prater	587	T-5125	
Weapons System	Capt L. E. Pauly	587	T-5125	5-5530
Gunnery System	Capt H. T. Litts	587	T-5125	6-4789
Radio System	1st Lt D. D. Kavanagh	587	T-5125	
Radar System	1st Lt D. D. Kavanagh	587	T-5125	
Flight Line Branch:				
Flight Line Maint Off	Capt A. E. Speer	215	T-5125	5-6557
NCOIC Bomb-Nav	M Sgt L. W. Weeks	644	T-5125	6-3869
NCOIC Auto-Pilot	T Sgt H. G. Smith	644	T-5125	
NCOIC Camera	T Sgt A. M. Sanchez	8360	T-5125	5-6886
NCOIC Weapons & Releases	M Sgt H. Lesley, Jr	8360	T-5125	624
NCOIC Gunnery	M Sgt W. P. Parker	644	T-5125	624
NCOIC Radio	M Sgt L. P. Rowley	644	T-5125	6-7821
NCOIC Radar	M Sgt D. A. Cothran	8360	T-5125	5-6592
Field Maintenance Branch	Capt R. J. Barlow	627	T-5123	6-6743
Shop Supervisor	M Sgt J. F. Hughes	627	T-5123	
Processing & Receiving		248	T-5123	
Periodic Maint Branch	Capt G. V. Ziman	8400	T-1470	
Periodic Maint Supvr	M Sgt H. E. Simon	8400	T-1470	624
Field Engineers:				
Sperry	Mr. Keates	8512	T-5125	6-4503
Western Electric	Mr. Whelfing	8512	T-5125	6-1503
General Electric	Mr. Schubert	8512	T-5125	
Western Electric	Mr. Clark	627	T-5123	5-3105
RCA	Mr. Ferguson	627	T-5123	

DISPOSITION FORM

30DC

SUBJECT: Flight Planning and Briefing for Operations
Order 139-54

TO: See Distribution

FROM: Director of Operations 8 Sep 54
303rd Bomb Wing, M

1. Reference Operations Order 139-54, schedule for detailed flight planning and briefing:

- a. Detailed Flight Planning
 - 360th Bomb Sq - 0800 hours, 11 September in Squadron Ops
 - 359th Bomb Sq - 0730 hours, 13 September in Squadron Ops
 - 358th Bomb Sq - 1300 hours, 13 September in Squadron Ops
- b. Target Study - As directed by Observer's Section
- c. Mutual ORT Briefing - 1400 hours, 13 September 1954, Foxhole
- d. General Briefing - 0800 on 14 Sep 54 in the Foxhole
 - Specialized Briefing following General Briefing
- e. Pre-take off Briefing for Deployment - 3 hours before take-off at Base Operations Flight Planning Room, Bldg. T-1243
- f. Pre-Take Off Briefing for Simulated Strike - 3 hours before take-off in the Foxhole.
- g. Interrogation - On landing of each strike increment in 359th Operations Building
- h. Critique - 1500 hours on 22 Sep 54 in the Foxhole

Ira V. Matthews
IRA V. MATTHEWS, Colonel, USAF
Director of Operations

DISTRIBUTION: C & D

- plus - 1 cy Comdr 36th ADiv
- 1 cy Comdr 803d ABGP
- 1 cy Weather Detachment
- 10 cys - Col Hughey, CIC CRT Inspection Team

Aircraft Assignment Record

	Auth	B-47 Asgd	Poss	Auth	KC-97 Asgd	Poss
JAN	45	46	45	20	20	20
FEB	45	46	45	20	20	19
MAR	45	46	43	20	20	20
APR	45	45	43	20	20	20
MAY	45	45	44	20	20	19
JUN	45	45	42	20	20	20
JUL	45	44	44	20	20	20
AUG	45	51	50	20	20	20

Note: Assigned and possessed as of last day of month

DIRECTORATE OF OPERATIONAL READINESS & TECHNICAL INSPECTION
OFFICE OF THE INSPECTOR GENERAL, USAF
MortonAFB, California

B-47 Aircraft

DATA FROM RECORDS OF

	<u>303d Bombardment Wing Medium</u> (Organization)						<u>7 September 1954</u> (Date)	
	<u>March</u> 45	<u>April</u> 45	<u>May</u> 45	<u>June</u> 45	<u>July</u> 45	<u>August</u> 45	<u>TOTAL</u> 270	<u>AVERAGE</u> 45
1. No. A/C Assigned	45	45	45	45	45	45	270	45
2. No. A/C Possessed	43	44	45	44	44	51	271	45
3. Hours A/C On Hand	32,237	31,680	33,032	36,006	32,736	33,627	199,318	33,220
4. Hours In Commission	16,817	20,068	27,979	29,962	23,818	17,129	135,773	22,629
5. Hours Flown	1421	1593	1912	1410	1308	1233	8877	1480
6. AOCF RATE	2%	3%	1%	4%	11%	6%	27%	5%
7. Hours Lost to AOCF	623	1134	384	1256	3686	2095	9178	1530
8. Hours Lost to TCC	9	0	0	0	0	0	9	0
9. Hours to Periodic Maint & Inspection	2147	2554	3112	1464	4248	3365	16,890	2815
10. Hours Lost to Mal- functions Mechanical defects or Operational damage	12,641	7,924	1,557	3,324	984	11,038	37,468	6,245
11. Hours Lost - Other Reasons	0	0	0	0	0	0	0	0

DATE OF OPERATIONAL READINESS. TECHNICAL INSPECTION
OFFICE OF THE INSPECTOR GENERAL, USAF
Norton, AFB, California

KC-97 Aircraft

DATA FROM RECORDS OF

303d Bombardment Wing Medium
(Organization)

7 September 1954
(Date)

	<u>March</u> 20	<u>April</u> 20	<u>May</u> 20	<u>June</u> 20	<u>July</u> 20	<u>August</u> 20	<u>TOTAL</u> 120	<u>AVERAGE</u> 20
1. No. A/C Assigned								
2. No. A/C Possessed	22	22	21	21	20	18	124	21
3. Hours A/C On Hand	16,256	15,840	16,087	15,122	14,880	14,749	92,934	15,489
4. Hours In Commission	11,214	11,624	13,652	12,257	12,288	10,290	71,325	11,889
5. Hours Flown	911	611	852	767	555	474	4170	695
6. AOCF Rate	5%	4%	4%	9%	3%	7%	32%	5%
7. Hours Lost to AOCF	862	581	587	1398	456	1056	4940	823
8. Hours Lost to TOC	0	0	0	0	0	0	0	0
9. Hours to Periodic Maint & Inspection	894	1292	192	96	1584	1605	5663	944
10. Hours Lost to Mal- function Mechanical defects or Operational damage	3286	2343	1656	1371	552	1798	11,006	1834
11. Hours Lost - Other Reasons	0	0	0	0	0	0	0	0

GROUND POWERED EQUIPMENT358th

NOMENCLATURE	MARCH		APRIL		MAY		JUNE		JULY		AUGUST	
	Auth	Asgl	Auth	Asgl	Auth	Asgl	Auth	Asgl	Auth	Asgl	Auth	Asgl
Air Compressor 3000PSI	1	2	1	2	1	2	1	2	2	2	2	2
Generator Type C-26	12	10	12	10	12	10	12	5	3	5	3	3
Generator Type B-11 and/or B-5	2	3	2	3	2	3	2	3	2	3	2	3
Generator Type C-22B	0	2	0	2	0	2	0	0	0	0	0	0
Generator Type C-21	0	0	0	0	0	0	0	2	0	2	0	2
Marthan Unit and/or Grecco	3	3	3	3	3	3	3	4	3	4	3	3

359th

Air Compressor 3000PSI	1	1	1	1	1	1	1	1	2	1	2	1
Generator Type C-26	12	12	12	9	12	9	12	5	3	3	3	3
Generator Type B-11 and/or B-5	2	3	2	1	2	1	2	1	2	2	2	1
Marthan Unit and/or Grecco	3	3	3	2	3	3	3	3	3	9	3	3

GROUND POWERED EQUIPMENT360th

NOMENCLATURE	MARCH		APRIL		MAY		JUNE		JULY		AUGUST	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
Air Compressor 3000PSI	1	2	1	2	1	2	1	2	2	2	2	2
Generator Type C-26	12	11	12	5	12	5	12	5	3	5	3	3
Generator Type B-11 and/or B-5	2	3	2	3	2	3	2	3	2	3	2	2
Marthan Unit and/or Gremco	3	3	3	3	3	3	3	3	3	3	3	3

303d AFS

Air Compressor Air Port, 2 Stage	4	4	4	4	4	4	4	4	2	4	2	4
Air Compressor Air Port A-1	1	1	1	1	1	1	1	1	2	1	2	1
Air Compressor 3000PSI	1	1	1	1	1	1	1	1	2	1	2	1
Generator, B-11	1	2	1	2	1	2	1	2	2	2	2	2
Generator, B-4B	0	1	0	1	0	1	0	1	0	1	0	1
Generator, C-21	10	8	10	8	10	10	10	10	10	10	10	10

GROUND POWERED EQUIPMENT303d Fld Maint

NOMENCLATURE	MARCH		APRIL		MAY		JUNE		JULY		AUGUST	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
A-1 Generators	0	2	0	2	0	2	0	2	0	2	0	2
Compressor High Pressure	2	2	2	2	2	2	2	2	2	2	2	2
Compressor Low Pressure	9	9	9	9	9	9	9	9	9	9	9	9
Diesel Units	0	0	0	0	0	0	0	0	0	0	0	0
Generator B-11	2	1	2	1	2	1	2	1	2	1	2	1
Generator C-26	1	0	1	0	1	0	1	0	1	0	1	0
Generator C-22	0	0	0	0	0	0	0	0	0	0	0	0
Generator C-21B	1	0	1	0	1	0	1	0	1	0	1	0
Refrigeration Units	6	0	6	0	6	0	6	0	6	0	6	0

303d Rdc Maint

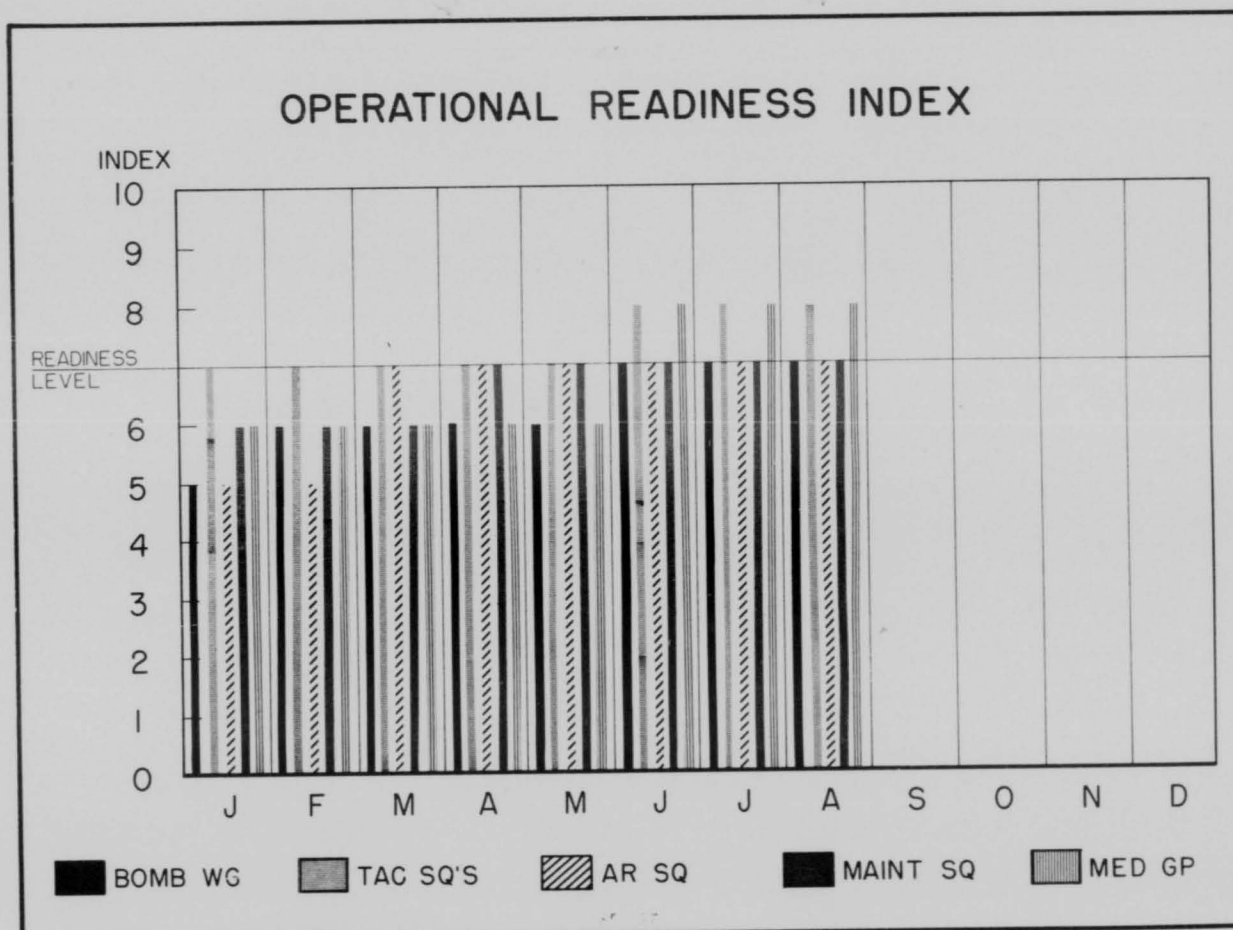
Compressor High Pressure	0	4	0	4	0	4	0	4	0	4	1	1
Compressor Low Pressure	0	3	0	3	0	3	0	3	0	3	3	1
Generator C-26	0	4	0	4	0	4	0	4	0	4	2	2
Generator C-21	0	1	0	1	0	1	0	1	0	1	0	0
Generator B-11	0	0	0	0	0	0	0	0	0	0	2	0
Generator E-3	0	0	0	0	0	0	0	0	0	0	3	2

Supply & Equipment Shortages

STOCK NUMBER	NOMENCLATURE	AUTH	ON HAND	SHORT	CONTROL NO	BASE SUP VOUCHER
7CAG-028975	Ammeter	2	0	2	7-10-21	55-14058
040220	Analyzer	3	0	3	7-10-22	55-14051
115250	Board	3	0	3	7-15-92	55-14040
170264-375	Cable Assy	2	0	2	7-10-25	55-14053
170276-1656	Calibrator	1	0	1	7-13-43	55-14052
170276-245	Calibrator	8	7	1	7-14-46	55-15537
* 269583-5	Delay Line	4	1	3	7-14-49	55-13929
* 269584	Delay Line	4	0	4	8-20-610	No Action
274100	Dummy Detector	4	0	4	7-15-92	55-14040
274446	Dummy Load	2	0	2	7-15-50	55-13935
* 318208-545	Frequency Meter	3	3	3	7-14-48	55-14047
318208-45	Frequency Meter	2	0	2	7-15-94	55-14037
354425	Galvometer	1	0	1	7-15-94	55-14037
363885	Generator	2	0	2	7-15-52	55-13936
363895	Generator	2	0	2	7-15-59	55-14055
36924-5	Generator	1	0	1	7-14-55	55-17188
* 363954	Generator	6	3	3	7-19-177	55-17179
530990	Meter	3	0	3	7-19-177	55-17179
575500	Mock Up	2	0	2	7-14-61	55-13958
587851	Multimeter	2	0	2	7-14-55	55-17188
* 611119	Oscilloscope	14	6	8	7-14-65	55-13960
* 611122	Oscilloscope	4	0	4	7-14-65	55-13960
720706	Shield	10	0	10	7-14-53	55-14055
725250	Simulator	2	0	2	7-14-69	55-13959
801313-48	Test Set	2	0	2	7-19-176	55-17138
801318-5478	Test Set	6	0	6	7-14-70	55-13944
801319-2972	Test Set	1	0	1	7-14-72	55-14056
801319-24	Test Set	1	0	1	7-14-73	55-13944
801319-499	Test Set	1	0	1	7-20-604	No Action
801842	Tester Assy	1	0	1	7-15-101	55-14034
866900	Transmitter	1	0	1	7-28-485	No Action
901575	Turntable	1	0	1	7-15-104	55-14039
973900	Voltmeter	1	0	1	7-22-337	55-20022
979564-5	Wattmeter	1	0	1	7-24-408	55-20091
352675	Gage	1	0	1	7-15-78	55-14074
797602	Tachometer	1	0	1	7-14-80	55-14073
* 801220	Tensometer	2	1	1	7-15-79	55-14072
807695	Tester	1	0	1	7-15-82	55-14070
7cBQ-766106	Support Assy	2	0	2	7-15-108	55-15528
7CQG-T101006-912	Cable Assy	6	0	6	7-15-87	55-14069
T101044	Shifter	2	0	2	7-15-107	55-15526
T101251	Simulator	1	0	1	7-15-91	55-16191
8220-407200	Hoisting Appar	1	0	1	7-19-228	55-17687
9BBQ-F30031	Protractor Assy	1	0	1	7-23-355	55-20104
F30038	Quadrant Assy	1	0	1	7-22-355	55-20104
F30045	Template Assy	1	0	1	7-22-355	55-20104

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>AUTH.</u>	<u>ON HAND</u>	<u>SHORT</u>	<u>CONTROL NO</u>	<u>BASE SUP VOUCHER</u>
9CMD-A25917	Retaining Tool	2	0	2	7-19-232	55-17690
B46619H	Gage	1	0	1	7-19-233	55-17691
87225666	Wrench	4	0	4	7-19-234	55-17692
C70631	Staff	24	0	24	7-19-235	55-17693
G7161237	Tool	1	0	1	7-19-236	55-20103
5077201	Gage	1	0	1	7-19-235	55-17693
5077203	Gage	1	0	1	7-19-233	55-17691
5077204	Gage	1	0	1	7-19-233	55-17691
5621065	Removing	1	0	1	7-19-237	55-17700
7225087	Brush	50	0	50	7-19-236	55-17741
7249302	Gage	4	0	4	7-3-5	55-12229
7248687	Gage	4	0	4	7-23-237	55-17700
7265788	Reflector	1	0	1	7-19-236	55-17741
7319915	Gage	1	0	1	7-19-236	55-17741
7319916	Gage	1	0	1	7-19-236	55-17741
7319920	Gage	1	0	1	7-19-238	55-17699
7319928	Gage	1	0	1	7-19-238	55-17699
7319932	Bolt	1	0	1	7-19-236	55-17741
9CG8-14098801	Fixture	1	0	1	7-23-363	55-20099
9DSG-TL45740	Gun Assy	2	0	2	7-23-363	55-20098
100140	Adapter	1	0	1	7-23-365	55-20098
8TAA-906000	Theodolite	2	1	1	7-19-227	55-17696
	Transit Engrs					

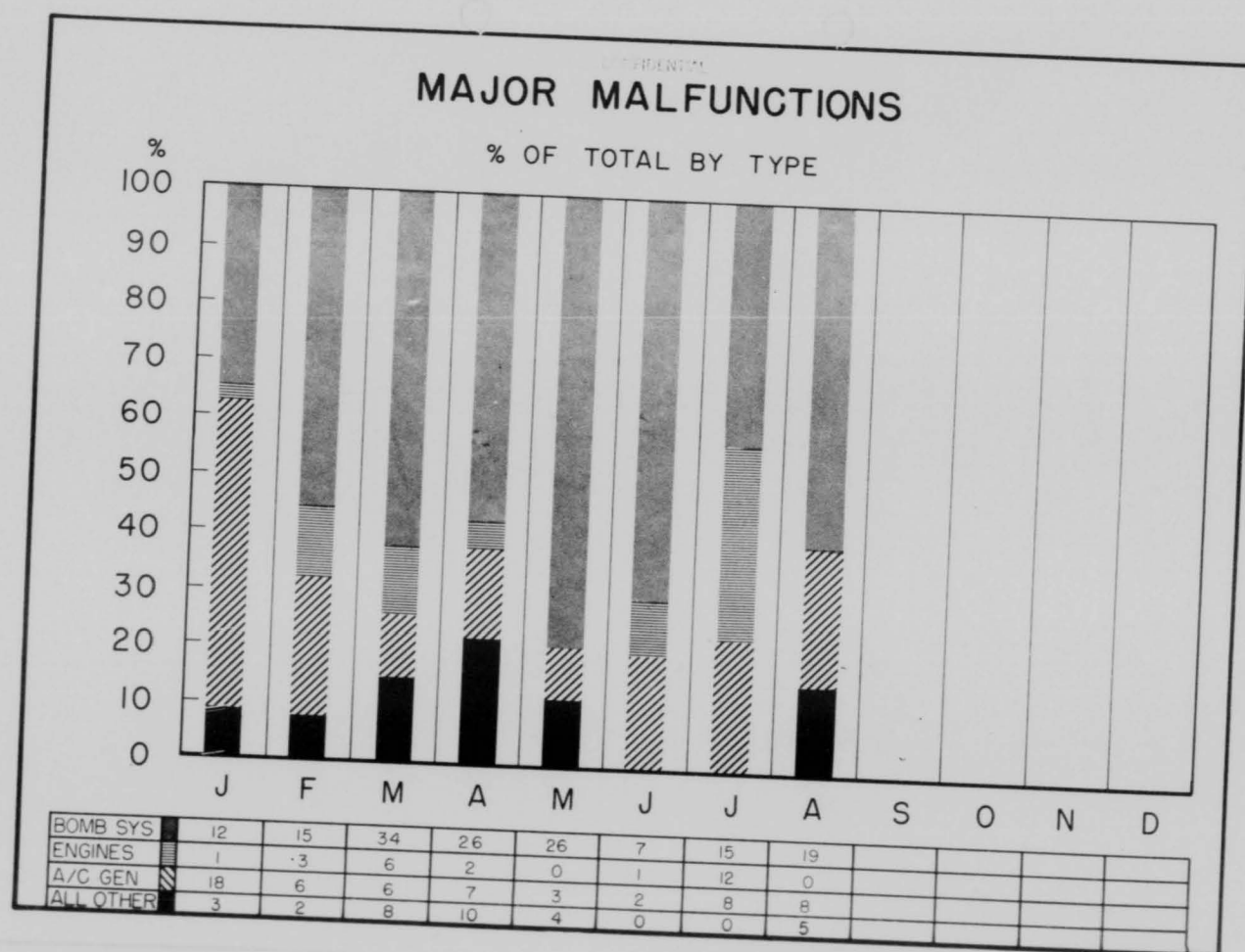
* Highly Critical



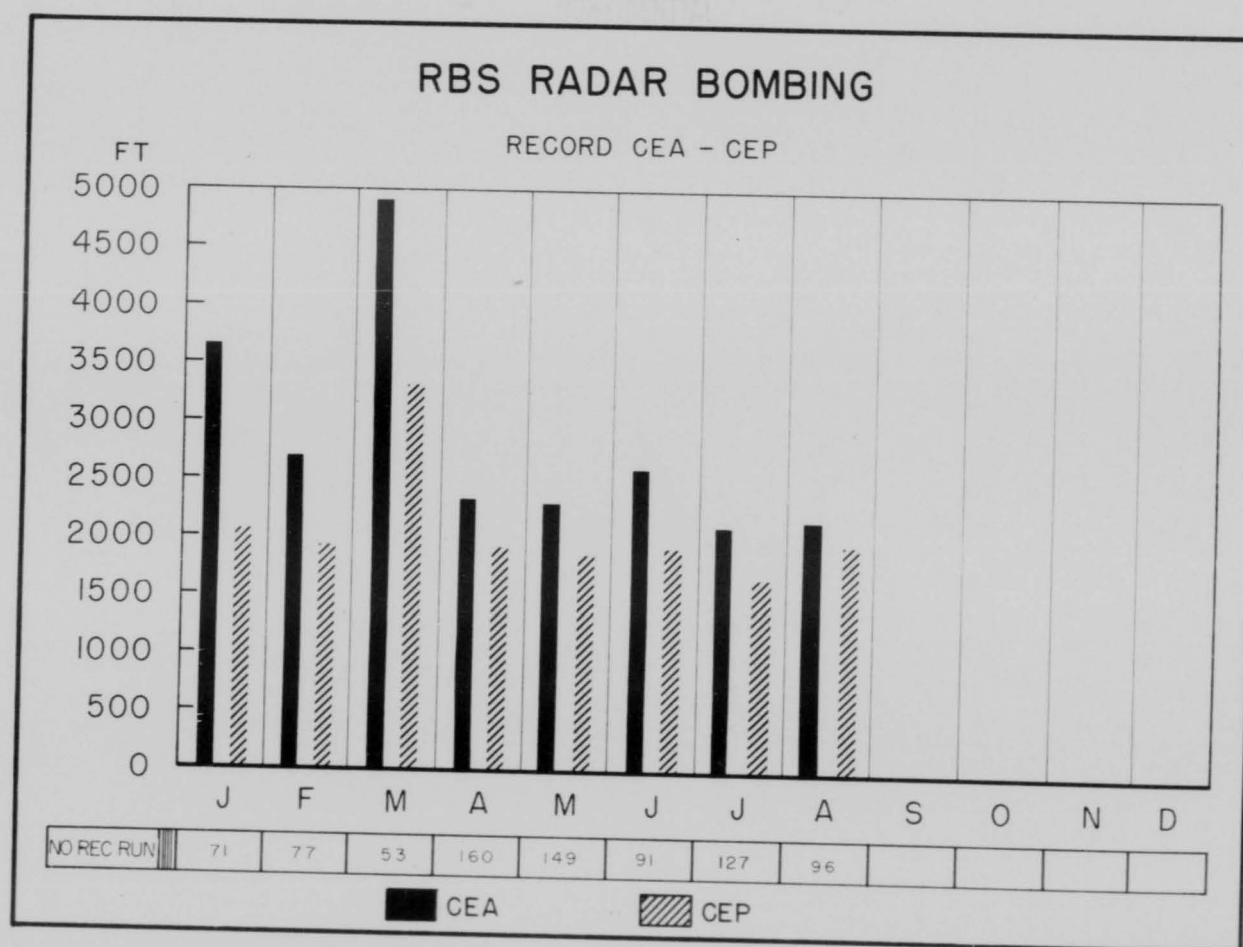
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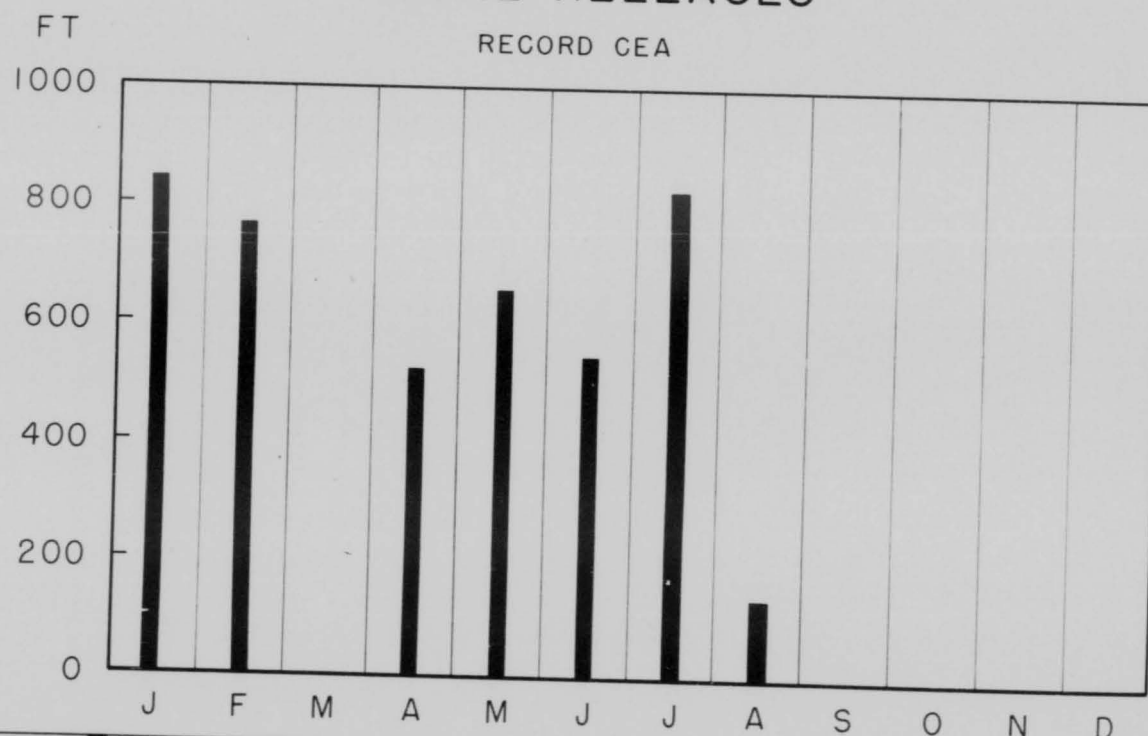
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CONFIDENTIAL

VISUAL RELEASES

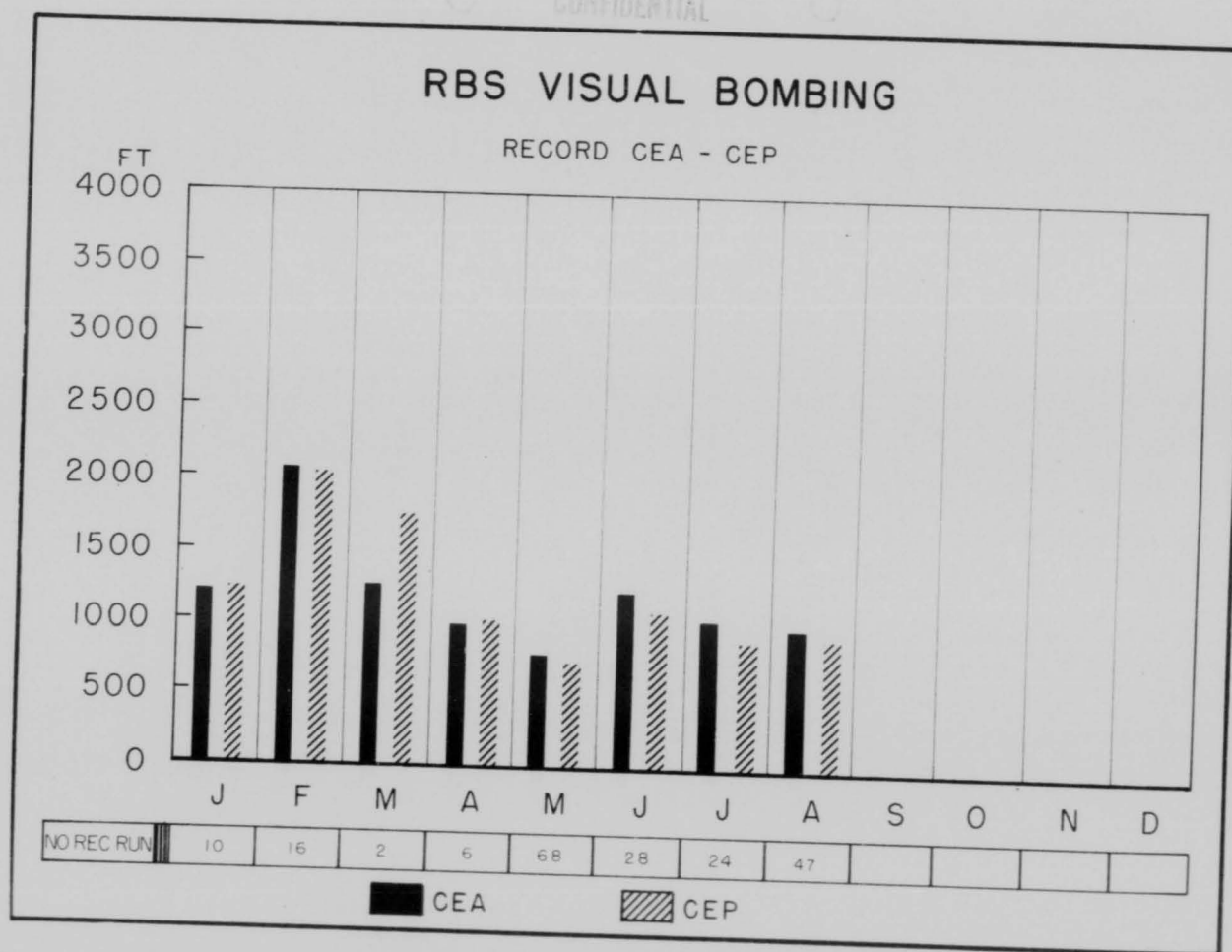
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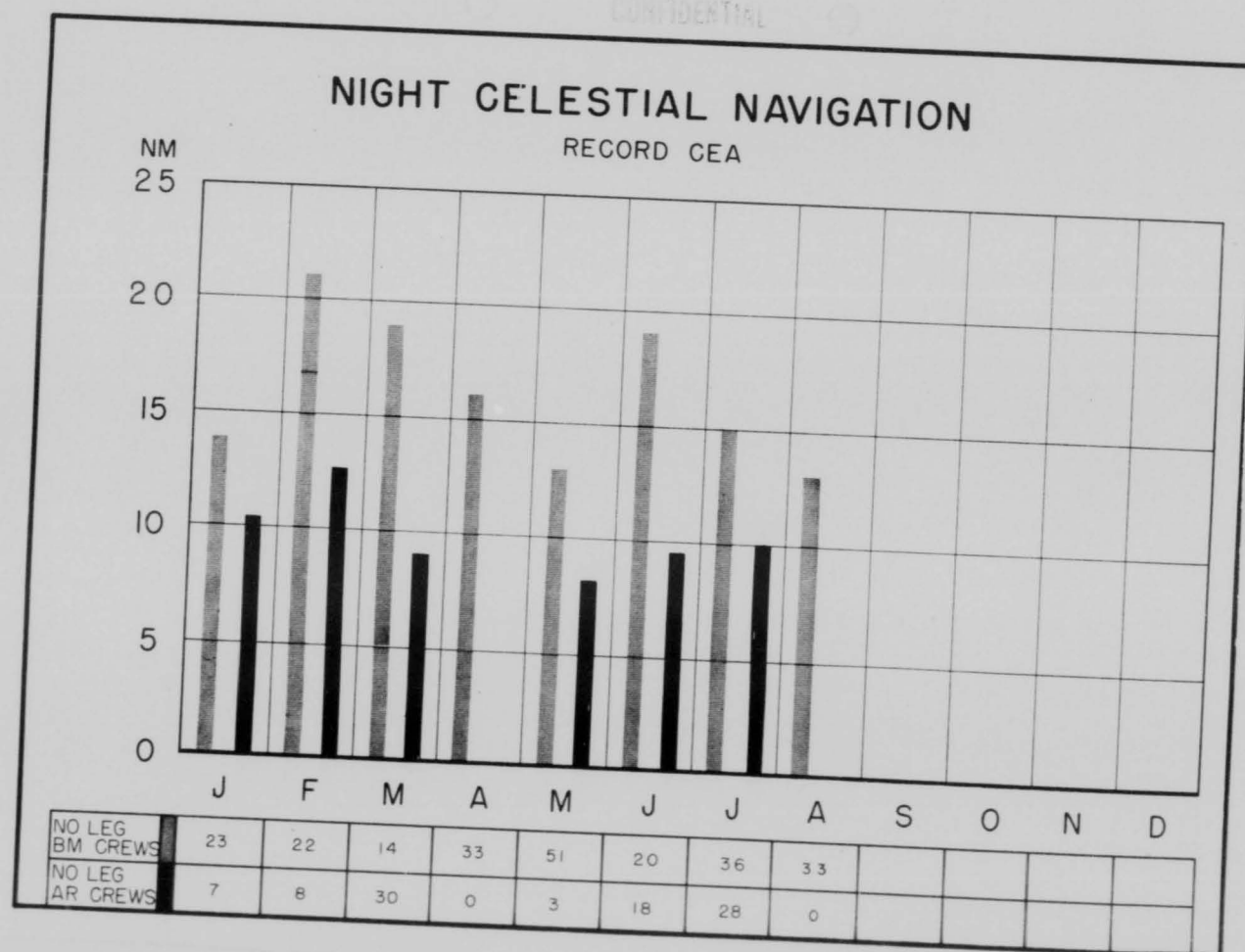


NO RECEL	29	99	0	8	39	24	37	1				
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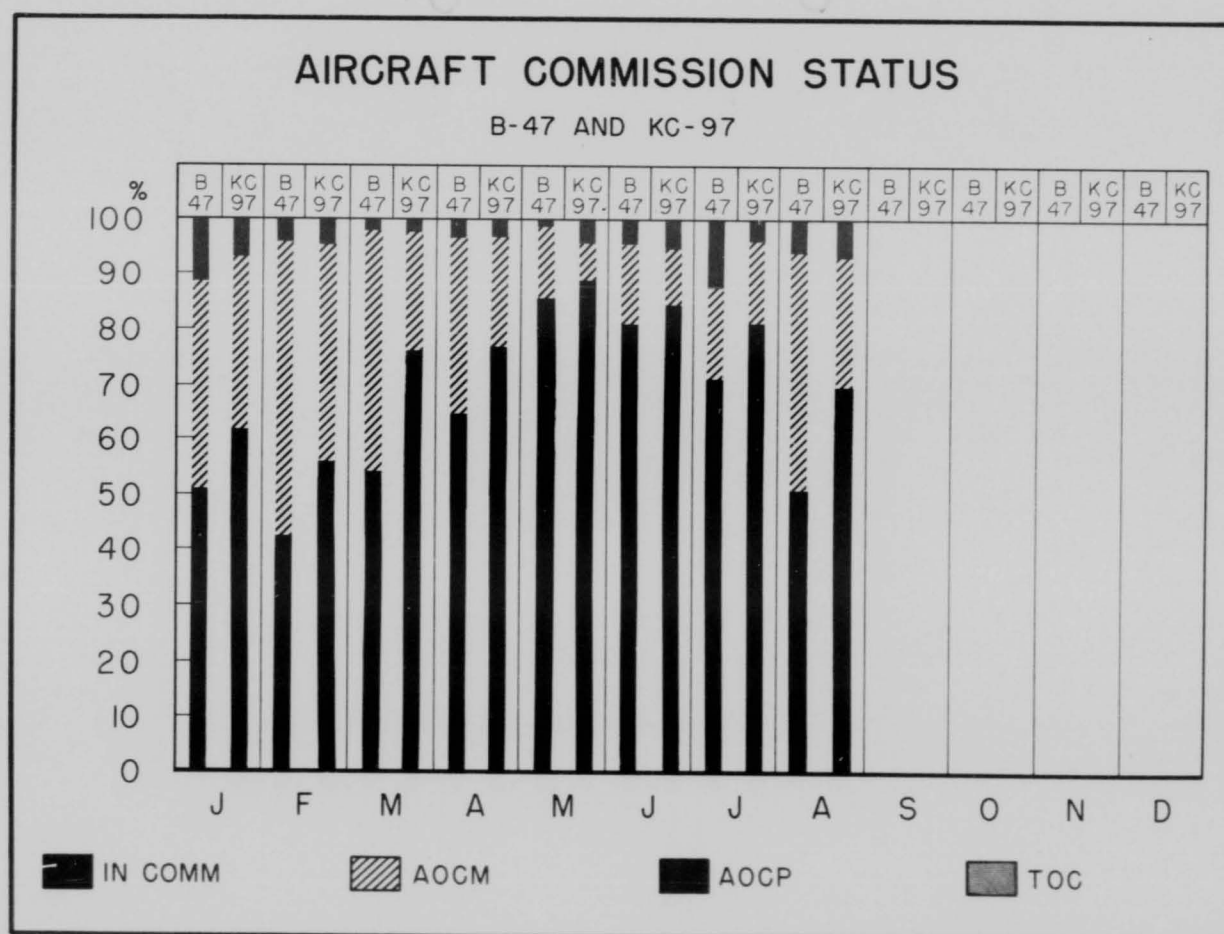
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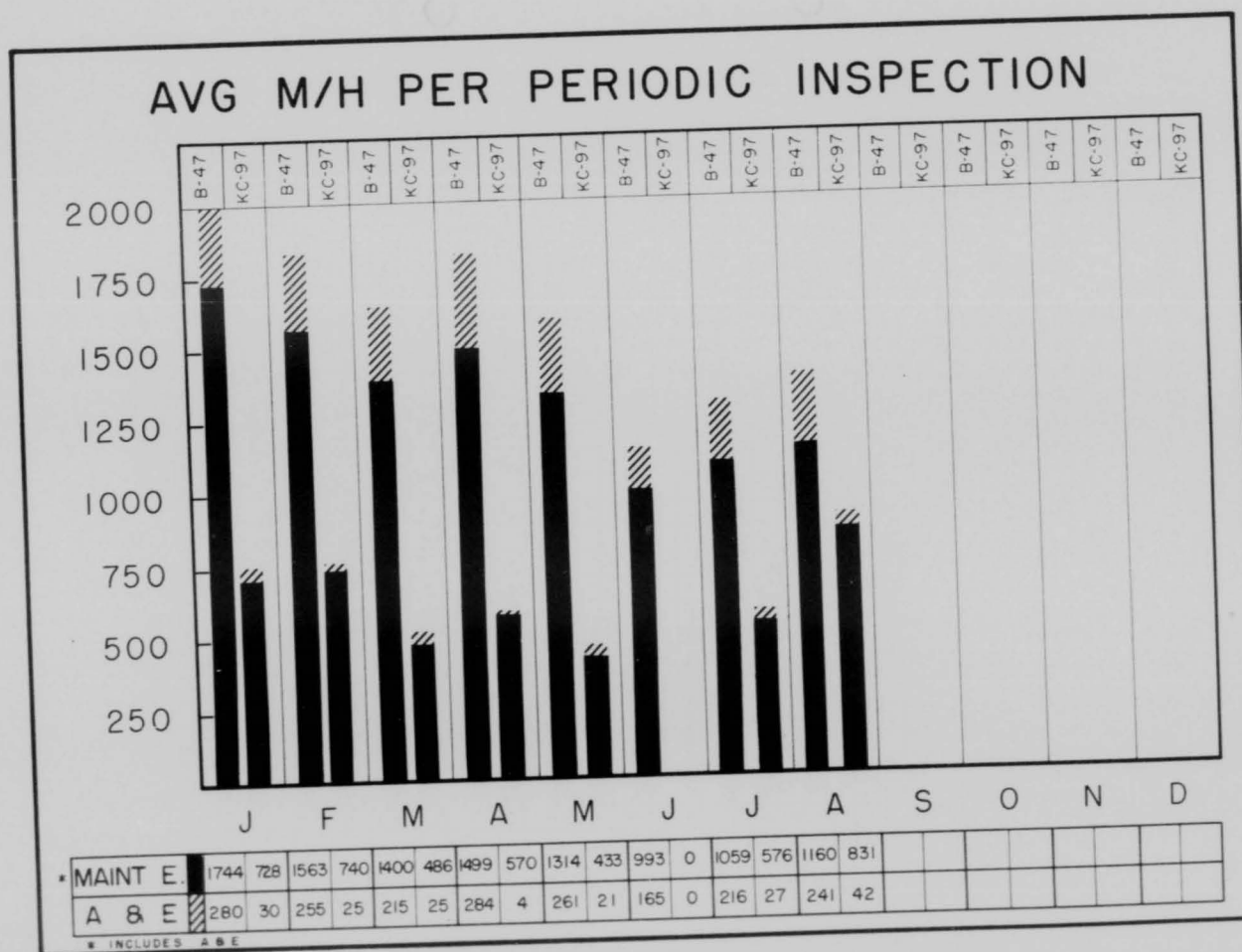
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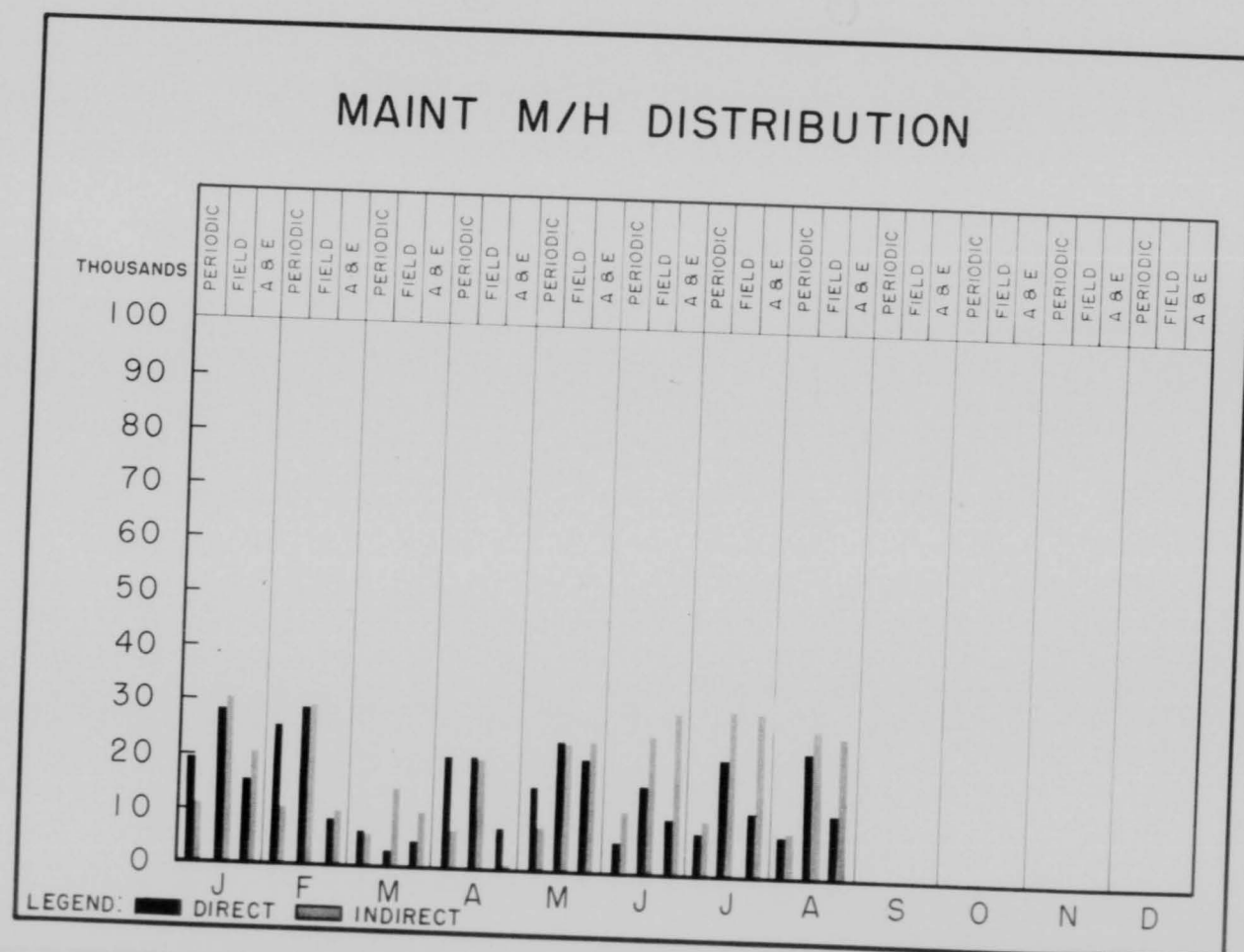


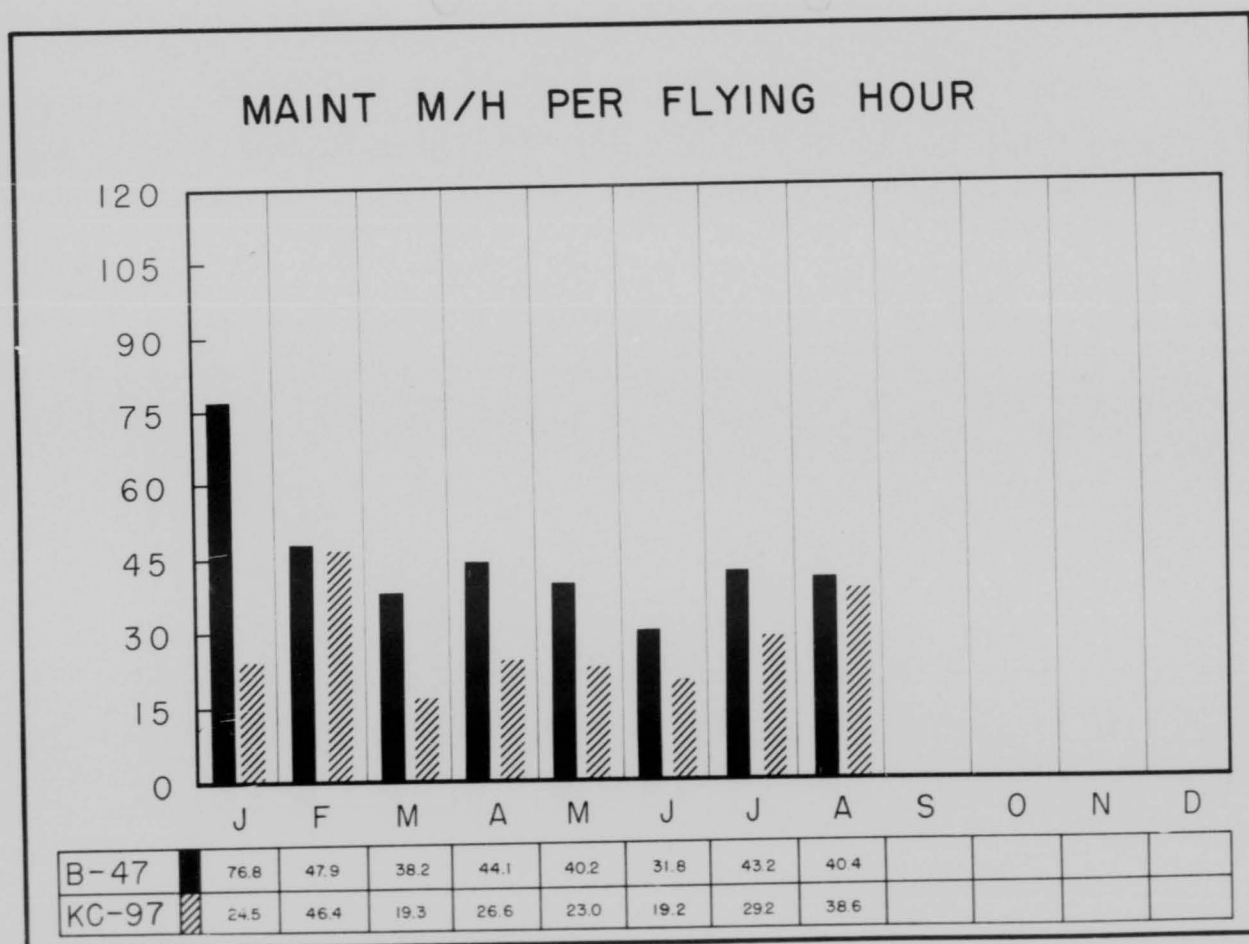


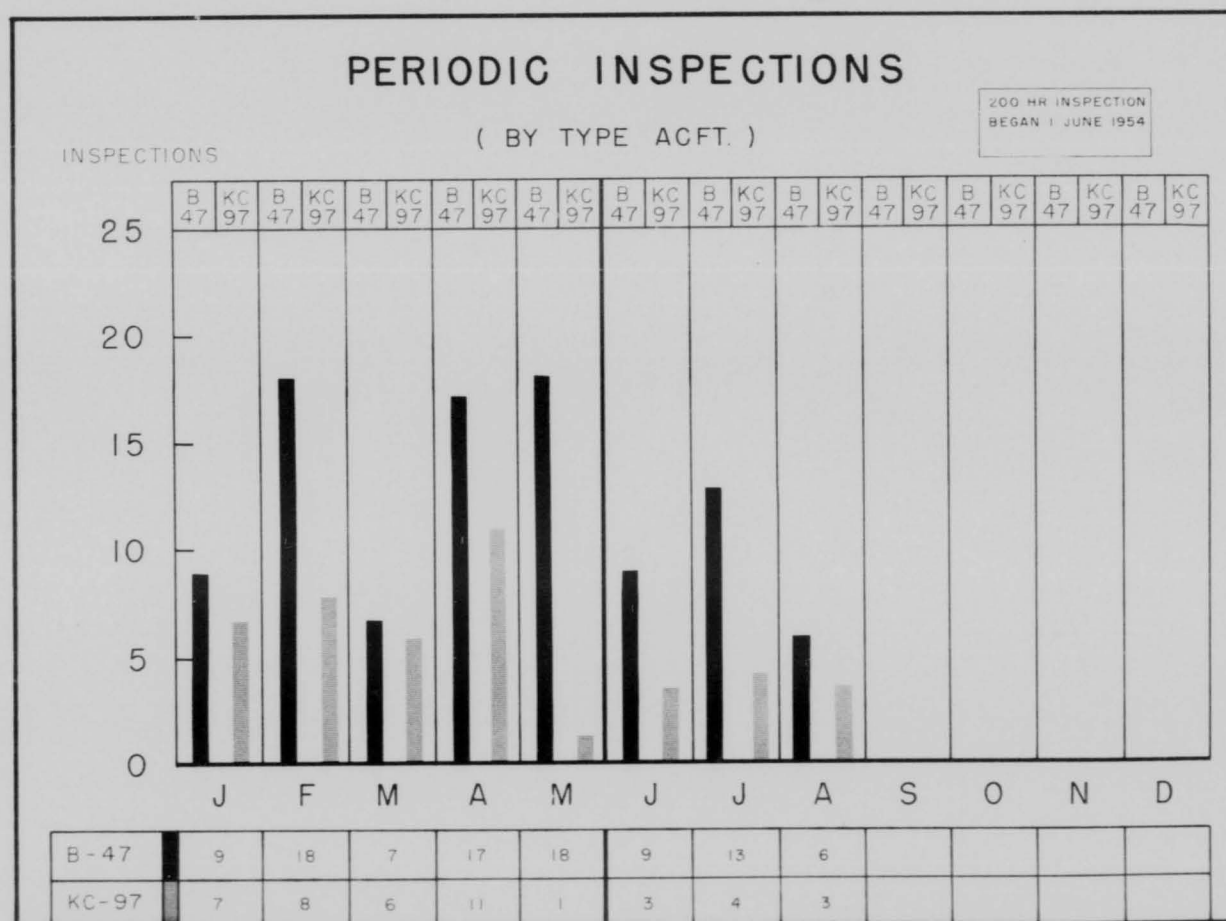
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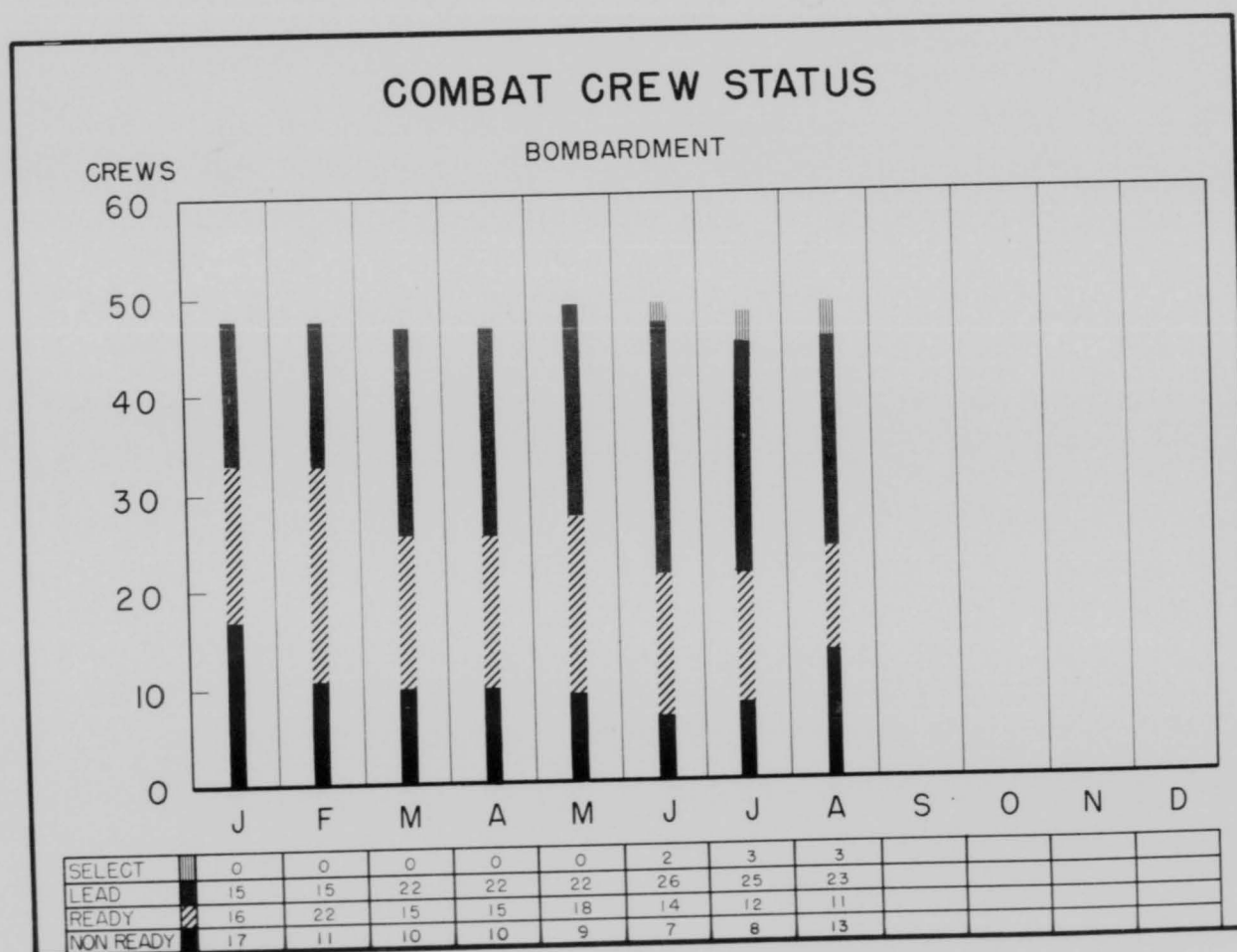




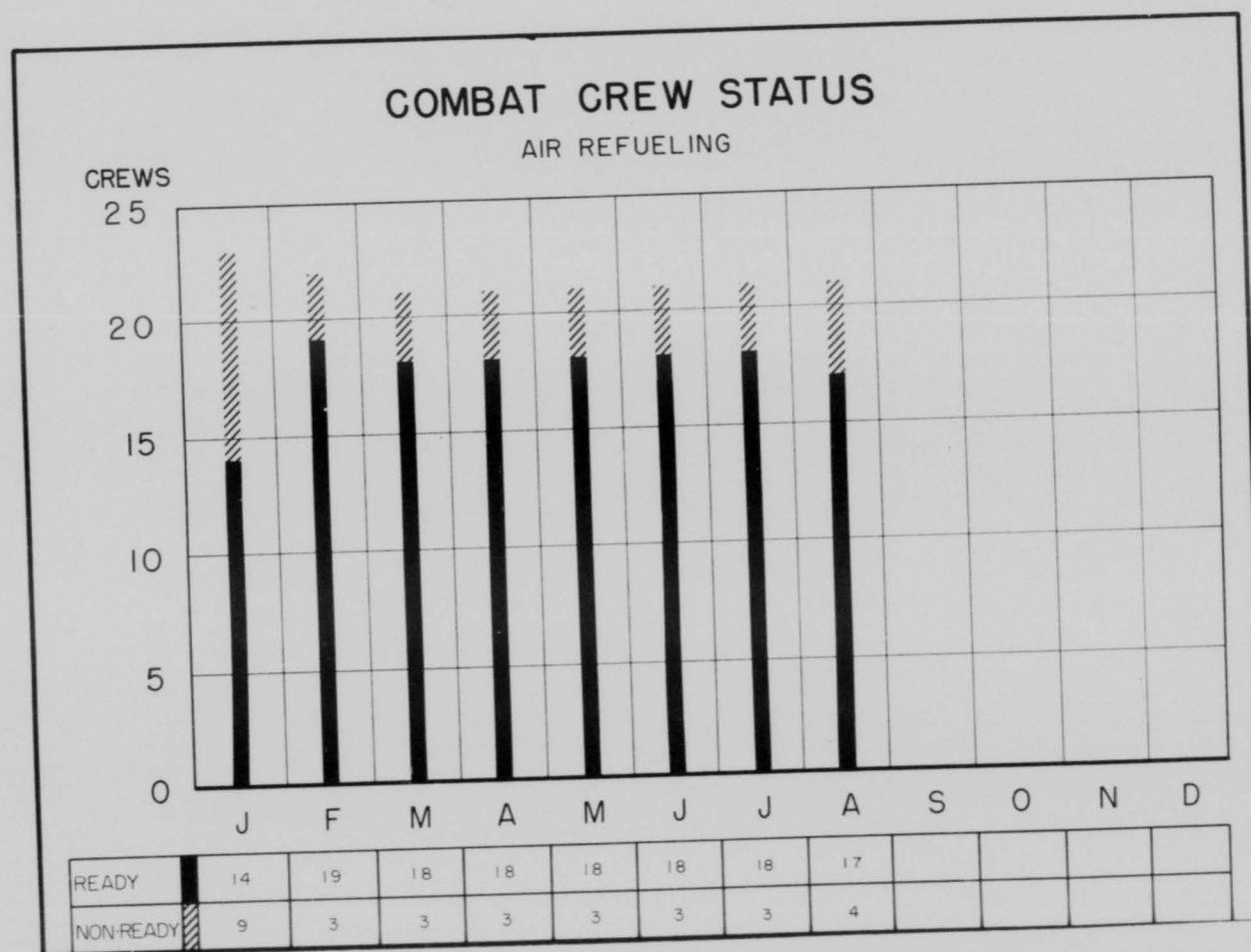




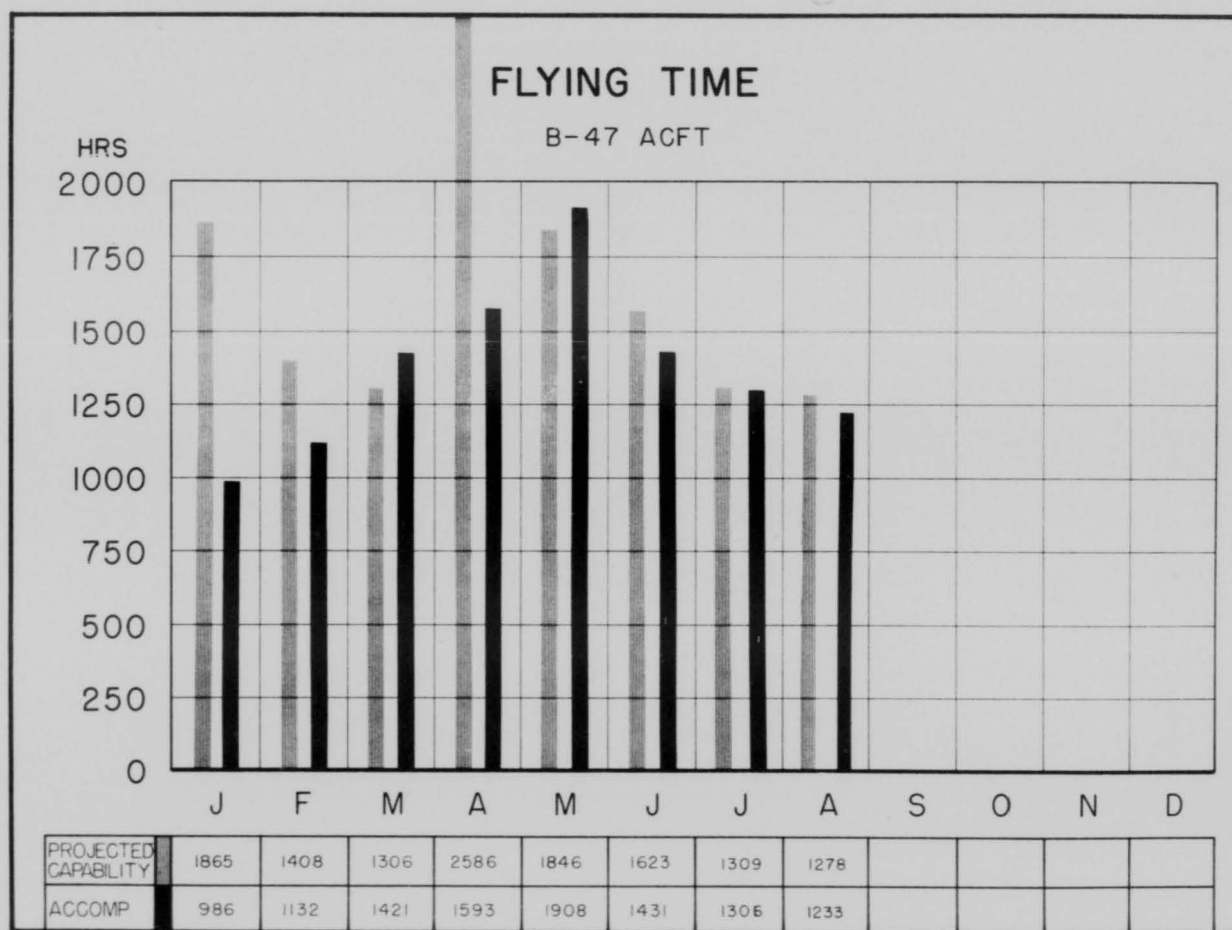




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Lieutenant Colonel WILLIAM BEDFORD SHOTWELL, USAF

DIRECTOR OF MATERIEL

303RD BOMBARDMENT WING, MEDINA

William Bedford Shotwell was born in Douglas, Arizona, March 13, 1916. He graduated from high school in Long Beach, California and attended Long Beach Junior College for two years. He is a graduate of the University of Maryland.

On March 19, 1941, he joined the United States Army Air Corps at March Field, California, as an aviation cadet. He attended primary

flying school at Oxnard, California, basic flying school at Bakersfield, Calif., and advanced flying school at Luke Field, Arizona.

Graduating as a second lieutenant on 1 November 1941, he was assigned to the 4th Reconnaissance Squadron at Hickham Field, Hawaii. There he was assigned as co-pilot and later pilot of B-18 and B-17 aircraft.

Following Pearl Harbor he participated in the Battle of Midway. He then was assigned to the South Pacific Theater and was stationed in the Fiji Islands, New Hebrides, and Guadalcanal. During this period he served as pilot, Assistant Squadron Operations Officer, Squadron Commander and Group Operations Officer.

During 1944, he was stationed at Muroc Army Air Field as an Operations Officer. From 1945 through 1947 he commanded Blythe Army Air Field. The next eighteen months he was officer in charge of the First Fighter Wing Instrument School at March Air Force Base. In 1949 he was group operations officer on the Berlin airlift. The next two and one-half years were spent with the 36th Fighter Wing at Furstentfeldbruck, Germany.

He was appointed Director of Materiel, 303rd Bombardment Wing, on 10 September 1954. Before his present assignment he was Deputy Base Commander and Base Materiel Officer at Davis-Monthan Air Force Base.

He is rated a Senior Pilot and during World War II flew 100 combat missions, totaling 600 combat hours in the Central and South Pacific theaters.

He and his wife, the former Pauline Bainbridge, of Ethan, South Dakota, have two daughters, Victoria, born September 26, 1945 and Cherrie, born November 15, 1950.

PROMOTIONS

He was promoted to First Lieutenant 12 September 1942; to Captain 2 May 1943; to Major 17 November 1943, and to Lieutenant Colonel 1 June 1952. He is a permanent Major.

END

Up to date as of 29 October 1954.

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1485

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

14 September 1954

GENERAL ORDERS)
NUMBER 22)

ANNOUNCEMENT OF STAFF ASSIGNMENT

1. Verbal Orders of the Commander 10 September 1954, LIEUTENANT COLONEL (1435) WILLIAM B SHOTWELL, 6 9154, United States Air Force, Regular Air Force, Headquarters 303d Bombardment Wing, Medium, is announced "Director of Materiel," Duty Air Force Specialty Code 0041C, this wing, vice LIEUTENANT COLONEL (0046E) MAX W HEITNER, 9 2194, United States Air Force, Regular Air Force, transferred, effective 10 September 1954. Exigencies of the service having been such as to preclude the issuance of competent written orders in advance.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

John D Hampton
JOHN D HAMPTON
Captain, USAF
Adjutant

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LIEUTENANT COLONEL RUFUS ALEXANDER WARD

SQUADRON COMMANDER

303RD AIR REFUELING SQUADRON

Rufus Alexander Ward was born in Spiro, Oklahoma, 9 December 1918. He was graduated from high school in Spiro, and attended Eastern Oklahoma A&M Jr College for a period of two years.

In October 1940, he entered Cadets and upon completion of training was commissioned a Second Lieutenant in the Officers Reserve Corps. Upon graduation Colonel Ward was assigned to the 44th Bombardment Group at MacDill Air Force Base, Florida.

1488

In June of 1942 he was transferred to Gowen Field, Idaho as an Instructor Pilot in B-17 and B-24 aircraft. In June 1944 Col Ward was reassigned to the North African Division of the Air Transport Command. During the seventeen months in North Africa he served as Unit Commander and in the Inspector General's Office.

Upon his return from overseas in November 1945, Colonel Ward was assigned to various organizations as a Unit Commander and in the Inspection field. In May 1950, he was assigned to Northeast Air Command at Goose Bay, Labrador as Inspector General. Upon completion of this tour he was assigned to the 1009th Special Weapons Squadron at Headquarters USAF in Washington, D.C. In December 1952, he attended the Air Command and Staff School. Upon graduation he participated in B-29 Combat Crew Training at Randolph Air Force Base, Texas and was assigned to the 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, as Wing Inspector upon completion of Crew Training.

Colonel Ward assumed command of the 303rd Air Refueling Squadron on 8 September 1954.

Colonel Ward was rated a senior pilot on 11 June 1946.

Colonel is married to the former Donna Lade of Fairbury, Nebraska. They have two daughters, Ricki and Dail.

Promotions

He was promoted to First Lieutenant on 24 June 1942, to Captain, 19 December 1942, to Major, 21 March 1944. Intergrated into the Regular Air Force 19 June 1947 as a First Lieutenant. Promoted to Captain,

Regular Air Force on 2 January 1949 and to Major, 10 December 1953.

Was promoted to Lieutenant Colonel, AFUS on 1 August 1951.

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1491

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 169)

1 September 1954

1. LT COL (1416) RUFUS A WARD 10 585A USAF(RegAF) reld asgmt & dy w/
Hq 303d Bomb Wg M & trfd asgd WP 303d AREFS 303d Bomb Wg M, for dy in DAFSC
00664 as "Commander, 303d AREFS." Rept NLT 1 Sep 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 8 Sep 54.
2. TSGT (64173) JOHN S T GREEN AF 18 051 102 USAF reld asgmt & dy w/
303d Fld Maint Sq 303d Bomb Wg M & trfd asgd WP 358 Bomb Sq M 303d Bomb Wg M,
for dy in DAFSC 64173. RUAT comdr NLT 2 Sep 54 for asgmt to dy.
PCA. No tvl involved. EDCSA: 3 Sep 54.
3. MAJ (3024) GEORGE A PESTELL AO 561 832 USAF(AFRes) Hq 303d Bomb
Wg M aptd "Wg Crypto Custodian," for 303d Bomb Wg M, vice MAJ MARK F HOLLAND
AO 520 195 USAF(AFRes) Hq 303d Bomb Wg M, reld.
4. LT COL (1245) HERBERT W REINHARDT 6 687A USAF(RegAF) 359 Bomb Sq M
303d Bomb Wg M dsqd an "Instr Flt in B-47 Acft," for 359 Bomb Sq M.
5. CAPT (3271) JOSEPH M BOETTO AO 2 091 766 USAF(AFRes) Hq 303d Bomb
Wg M aptd "Wg Special Wpns O," for 303d Bomb Wg M, vice CAPT WAYNE F
McFARLAND 15 046A USAF(RegAF) Hq 303d Bomb Wg M, reld.
6. CAPT (3271) JOSEPH M BOETTO AO 2 091 766 USAF(AFRes) Hq 303d Bomb
Wg M aptd "Asst Restricted/Con O," for 303d Bomb Wg M, vice CAPT WAYNE F
McFARLAND 15 046A USAF(RegAF) Hq 303d Bomb Wg M, reld.
7. CAPT JACK A WELLS 15 577A USAF(RegAF) 360 Bomb Sq M 303d Bomb Wg M
aptd "Wg Fly Safety O," for 303d Bomb Wg M, during the temp abs of MAJ
JOHN J IREY 7 422A USAF(RegAF) Hq 303d Bomb Wg M.
8. VOcomdr 31 Aug 54 1ST LT (1324D) ROBERT V MOREY AO 2 226 484 USAF
(AFRes) Hq 303d Bomb Wg M aptd IAOD as "Asst Wg TS O," for 303d Bomb Wg M,
vice 1ST LT CLIFFORD Y P LIU AO 2 230 131 USAF(AFRes), reld, eff 31 Aug 54.
ESPNO.

(cont)

1492

SO 169 Hq 303d Bomb Wg M (SAC) DMAFB Tucson, Ariz 1 Sep 54 (cont)

9. Par 2 SO 258, this hq, dtd 11 Dec 53, as pertains to FNO USAF (AFRes)(RegAF) 359 Bomb Sq M 303d Bomb Wg M dsqd members of the "303d Bomb Wg Standardization Crew," is rescd; off 6 Sep 54:

MAJ	1244Z	ARTHUR J MILLS	18 180A
CAPT	1524B	ROBERT D TOBUREN	40 772 899
CAPT	1241	CALVIN G BASS	16 631

10. FNO USAF(AFRes)(RegAF) 358 Bomb Sq M 303d Bomb Wg M dsqd members of the "303d Bomb Wg Standardization Crew," for pd 6 Sep thru 20 Sep 54:

MAJ	1245Z	RICHARD G SMITH	12 444A
CAPT	1245Z	JOHN O CANFIELD	24 815A
CAPT	1525B	JOHN R CAMPBELL	40 723 577

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

Robert V Morey
ROBERT V MOREY
1st Lt, USAF
Asst Adj

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1494



Lieutenant Colonel HERBERT MYRON LIGHT JR, USAF

COMMANDER

303RD ARMAMENT ELECTRONICS MAINTENANCE SQUADRON

Herbert Myron Light Jr was born in Swan, Iowa, January 19, 1921. He was graduated from high school in Ames, Iowa, and attended Iowa State College.

In January 1942, he entered Aviation Cadet Training. He was sworn in at Fort Des Moines, Iowa, and immediately sent to Minter Field, California for basic training.

His training was furthered for short periods of time at King City and Santa Ana, California before being sent to advanced

1495

bombardier training at Kirtland Field, New Mexico. After graduating from bombardier training, he was commissioned a second lieutenant in the Air Force, 25 July 1942 and then sent to Will Rogers Field, Oklahoma for combat crew training.

He was assigned to a crew and given a month's training, after which he was sent to a staging area at Grenier Field, New Hampshire where the crew was given a new B-24 to fly in combat. During his combat tour which started in September 1942 and ended in September 1944, he was based in England and North Africa. Beginning as a crew bombardier, he progressed to a lead bombardier, Squadron, Group, Wing, and Division Bombardier all within the combat crew time. During the last seven months of his tour, he was the Division Tactical Air Inspector. After returning from overseas, he was assigned as the Base Air Inspector at Godman Field, Kentucky in November 1944. In July 1945, he was assigned to Marianna Field, Florida in the capacity of Ground Training Supervisor of a combat crew training school.

In January 1946, he was assigned duty in the notification section of the personal affairs branch at the Pentagon building, Washington D.C. He served as executive officer for the first five months and then was designated the chief of the section for the remaining thirteen months that he was with the organization. In September 1947, he was assigned to Air Training Command Headquarters at Barksdale Field, Louisiana as an assistant Deputy Chief of Staff of Operations. During March 1948, he was assigned to Mather Field, California for five and a half years.

During this time, he served in the following capacities: Chief of Bombing Ground Training, Chief of Tests and Measurements, Director of Training Analysis and Development, and Training Group Commander. Additional duty consisted of aircraft observer instructor. The following schools were attended during this period: Academic Instructor at Craig Field, Alabama, Aircraft Observer, Target Prediction, and Simulated Course, Supervisor's Course, and Basic Observer B-47 course all at Mather Field, California. After the Basic B-47 Observer course, he was assigned to the 303rd Bombardment Wing, October 9, 1953. He was assigned as a crew member and then attended a B-47 Observer Transition school. During November 1953, he was assigned as the Wing Staff Observer, including a 90 day TDY with the wing to England.

He was appointed Squadron Commander of the Armament Electronics Maintenance Squadron September 25, 1954 in the 303rd Bombardment Wing Medium, at Davis-Monthan Air Force Base, Tucson, Arizona.

He has been awarded the Distinguished Flying Cross with one cluster, the Air Medal with three oak leaf clusters, and the Presidential Unit Citation with cluster.

He is rated as an Aircraft Observer (Bombardier, Navigator, Radar) and during World War II flew twenty-seven combat missions, totaling 175 combat hours in the European and Middle East theatres.

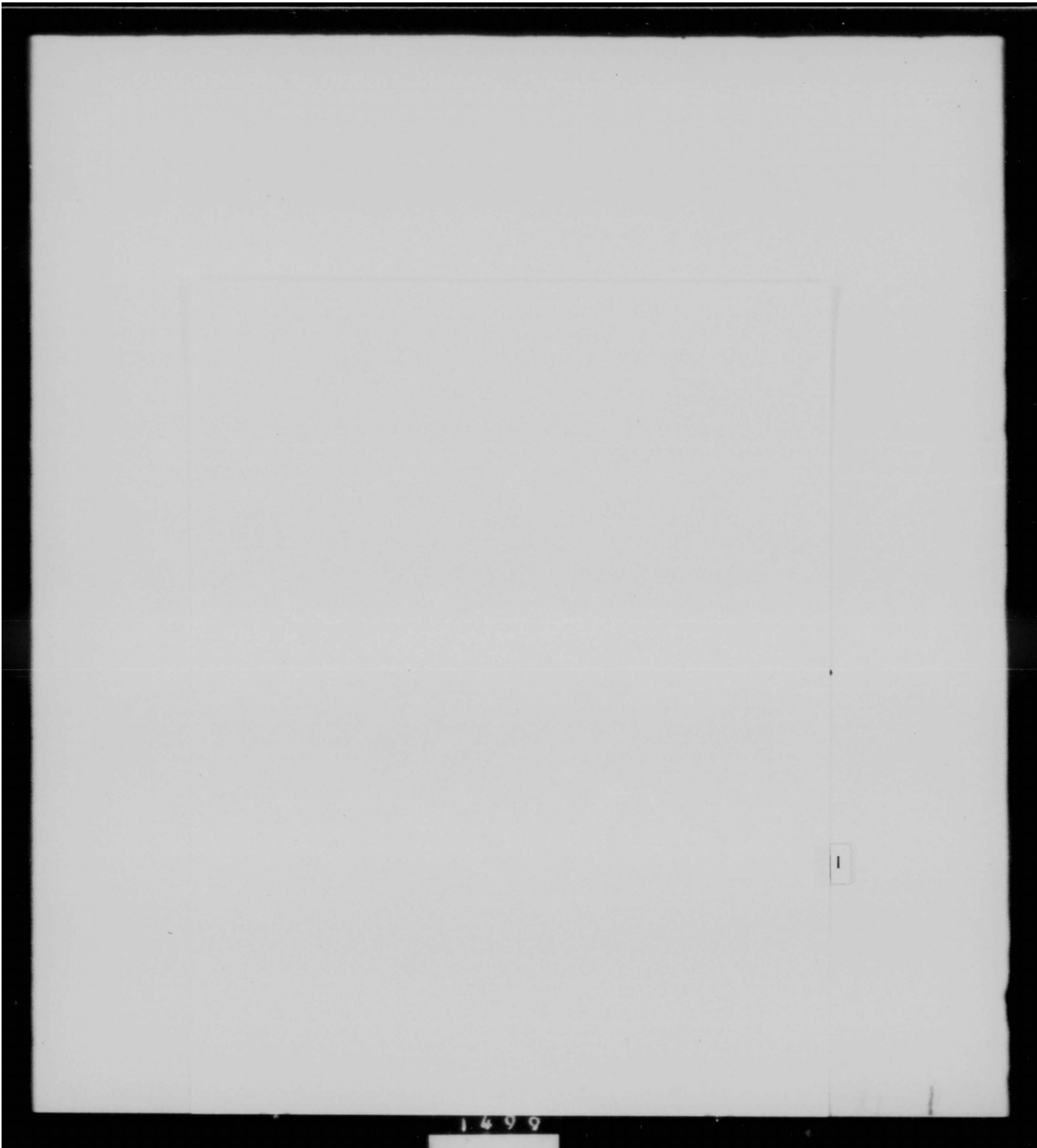
He and his wife, the former Phyllis Miller of Merville, Iowa, have one child, Herbert III, born December 1, 1946.

PROMOTIONS

He was promoted to first lieutenant (temporary) February 6, 1943; to Captain (temporary) July 7, 1943; to Major (temporary) February 11, 1944, to first lieutenant (permanent)(reserve) July 25, 1945; to lieutenant colonel (permanent) -(reserve) May 23, 1947; to second lieutenant (permanent - regular) May 26, 1949; to first lieutenant (permanent - regular) January 1, 1951; to lieutenant colonel (temporary - regular) February 20, 1951.

END

Up to date as of 27 October 1954.



HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 185)

24 September 1954

1. LT COL (1416) HERBERT M LIGHT JR 18 128A USAF(RegAF) reld asgmt & dy w/Hq 303d Bomb Wg M & trfd asgd WP 303d AEM Sq 303d Bomb Wg M, for dy in DAFSC 3211 as "Commander, 303d AEM Sq." Rept NLT 24 Sep 54 for asgmt to dy. PCA. No tvl involved. EDCSA: 25 Sep 54.
AUTH: AFR 35-59, dtd 9 May 52.

2. MSGT (46170) ALLEN A HONEY AF 6 558 863 USAF reld asgmt & dy w/Hq 303d Bomb Wg M & trfd asgd WP 303d AEM Sq 303d Bomb Wg M, for dy in DAFSC 46170. RUAT comdr NLT 27 Sep 54 for asgmt to dy. PCA. No tvl involved. EDCSA: 1 Oct 54.
AUTH: AFR 35-59, dtd 9 May 52.

3. VOccmndr 20 Sep 54 Par 4 SO 176 this hq es as pertains to Off USAF (AFRes)(RegAF) 358 Bomb Sq M 303d Bomb Wg M dsd as "Sq Standardization Bd Crew," for 358 Bomb Sq M, is rescd, eff 20 Sep 54. ESPWO.
AUTH: SAC Reg 51-4, dtd 12 Nov 52.

4. VOccmndr 20 Sep 54 FNO USAF(AFRes)(RegAF) 358 Bomb Sq M 303d Bomb Wg M dsd as "Sq Standardization Bd Crew," for 358 Bomb Sq M, eff 20 Sep 54. ESPWO.
AUTH: SAC Reg 51-4, dtd 12 Nov 52.

Crew #L1440

MAJ	1245Z	RICHARD B SMITH	12 444A	AC
CAPT	1245Z	JOHN O CAMFIELD	24 415A	Plt
CAPT	1525B	JOHN R CAMPBELL	AO 723 577	Obsr

5. VOccmndr 9 Sep 54 FNOA USAF(AFRes)(RegAF) 303d AREFS 303d Bomb Wg M dsd "Safety of Flt Instr Crew in KC-97G Acft," for 303d AREFS, eff 9 Sep 54. ESPWO.

AUTH: SAC Reg 60-7, dtd 13 Oct 53.

Crew #T1060

1ST LT	1234C	BENJAMIN J DZIUBA	AO 1 909 275	AC
1ST LT	1234C	MAX E CAUSEY	AO 2 226 033	Flt
1ST LT	1534A	JOSEPH TRASK	AO 2 100 037	Nav
TSGT	43271B	WILLIAM M GRIGGS	AF 18 052 240	ET
A/IC	29353	LESLIE T SOLARO JR	AF 19 437 602	RO
A/IC	43159P	ROBERT ABNEY JR	AF 15 482 325	BO
SSGT	32351F	FRANK E WILLSEY JR	AF 19 381 409	ABO

(cont)

SO 185 Hq 303d Bomb Wg M (SAC) IMAFB Tucson, Ariz 24 Sep 54 (cont)

6. VComdr 9 Sep 54 FMOA USAF(AFRes)(RegAF) 303d AREFS 303d Bomb Wg M
dsd "Safety of Flt Instr Crew in KC-97G Acft," for 303d AREFS, eff 9 Sep 54.
ESPMO.

AUTH: SAC Reg 60-7, dtd 13 Oct 53.

Crew #T1200

CAPT	1234C	OTIS J COX	AO 705 910	AC
1ST LT	1234C	JOHN C DUNCAN	AO 2 225 077	Plt
1ST LT	1534A	CARL W ARMSTRONG	AO 2 078 162	Nav
MSGT	43271B	JOHN A CHERNIK	AF 12 180 648	ET
A/IC	29353	RONALD L LOFTIN	AF 15 484 824	RO
TSGT	32372F	JAMES L CREASMAN	AF 44 183 666	BO
TSGT	32351F	WALTER J RONSCHAVAGE	AF 13 025 453	ABO

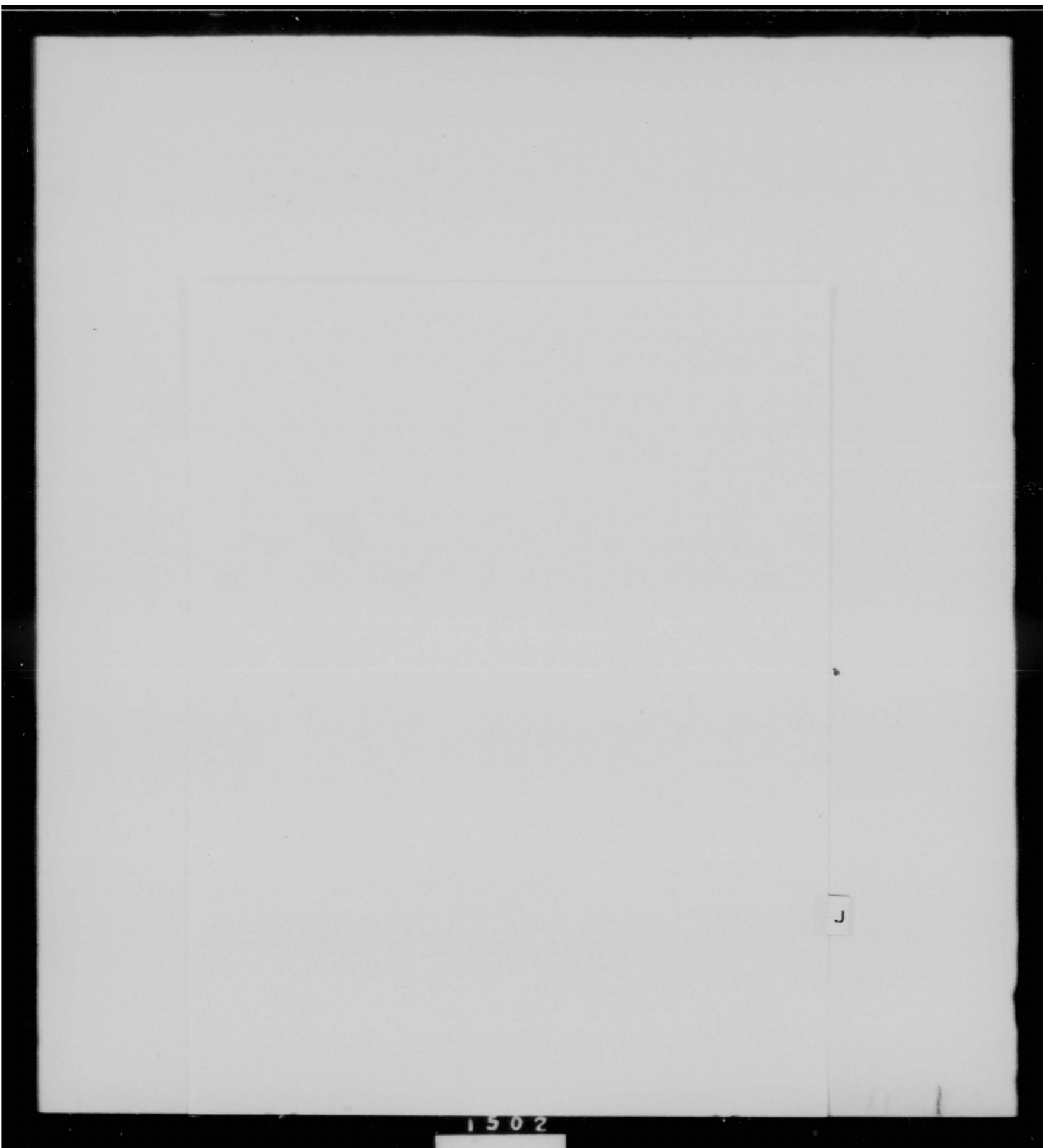
BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

Robert V Morey
ROBERT V MOREY
1ST LT, USAF
Asst Adj

DISTRIBUTION: "A"
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TO: COMDRAF 15 MARCH AFB CALIF																													
INFO: /S E C R E T/ 1. ZIPPO 080 BLUE CHIP B-27 2. 139-54, 15AF, 303BW 3. CONCLUSIONS: A. THIS MSN IS CONSIDERED TO BE A SUCCESS.. OF THE 45 TO&E ACFT, 3 WERE NOT POSSESSED BECAUSE OF TDY TO THE STRATEGIC EVAL SQDN. OF THE 42 POSSESSED ACFT 36 WERE SCHEDULED AND 28 WERE EFFECTIVE OVER THE TGT. THE DAY FORMATION, MASS REFUELING AND NIGHT CELL FORMATION WERE ACCOMPLISHED WITHOUT DIFFICULTY. B. IN THE PAST THIS WING HAS ADVOCATED A TWO MIN INTERVAL FORMATION TAKE OFF BECAUSE OF NARROW RUNWAYS, AND HAZARD TO ENG FROM GRAVEL BLOWN UP BY PRECEDING ACFT. A ONE MIN INTERVAL WAS USED ON THIS MSN SUCCESSFULLY BY ALLOWING ONLY ONE ACFT ON THE RUNWAY AND PLACING NEXT ACFT FOR TAKE OFF JUST OFF THE RUNWAY ON THE TAXIWAY WITH ENGS RUNNING AT 80 PER CENT. THIS PERMITTED GOOD ENG STABILIZATION WITHOUT DANGER																													
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NME FORM 173

REPLACES WD AGO FORM 11-142, 15 JUN 1945, AND WD AGO FORM 1095, 1 APR 1946, WHICH MAY BE USED. 16-48822-1 U.S. GOVERNMENT PRINTING OFFICE: 1945-O-840754

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OF DAMAGE FROM ACFT TAKING OFF. MASS FORMATION REFLG WAS ACCOMPLISHED ON THIS MSN WITHOUT DIFFICULTY. BY REDUCING THE TIME INTERVAL OF THE TANKERS DEPARTURE PRIOR TO THE RECEIVERS ARRIVAL AT THE ORBIT POINT RESULTED IN A REDUCTION OF TIME LOST IN MAKING THE HOOK-UP. THE TANKERS WERE SCHEDULED TO DEPART THE ORBIT POINT FIVE MIN IN ADVANCE OF THE RECEIVERS ARRIVAL AND THE RECEIVERS WERE REQUIRED TO BEGIN DESCENT AT 43 MILES DISTANT THE FIRST DAY. THIS WAS SUCCESSIVELY REDUCED AND ON THE THIRD DAYS STRIKE A 2 MINUTE DEPARTURE AND A 33 MILE DESCENT DISTANCE WAS SCHEDULED WHICH RESULTED IN IMMEDIATE HOOK-UPS OF TANKER AND RECEIVER IN THE SHORTEST POSSIBLE TIME. EXPERIENCE WAS GAINED IN CLOSE FORMATION FLYING INCLUDING TAKE OFF, JOIN UP, BREAK UP, AND ELEMENT AND FORMATION LEAD RESPONSIBILITIES. THE MOST PRACTICAL MEANS OF CLOSE FORMATION JOIN UP SEEMS TO BE THE OLD STANDARD PROCEDURE OF CUTTING THE LEADER OFF IN THE TURN AND UTILIZING POWER DIFFERENTIAL IN CHASE UNTIL ALL ACFT ARE IN FORMATION.

C. RECOMMENDATIONS: THAT THE TIME INTERVAL BETWEEN THE TANKER DEPARTURE FROM THE ORBIT POINT PRIOR TO THE RECEIVERS ARRIVAL BE REDUCED TO 2 MIN.

4. A. EXCELLENT

B. NA

C. NA

D. NA

E. NA

F. SATISFACTORY

G. TGT MATERIALS ON HAND WERE SUFFICIENT IN QUANTITY, ALTHOUGH BETTER QUALITY WOULD HAVE BEEN DESIRED. RADAR SCOPE PHOTOGRAPHY TAKEN BY B-47S AT CURRENT BOMBING ALTITUDES IS RECOMMENDED. TGT PREDICTION MATERIALS ON HAND AND RECEIVED FROM 15AF TGT INTEL RESULTED IN THE CREATING OF AN EXCELLENT PREDICTION PLATE ON THE TGT - SEATTLE.

H. NA

5. A. THE MAJOR MATERIEL FACTORS AFFECTING THE 303D BW MISSION ARE AS FOLLOWS: (1) DURING THE PREPARATION PHASE OF THE MISSION AN INSPECTION OF DRAG ANGLE BOLTS WAS DIRECTED FOR ALL 303D AND 43D ACFT. AS A RESULT OF THIS INSPECTION 5 ACFT FROM THE 43D BOMB WING WERE TO BE REPLACED BY 303D ACFT WHICH DELAYED THE 43D TDY DEPLOYMENT AND NECESSITATED CONSIDERABLE SUPPORT FROM THE 303D. ON 8 SEP 54 THE DECISION TO TRANSFER ACFT TO 43D WAS REVERSED. THIS RESULTED IN THE LOSS OF MANHOURS WHICH SHOULD HAVE BEEN EXPENDED IN PREPARATION OF THE MISSION. NINE ACFT FROM THE 43D DEVELOPED FUEL LEAKS. 4 FUEL LEAKS IN THE 303D WERE BACK LOGGED WITH WORK BEING DELAYED UNTIL 10 SEP. SUPPORT REQUIRED BY 43D IN 303D HYD, INSTR, ELECT AND RADIO SHOPS DELAYED THE PREPARATION OF 303D ACFT. (2) 51 B-47'S WERE ASSIGNED WITH 36 REQUIRED FOR MISSION COMMENCING 0400 15 SEP. ACFT AVAILABILITY WAS EXTREMELY CRITICAL AND FIRM SCHEDULING DIFFICULT. 34 B-47 WERE AVAILABLE ON 13 SEP WITH STATUS OF REMAINING 17 ACFT AS FOLLOWS: (A) 3 B-47 RECEIVED FROM 43D BM WG WERE NOT FLYABLE. (B) ONE B-47 UNDERGOING EXTENSIVE MAINTENANCE CAUSED BY #6 ENGINE FAILURE AND RESULTANT WING LEADING EDGE DAMAGE (C) FOUR B-47 AOCM WITH FUEL LEAKS, TWO OF

WHICH WERE AACP FOR FUEL CELLS. (D) THREE MISSION REQUIRED B-47 ANFE FOR FLUX VALVE. (E) ONE B-47 REQUIRED FOR PRE-PLANNED PERIODIC INSPECTION IMPLEMENTATION BEING CONDUCTED BY 15TH AF REPRESENTATIVES SIMULTANEOUS WITH MISSION. (F) TWO B-47 AACP (TANK UNIT AND RUBBER GROMMET PRESSURIZATION SEALS). (G) THREE ACFT TDY WITH SES.

(3) OF THE ABOVE TWO FUEL LEAKS WERE REPAIRED IN TIME FOR DEPLOYMENT ON 16 SEP AND RECEIPT OF ANFE PARTS ON NIGHT OF 14 SEP ALLOWED 2 MORE B-47'S TO BE PLACED IN-COMMISSION. (4) NO UNUSUAL PROBLEMS EXISTED IN KC-97 OPERATION, HOWEVER, OF 18 POSSESSED TWO WERE NOT AVAILABLE WHICH REQUIRED 14 ACFT TO FLY ON 3 CONSECUTIVE DAYS WITH ONLY 2 SPARES. (5) DURING THE DEPLOYMENT PHASE OF MISSION ONE GROUND ABORT AND SIX AIR ABORTS WERE ENCOUNTERED AS FOLLOWS: (A) ONE ACFT RETURNED FROM MISSION ON FIRST DAY AS RESULT OF BURNED OUT DEFROSTER MOTOR CAUSING SMOKE IN COCK-PIT. THIS ACFT SUCCESSFULLY DEPLOYED ON SECOND DAY. (B) ONE ACFT RETURNED FROM MISSION ON 1ST DAY FOR LOSS OF PRESSURIZATION CAUSED BY MALFUNCTIONING REFRIGERATION UNIT AND CABIN PRESSURE REGULATOR. THIS ACFT SUCCESSFULLY DEPLOYED ON SECOND DAY. (C) ONE ACFT ENCOUNTERED GROUND ABORT ON FIRST DAY JUST PRIOR TO START ENGINE TIME CAUSED BY MALFUNCTIONING POWER CONTROL UNIT. SPARE ACFT UTILIZED AND SUCCESSFULLY DEPLOYED. (D) ONE ACFT RETURNED FROM MISSION ON 2ND DAY FOR LOSS OF PRESSURIZATION CAUSED BY MAIN ENTRANCE DOOR SEAL BLOWN. SPARE ACFT PROVIDED BUT LATER RETURNED FROM MISSION BECAUSE OF LOSS OF PRESSURIZATION. (E) ONE ACFT RETURNED FROM MISSION ON SECOND DAY AS RESULT OF SHATTERED PILOTS WINDSHIELD ENCOUNTERED ON CLIMB OUT. THE CAUSE UNDETERMINED AT THIS

TIME. SPARE ACFT WAS PROVIDED AND SUCCESSFULLY DEPLOYED. (F) ONE ACFT RETURNED FROM MISSION SECOND DAY WITH APPARENT LOSS OF HYDRAULIC FLUID. AN INSPECTION DISCLOSED NO HYDRAULIC LEAKAGE AND WAS CLEARED FOR TAKE-OFF. DEPLOYMENT WAS SUCCESSFUL. (THE RESULT WAS ONE NON EFFECTIVE ACFT DURING THE DEPLOYMENT PHASE).

(6) DURING THE STRIKE PHASE OF THE MISSION 4 ACFT ENCOUNTERED AIR ABORTS AS FOLLOWS: (A) ONE ACFT RETURNED FROM MISSION ON SECOND DAY STRIKE AS RESULT OF LOSS OF PRESSURIZATION CAUSED BY BLOWN NAVIGATION ESCAPE HATCH SEAL AND LOSS OF REFRIGERATION UNIT. (B) ONE ACFT RETURNED FROM MISSION ON THIRD STRIKE DAY AS RESULT OF #3 ENGINE FAILURE. THE CAUSE HAS NOT BEEN DETERMINED. (C) ONE ACFT RETURNED FROM THIRD DAY STRIKE AS RESULT OF RADAR MALFUNCTION. (D) ONE ACFT RETURNED FROM THIRD DAYS STRIKE AS A RESULT OF LOSS OF MAIN AND SPARE INSTRMENT INVERTERS.

(7) MAJOR SUPPLY PROBLEMS ENCOUNTERED WHICH ADVERSELY AFFECTED THE MISSION CONSISTED OF 3 AACP AND 3 ANFE ITEMS. RESUME AS FOLLOWS: (A) 3 B-47'S ANFE FOR FLUZGATE TRANSMITTERS (6400-928050) AS OF 30 AUGUST. ON 10 SEP WARNER ROBBINS AF DEPOT WAS CALLED FOR AVAIL OF ANFE ITEMS. DEPOT ADVISED THAT ITEMS REQUESTED WERE NOT AVAILABLE AND WERE BACK ORDERED TO CONTRACTOR. DEPOT FURTHER ADVISED THAT CYCLE-ONE TRANSMITTERS WERE IN STOCK BUT REQUIRED SAC, HQ RELEASE. 15TH AF WAS CONTACTED IMMEDIATELY AND AVAILABILITY GRANTED ON 13 SEP. T-33 DISPATCHED AND ON ARRIVAL FOUND TRANSMITTER IN REPAIR STATUS AND ITEMS WERE NOT RELEASED UNTIL 1500 EST 14 SEP. (1) B-47 51-2419 ORIGINALLY ANFE ON 16 AUG. ITEM RECEIVED FROM 43D BM WG AUG AND FOUND TO BE DEFECTIVE ANFE RESUBMITTED

30 AUG. THIS ACFT COULD NOT BE BROUGHT IN-COMMISSION FOR THE MISSION.

(2) B-47 51-2427 - ANFE SUBMITTED 30 AUG AND RECEIVED NIGHT OF 14 SEP. PART INSTALLED BUT COMPASS SWING COULD NOT BE COMPLETED. (3) B-47 51-5221 - ANFE SUBMITTED 30 AUG AND RECEIVED NIGHT OF 14 SEP. PART INSTALLED, COMPASS SWING COMPLETED AND ACFT FLEW MISSION ON SECOND DEPLOYMENT DAY.

(B) 3 B-47 AACP. (1) B-47 51-5215 AACP 3 SEP FOR 2 EA SEAL ASSY (6600-752252-7) ITEMS DELIVERED ON 15 SEP AND FOUND TO BE BOLT ASSEMBLIES. RESUBMITTED ON 15 SEP AND SUBSTITUTE ITEM DELIVERED ON 16 SEP WHICH PROVED TO BE OVER SIZE AND NOT USUABLE. ON 16 SEP A BACK ORDER RELEASE 6 EA RECEIVED, BY BASE SUPPLY AND AACP WAS CANCELED. PARTS WERE RECEIVED TOO LATE FOR MISSION. (2) B-47 51-150 AACP 9 SEP FOR TANK UNIT (2366-165-0141-9220). PART SHIPPED BY AIR ON 10 SEP AND FOUND TO BE IMPROPER SUBSTITUTE. RESUBMITTED 10 SEP AND PILOT PICK-UP FINALLY EFFECTED ON NIGHT OF 15 SEP. INSTALLATION MADE IN TIME FOR MISSION. (3) B-47 52-5218 AACP 14 SEP FOR CELL ASSEMBLY (1 AFE-FCD-29166M). AVAILABILITY DETERMINED ON 15 SEP AND PILOT PICK-UP ARRANGED, HOWEVER, 15TH AF ADVISED AT 1000 HOURS 15 SEP THAT ITEM WOULD ARRIVE BY C-124 at 1530 HOURS ON 15 SEP. DELIVERY RECEIVED TOO LATE TO PLACE ACFT IN COMMISSION FOR MISSION.

5. B. COMMUNICATIONS AND ECM: THE COMMUNICATIONS PROCEDURES ESTABLISHED FOR THIS MISSION ARE CONSIDERED AN IMPROVEMENT OVER THOSE ESTABLISHED FOR PREVIOUS MISSIONS IN THAT THE REDUCED REPORTING REQUIREMENTS MORE NEARLY APPROXIMATED AN ACTUAL COMBAT SITUATION. DURING THE DEPLOYMENT PHASE OF THE MISSION 75% OF THE REQUIRED TACTICAL POSITION REPORTS WERE SUCCESSFULLY SUBMITTED USING THE HF EQUIPMENT. EQUIPMENT MALFUNCTION WAS RESPONSIBLE FOR THE MAJORITY OF THE MISSED REPORTS. ALL REQUIRED ARTC REPORTS FOR BOTH PHASES OF THE MISSION WERE SUBMITTED VIA UHF. DURING THE

STRIKE PHASE ALL STRIKE REPORTS WERE SUCCESSFULLY TRANSMITTED, HOWEVER, TWO OF THE REPORTING AIRCRAFT EXPERIENCED DIFFICULTY IN ESTABLISHING CONTACT WITH ANY GROUND STATION AND THE REPORTS FOR THOSE TWO ELEMENTS WERE DELAYED $1\frac{1}{2}$ AND $2\frac{1}{2}$ HOURS RESPECTIVELY. A COLLECTIVE CALL WORD DESIGNATING HQ SAC, HQ 15TH AF, AND THE UNIT CONDUCTING THE MISSION WOULD GREATLY EXPEDITE THE TRANSMISSION OF STRIKE REPORTS WITH CORRECTIVE ROUTING. THE PRESENT SAC COLLECTIVE CALL WORDS DO NOT INCLUDE THE UNIT CONDUCTING THE MISSION AND TO COMPLETE ANALYSIS OF THE OPERATION IT IS NECESSARY THAT THE UNIT BE AN ADDRESSEE ON ALL REPORTS. THE PRESENT ARTC AND TACTICAL POSITION REPORTING REQUIREMENTS ARE CONSIDERED EXCESSIVE FOR THE B-47 CONSIDERING THE SPEED AND ALTITUDE OF OPERATION. THE PRESENT PROCEDURES REQUIRE AN EXCESSIVE AMOUNT OF TIME ON THE PART OF THE CREW MEMBER CHARGED WITH RENDERING THESE REPORTS AND INTERFERE WITH HIS PRIMARY DUTIES. FOR FUTURE MISSIONS, INCLUDING ROUTINE TRAINING MISSIONS, IT IS RECOMMENDED THAT ARTC AND TACTICAL REPORTING PROCEDURES BE ABBREVIATED AND THE REQUIREMENTS BE REDUCED TO THE ABSOLUTE MINIMUM, CONSISTENT WITH SAFE OPERATIONS, ALLOWING EACH CREW MEMBER TO CONCENTRATE HIS EFFORTS ON HIS PRIMARY DUTIES.

5. C. THERE WERE TWO O-15 CAMERA MALFUNCTIONS WHICH PRECLUDED THE TAKING OF PHOTOS. FOUR OTHER AIRCRAFT PASSED OVER THE TARGET BUT "K" SYSTEM MALFUNCTIONS PRECLUDED SCORED BOMB RUNS EVEN THOUGH THE CAMERA WAS FUNCTIONING. IT IS RECOMMENDED THAT ALL O-15 CAMERA DATA PLATES BE AUTHORIZED MODIFICATION SO AS TO INDICATE THE BOMBS AWAY PHOTO. THE MODIFICATION REQUESTED WOULD RESULT IN GREATER ACCURACY IN THE SCORING OF THE PHOTO IMPACTS.

5. D. AERIAL GUNNERY WAS FIRED ON THE DEPLOYMENT PHASE OF THE MISSION, 15 AND 16 SEP. GUNS WERE LOADED ON ALL 35 ACFT THAT COMPLETED DEPLOYMENT OF WHICH 28 ACCOMPLISHED FIRE-OUT OF AMMUNITION, 7 FAILED TO FIRE A SINGLE ROUND, DUE TO MALFUNCTIONING EQUIPMENT.

GUNNERY STATISTICS:

- A. 100% OF THE AMMO IN 16 ACFT WAS EXPENDED.
- B. 80.4% OF TOTAL AMMO IN 28 ACFT WAS EXPENDED.
- C. 64.3% OF TOTAL AMMO LOADED IN 35 ACFT WAS EXPENDED.
- 5. E. NA - SIMULATED ONLY.
- F. THERE WERE NO ADVERSE EFFECTS DUE TO WEATHER EXCEPT FOR TURBULENCE AS EXPLAINED IN T-27 ZIPPO REPORT.

G. THE RESULTS OF THE THIRTY SIX SCHEDULED NIGHT CELESTIAL LEGS WERE:

- A. NUMBER PHOTO SCORED 22
- B. CEA 19 NM
- C. NUMBER NOT PHOTO SCORED DUE POOR PHOTOGRAPHY AND/OR CAMERA
MALF 6
- D. NUMBER INCOMPLETE 2
- E. NUMBER ABORTED PRIOR TO CELESTIAL LEG DUE TO AIRCRAFT ABORT 4
- F. NUMBER ABORTED DUE TO EQUIPMENT MALFUNCTIONS 2

G. EXCESSIVE WINDS ON THE LAST HALF OF THE NIGHT CELESTIAL LEG ON THE SECOND DAYS STRIKE WAS AN ADVERSE FACTOR AND THE REASON FOR THE TWO INCOMPLETE LEGS. THE AIRCRAFT TRACK WAS CORRECTED BY RADIO AIDS TO INSURE NO VIOLATION OF FLYING REGULATIONS, ADIZ PENETRATION, AND SAFETY OF FLIGHT.

5. H. PERFORMANCE ENGINEERING WAS ADEQUATE AND SATISFACTORY IN EVERY RESPECT. ALL ACFT LANDED WITH ADEQUATE FUEL RESERVE. THE PERCENT OF PLANNED DISTANCE FLOWN AND FUEL USED DID NOT AVERAGE MORE THAN TWO

PERCENT OVER PLANNED.

5. I. BOMBING: THE OVER ALL BOMBING RESULTS WERE EXCELLENT. 25 STRIKES WERE SCORED FOR A CEA OF 1718, CEP 1050'. SIX ADDITIONAL ACFT PASSED OVER THE TARGETS, 4 OF THESE HAVING MALFUNCTIONING BOMBING EQUIPMENT AND RESORTED TO BUDDY OR EMERGENCY BOMBING METHODS. 2 BOMBED WITH OPERATIONAL EQUIPMENT BUT CAMERA MALFUNCTIONS PRECLUDED TAKING PHOTOS. THE RELIABILITY OF A CEP OF 1050' AD INDICATIVE OF THE WINGS CAPABILITY IS SUBSTANTIATED BY THE RANGE BETWEEN THE 1ST AND 3RD QUANTILE IMPACTS. THE RANGE BEING 700' TO 2465'. THIS INDICATES THE RANGE OF IMPACTS FOR THE MIDDLE 50% OF ALL BOMBS DROPPED. THE 85% RELIABILITY FACTOR FOR ALL SCORED IMPACTS IS 2540 FEET.

5. J. ARMAMENT AND ELECTRONICS: OUT OF THE 36 B-47E ACFT PARTICIPATING IN THIS MISSION, FIVE OF THEM REQUIRED EXTENSIVE MAINTENANCE OF OVER FOUR HOURS. THESE ACFT WERE: 5216, LOST RADAR PRESENTATION AFTER CABIN PRESSURE WAS LOST. 2444, LOST NEGATIVE 300 VOLT POWER ON APS-23 AFTER THREE AND ONE HALF HOURS OF OPERATION. 2433, COMPUTER BECAME COMPLETELY INOPERATIVE. 2415, A-1 POWER SUPPLY WENT OUT CAUSING COMPUTER TO BE INOPERATIVE. 2417, INCORRECT OPERATION OF COMPUTER CAUSED CONTINUOUS ROTATION OF YOKE IN STABILIZER. OF THE REMAINING 31 ACFT, 18 COULD HAVE BEEN TURNED AROUND AND FLOWN IMMEDIATELY AFTER LANDING. THE REMAINING 13 REQUIRED MAINTENANCE OF LESS THAN FOUR HOURS FOR EACH ACFT TO MAKE THEM COMBAT READY FROM AN A&E STANDPOINT.

GEORGE A. PESTELL, MAJOR, USAF

s/t/ GEORGE A. PESTELL, MAJOR, USAF

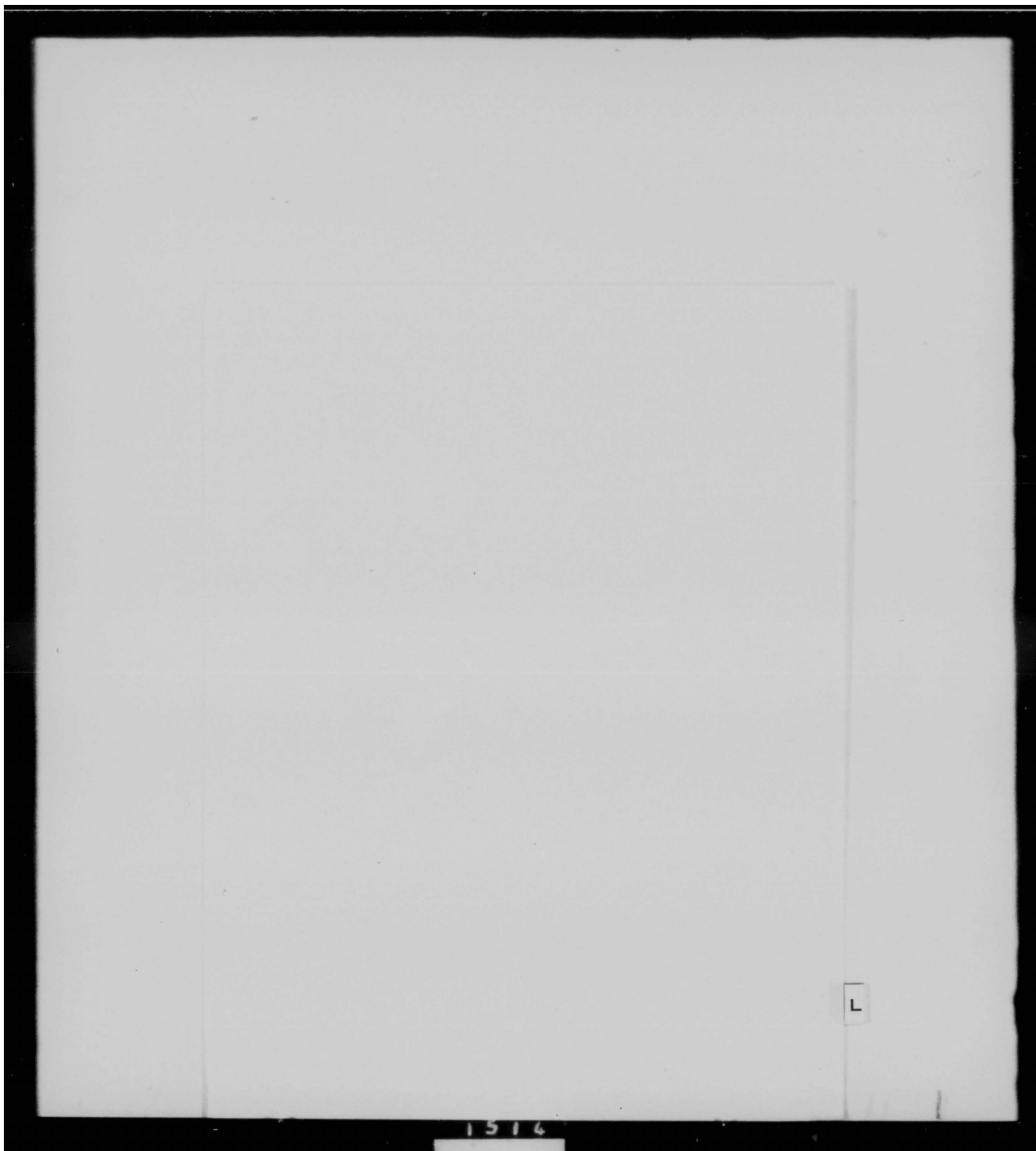
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Page 9

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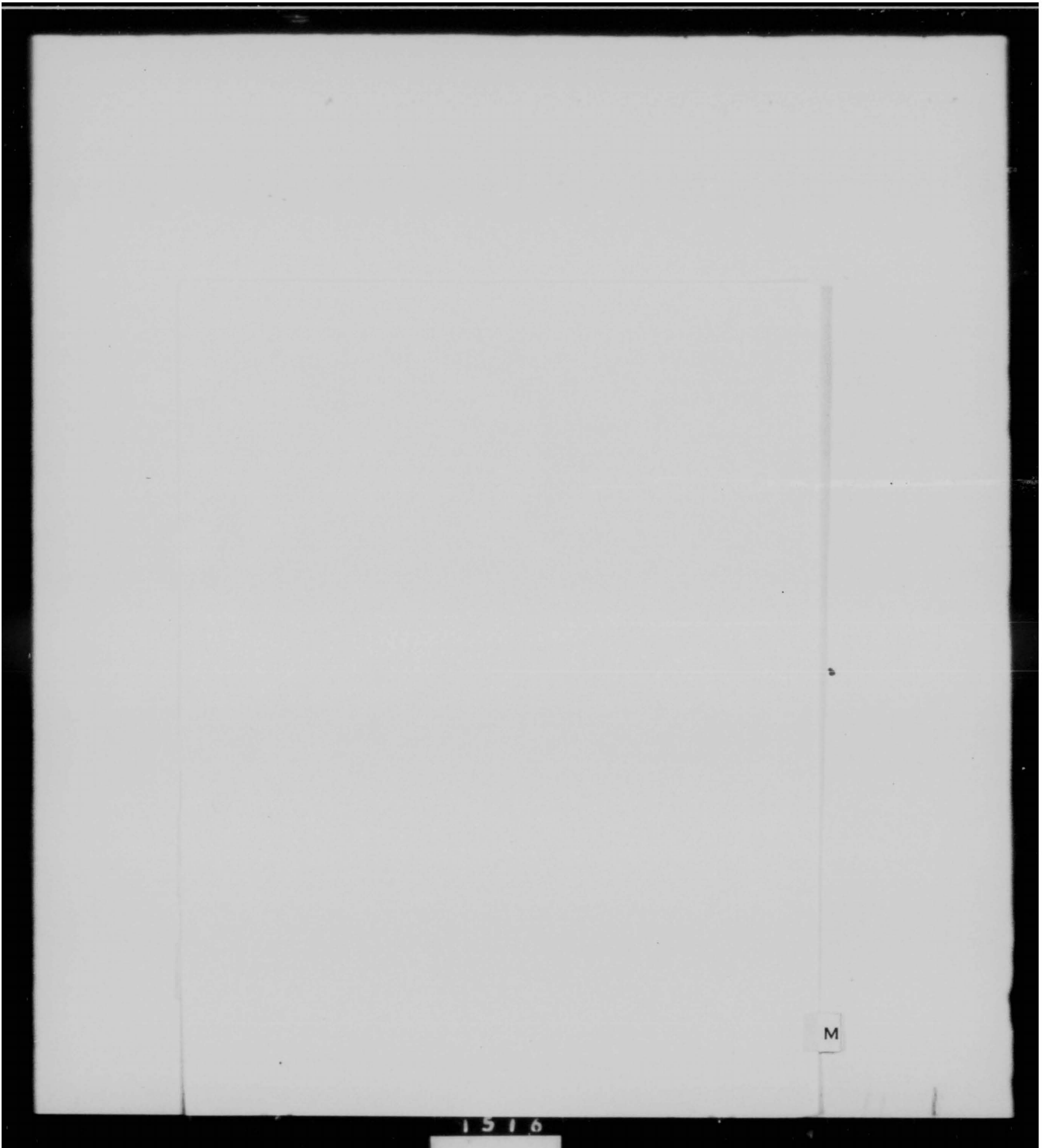
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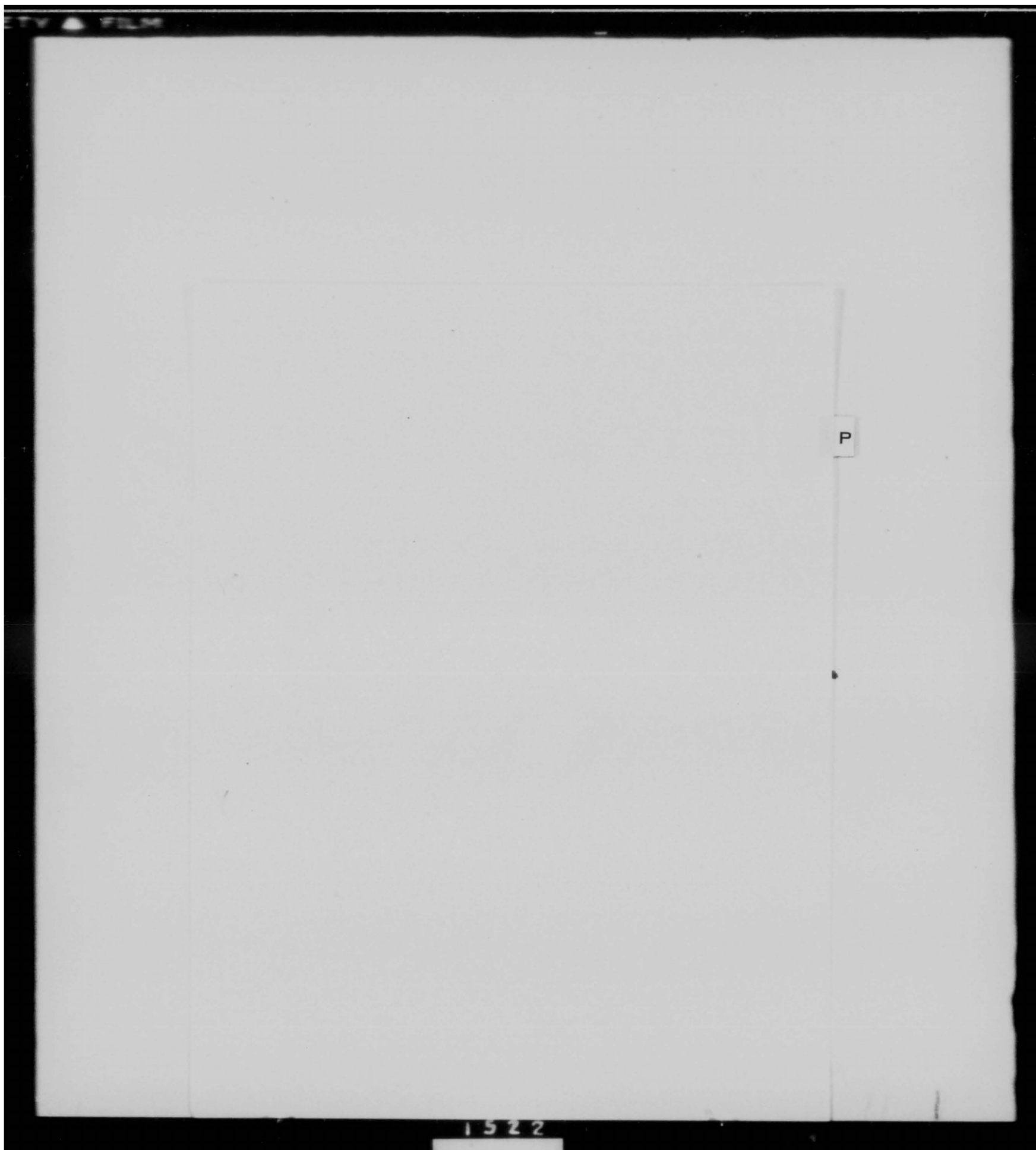
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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0800Z, 15 September 1954

30DCP

SUBJECT: Amendment Number Two to 303rd Bombardment Wing Operations Order
Number 139-54

TO: See Distribution

1. The following changes to 303rd Bombardment Wing Operations Order
139-54, dated 7 September are effective upon receipt:

- Item 1: Reference paragraph 5, Annex B, page 3, so much as reads
H-Hour for 3rd wave H/30 is changed to read: 3rd wave
H/20. Change H Hour to read **0254Z for all three days.
- Item 2: Replace the strike flight plan presently in the Operations
Order with the attached flight plan for the strike mission.
Destroy the old log in accordance with AFR 205-1.
- Item 3: Reference Appendix 3, Annex B, page 6, paragraph 3d(2)(b)2,
change the word (Observer) to read (Pilot).
- Item 4: Reference Appendix 3, Annex B, page 6, paragraph 3d(2)(b)6,
change the word (Pilot) to read (Observer).
- Item 5: Appendix 3, Annex B, pages 6 through 9, paragraphs
3d(3)(a) through 3d(3)(c) are deleted. Paragraph
3d(3)(a) is changed to read - "Simulated IFFI during
mission Bravo will be in accordance with the procedures
outlined in the SAC Tactical Doctrine".

BY ORDER OF THE COMMANDER:

1 Incl
1. Flt Log

Ira V. Matthews
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

DISTRIBUTION:

Same as basic
Ops Order

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1527

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
1500Z, 13 September 1954

30DCP

SUBJECT: Amendment Number One to 303rd Bombardment Wing, Medium,
Operations Order 139-54.

TO: See Distribution

1. The following is amendment number one to 303rd Bomb Wing
Operations Order 139-54:

Item One - Reference Annex A, Paragraph 3d(3)(b)1. Add
T-11 after T-10 Report.

Item Two - Reference Annex B, Page 3, Paragraph 4. Change
X Day 16 Sep following 360th Bomb Sq to read
X Day 15 Sep.

Item Three - Add to the cover of the Operations Order -
"RESTRICTED DATA - ATOMIC ENERGY ACT OF 1946".

BY ORDER OF THE COMMANDER:

Ira V. Mattheus
IRA V. MATTHEUS
Colonel, USAF
Director of Operations

DISTRIBUTION:

Same as basic
Ops Order.

54-1114-5

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1529

SECRET

TABLE OF CONTENTS

Tab O - Operations Order

Annex A - Intelligence

Annex B - Operations

Appendix 1 - B-47 Route and Fuel Loading

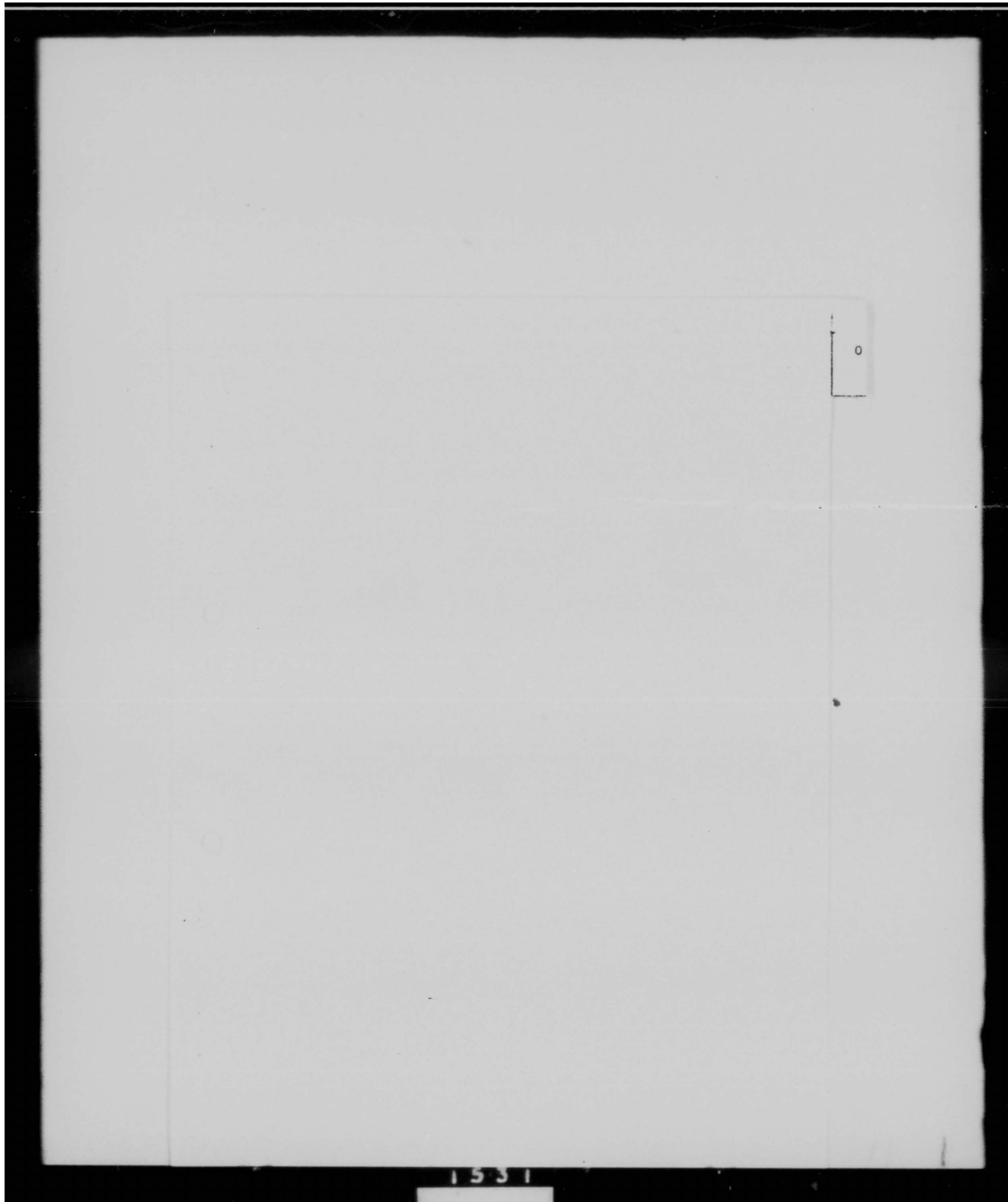
Appendix 2 - KC-97 Route and Fuel Loading

Appendix 3 - Sepcial Weapons

303 B M
Ops O 139-54
7 Sep 54

SECRET

1530



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CLASSIFICATION SECRET
 AUTHORITY CONDR 303 BW
 DATE 8 September 1954
 INITIALS L. C. Shelton

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
 Davis-Monthan Air Force Base, Arizona
 1500Z, 7 September 1954

OPERATIONS ORDER NUMBER 139-54 (Nickname BLUE CHIPS)

CHARTS OR MAPS: As required.

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Philip A. Fitter
359th Bombardment Squadron	Lt Col Herbert W. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Rufus A. Ward
303rd A&EM Squadron	Maj Warren T. Hudson
303rd Field Maintenance Squadron	Maj Donal B. Cunningham
303rd Periodic Maintenance Squadron	Maj Merton V. Smith
803rd Air Base Group	Col Robert C. Whipple

1. GENERAL SITUATION: The Inspector General, USAF, will conduct a Unit Readiness Inspection of the 303rd Bombardment Wing, Medium.

Criteria of the Inspector General are as follows:

a. Sustained Operations:

- (1) 303rd Bombardment Wing must be capable of flying a minimum of 70% of TO&E or possessed aircraft, whichever is smaller, not on TDY authorized by higher headquarters, on a simulated EMP mission including the weapons pick-up

303 BW M
 Ops O 139-54
 7 Sep 54

SECRET

1532

SECRET

and strike phase. Current plan requires two days for simulated deployment, 18 aircraft each day and three days for EWP strike phase, 12 aircraft each day.

b. Bombing (Visual):

- (1) Above 35,000', scoring will be based on proper procedure and bombing results with emphasis placed on bombing results. Maximum score for this phase will be awarded for a CEP of 900 feet.

c. Bombing (Radar):

- (1) All weather conditions, day or night above 35,000 feet. Scoring will be based on proper procedures, emphasis on results. Radar bomb scoring sites will be used in this phase of the test. Maximum score for bombing results will be awarded if 50% of the bombs fall within the following limits:

A. Target (1A)	1,800 feet CEP
B. Target (11A)	2,000 feet CEP
C. Target (11B)	2,200 feet CEP

d. Formation or Cells:

- (1) Proficiency in execution of day formations of not less than nine aircraft and cell structures in accordance with Tactical Doctrine.

e. Navigation:

- (1) Proficiency in all types of navigation.

303 BW M
Ops O 139-54
7 Sep 54

2

SECRET

1533

SECRET

- (2) At least one night celestial navigation leg flown and scored in accordance with SAC Regulation 51-11, starting from a known point and extending for two hours. ETA, based on celestial data only, must be furnished aircraft commander and/or inspector not less than five minutes prior to expiration of ETA. Maximum score will be awarded for a CEA of 20 N.M. or less from destination at expiration of ETA.

f. Instrument Flying:

- (1) All pilots must possess current AF Form 8 and 8A instrument card and be proficient in the applicable flight test requirement prescribed in AFR 60-4. Crews may be selected at random at any time during the readiness test.

g. Communications:

- (1) Crews must be familiar with and demonstrate proficiency in air to air, air to ground communications and use of authenticator code.

h. Emergency Procedures:

- (1) Crew training in practice ditching, bail-out, and crash landing should be simulated both on the ground and in the air. Records will be checked, in addition inspectors will select crews at random in order to determine that crew members possess a thorough knowledge of the aircraft.

303 BW M
Ops O 139-54
7 Sep 54

3

SECRET

1534

SECRET

i. Inflight Feeding:

- (1) Proper quantity of good quality food. All means of dispensing hot food should be fully utilized.

j. Aerial Gunnery:

- (1) Crews must be thoroughly familiar with the operation of aircraft guns to include pre-flight, inflight, and post-flight procedures. Test to be a full load of ammunition fired after a "cold soak" period of one hour at or above 30,000 feet. Scoring will be based on percentage of ammunition fired versus ammunition loaded. Records may be checked also.

k. Flight Performance:

- (1) At least one long range cruise. An inflight cruise control log including a "fuel versus time" curve will be maintained and turned in with the flight plan at mission interrogation for post-flight analysis. Following formula may be used to compute cruise control error:

$$\frac{\text{Charted Air Miles} - \text{Actual Air Miles}}{\text{Actual Air Miles}} \times 100\% = \% \text{ of error}$$

l. Air Refueling Operations:

- (1) Scheduled in strike phase. Tankers and receivers should navigate to and in the orbit area from a point 250 N.M. away for receivers, and 150 N.M. away for the tankers, without the aid of radar mapping or ground

303 H M
Ops O 139-54
7 Sep 54

4

SECRET

1535

SECRET

radio aids. Maximum score will be awarded if all aircraft scheduled to refuel complete the rendezvous and receive the required amount of fuel.

- (2) Scheduled amount for this mission - 38,000 pounds.

m. Intelligence

- (1) Effective and progressive aircrew intelligence training program for all phases.
- (2) E&E Aids: Escape and evasion aids - (Cloth charts, blood chits, etc) must be on hand and properly stored (one per authorized combat crew plus 10% reserve).
- (3) Target materials: Well organized system for filing and issuance of material, plus periodic inventory system to replace obsolete issues.

n. Briefing, Interrogation, and Critique:

- (1) SAC Manual 50-12 applies.

o. Special Weapons:

- (1) Training weapons and crews will be selected at random to determine special weapons training.
- (2) See Special Weapons, Annex B, Appendix 3.

p. General Factors:

- (1) Command leadership, operational organization, combat crew coordination, flying safety, etc.

q. Enemy Forces: See Intelligence, Annex A.

r. Friendly Forces: Hq ADC will provide simulated fighter intercepts.

303 BW M
Ops O 139-54
7 Sep 54

SECRET

1536

SECRET

2. MISSION: During the period 13 thru 24 September 1954, the 303rd Bombardment Wing will meet the USAF Readiness Inspection Criteria as contained in this operations order. In conjunction with the Readiness Test, the 303rd Bomb Wing will conduct a Unit Simulated Combat Mission, to include a simulated deployment mission for B-47 aircraft only. The USCM routes have been planned to include specific requirements of the ORT Team in addition to simulating the ETP. The strike route has been reduced in length in accordance with anticipated temperatures and take-off conditions at Davis-Monthan AFB. O.R.T. requirements are listed in paragraph 1.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron

- (1) Deploy 12 B-47 aircraft on X / 1 (16 Sep 54) in accordance with Annex B.
- (2) Provide 12 B-47 strike aircraft on X / 3 (18 Sep 54) in accordance with Annex B.
- (3) Provide combat crews and B-47 aircraft for loadings in accordance with Special Weapons schedule contained in Annex B, Appendix 3.

b. 359th Bombardment Squadron:

- (1) Deploy six B-47 aircraft on X Day (15 Sep 54) and six B-47 aircraft on X / 1 (16 Sep 54) in accordance with Annex B.
- (2) Provide 12 B-47 strike aircraft on X / 2 (17 Sep 54) in accordance with Annex B.

303 BMW
Ops O 139-54
7 Sep 54

6

SECRET

1537

SECRET

- (3) Provide combat crews and B-47 aircraft for loadings in accordance with Special Weapons Schedule contained in Annex B, Appendix 3.
- c. 360th Bombardment Squadron:
 - (1) Deploy 12 B-47 aircraft on X Day (15 Sep 54) in accordance with Annex B.
 - (2) Provide 12 B-47 strike aircraft on X / 1 in accordance with Annex B.
 - (3) Provide combat crews and B-47 aircraft for loadings in accordance with Special Weapons schedule contained in Annex B, Appendix 3.
- d. 303rd Air Refueling Squadron:
 - (1) Provide 14 KC-97 aircraft on X / 1 (16 Sep 54), X / 2 (17 Sep 54), X / 3 (18 Sep 54) for pre-target aerial refueling of B-47 aircraft in accordance with schedule in Annex B. Twelve of the KC-97 aircraft will be designated as primary tankers and two will be designated as spare tankers. One of the spare tankers will act as a weather scout aircraft and will be dispatched so as to arrive in the orbit area one hour prior to the ETA of the receivers.
- e. 303rd A&EM Squadron:
 - (1) Prepare all B-47 aircraft for MK 6 configuration.
 - (2) Ring out all B-47 aircraft within 24 hours of their

303 BM N
Ops O 139-54
7 Sep 54

7

SECRET

1538

SECRET

scheduled departure. Schedule four aircraft for simultaneous check of the system. CRT representative will monitor this operation.

- (3) Provide six loading teams on X Day (15 Sep 54) and X + 1 (16 Sep 54) to demonstrate capability of six simultaneous loadings. Aircraft to be loaded will be the first six to land on X Day and X + 1.
- (4) Accomplish post load checks on the six loadings accomplished each day.
- (5) For detailed instructions, see Special Weapons, Annex B, Appendix 3.

f. 303rd Field Maintenance Squadron:

- (1) Provide personnel and equipment to accomplish the requirements of this operations order as directed by the Director of Materiel, 303rd Bombardment Wing, Medium.

g. 303rd Periodic Maintenance Squadron:

- (1) Provide personnel and equipment to accomplish the requirements of this operations order directed by the Director of Materiel, 303rd Bomb Wing, M.

h. 803rd Air Base Group:

- (1) Provide maximum security of aircraft and vital facilities at Davis-Manthan AFB during the preparation for and execution of this mission.
- (2) Provide six training weapons for loading on X Day (15 Sep)

303 BW M
Ops O 139-54
7 Sep 54

SECRET

1539

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and X / 1 (16 Sep) in accordance with Annex B,
Appendix 3, Special Weapons.

3. x. GENERAL INSTRUCTIONS:

- (1) Execution order for this mission will be issued by
Fifteenth Air Force. For planning purposes, X Day
will be 15 September 1954.
- (2) Following ground safety precautions will be observed
throughout this mission:
 - A. The importance of flying safety and ground safety
will be strongly emphasized and will be the paramount
consideration in the conduct of this mission.
 - B. Prior to the execution of this operations order, tactical
commanders will insure that each crew accomplishes
the following:
 1. Practice bail out, crash landing, and ditching
drill for crew members and passengers if carried.
 2. Briefed on GCA and IFR procedure for emergency
and alternate bases.
 2. Reviews and studies all emergency procedures.
 4. Briefs each passenger on oxygen procedure.
 5. Reviews and studies emergency radar intercept
procedures contained in radio facility charts
and supplementary flight information handbook.
 6. Reviews and studies air rescue alerting

303 BN M
Ops O 139-54
7 Sep 54

~~SECRET~~

1540

SECRET

procedures for all points along planned routes as contained in supplementary flight information handbook.

7. Brief all passengers on bail-out technique from KC-97 and B-47 aircraft if passengers are carried.

8. Complete inspection of all personal equipment designated for use, and check fitting of parachute and oxygen mask.

c. Over water survival equipment will be carried in all B-47's during Mission "Able". (Simulated Deployment Route)

d. 303rd Bomb Wing procedures for wing walkers and ground handling of aircraft will be strictly complied with at all times.

e. Extreme caution will be utilized by crew personnel entering the bomb bay. Interphone and oxygen outlet will be checked prior to flight. Crew personnel entering the bomb bay will remain on interphone and use a walk around bottle for oxygen supply while enroute to the bomb bay. While in the bomb bay personnel will use regular oxygen outlet.

f. Fuel loading in accordance with Annex B. B-47 aircraft will have minimum of 12,000 pounds fuel reserve over Davis-Monthan. AFR 60-16 applies to fuel reserve for KC-97 aircraft.

g. A qualified officer will be in the control tower during take-off and landing of mission aircraft. 15AFR 62-6, dated 1 June 1954, applies.

303 BW M
Ops O 139-54
7 Sep 54

10

SECRET

1541

SECRET

- h. B-47 running lights will remain on during all night phases of this operational readiness test.
- 3. A liaison officer will be provided at El Paso ARTC regional office 48 hours prior to execution of this mission for the purpose of coordinating mission plans. SAC Reg 55-3 applies.
- 4. Routes will be coordinated with WADC in accordance with 15AFR 50-19, dated 19 January 1954. Clearances over danger and warning areas have been obtained.
- 5. Following security precautions will be observed during this mission:
 - a. Maximum security will be given to aircraft, vital installations, and equipment throughout the mission.
 - b. All information concerning the mission will be disseminated on a need to know basis.
 - c. Aircraft commanders will be responsible for the security of their aircraft if a landing is accomplished away from Davis-Monthan AFB except when relieved by properly authorized security guards.
 - d. Utmost precaution will be exercised to restrict discussion of all tactics to a need to know basis. Handling and processing of radar film containing returns indicative of cell composition and formation will be similarly guarded.
 - e. Security pre-flight will be conducted prior to each take-off to insure that no sabotage has been made against aircraft.
 - f. All support and aircrew members will have in their possession the SAC Restricted Area Badge.

303 EMM
Ops O 139-54
7 Sep 54

11

SECRET

1542

SECRET

- (1) No personnel will be permitted access to the aircraft unless they have a SAC Restricted Area Badge designating the 303rd Wing aircraft, or are on a properly authorized access roster.
6. Navigation: Routes - See Annex "B" - Operations
 - a. All B-47 radar operators will follow thru during let down and approaches.
7. Bombing:
 - a. See Annex "B" for requirements during "Alpha" mission.
 - b. Radar camera attack against designated DGZ's in Seattle complex.
8. Photography:
 - a. Radar scope photography, including cell photography, will be accomplished in accordance with SAC Tactical Doctrine. Film will be handled in accordance with the highest security classification of the photography.
 - b. Radar bomb strike photographs will be taken and scored in accordance with SAC Reg 50-30.
9. PIO: No press statements will be made.
10. Administration and Logistical Matters: Omitted.
11. Command and Communications:
 - a. Command
 - (1) Commander, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona.

303 BW M
Ops O 139-54
7 Sep 54

12

SECRET

1543

SECRET

b. Communications:

- (1) Communications will be in accordance with JANAP's, ACP's, SACCEI, Current Facility Charts and pertinent directives except as modified herein.
- (2) Aircraft Call Signs:
 - (a) For all air/ground communications the aircraft call sign will be in accordance with SACDAL prefixed by "AIR FORCE JET BLUE CHIP".
 - (b) For tactical interplane communications the aircraft call signs will be the JANAP 119 call words as assigned in the SACCEI.
- (3) Recognition and identification with ADC aircraft will be in accordance with paragraph 2407.3, SACCEI.
- (4) UHF channelization will be as listed in the communications flimsy for each individual flight. VHF and HF channelizations will be as listed in the current ZI SACCEI.
- (5) Authentication will be in accordance with AFSAL.
- (6) Inflight rendezvous refueling and communications procedures will be:
 - (a) Primary procedure, when mass formation rendezvous and refueling is possible, only the lead and deputy lead of the receiver and tanker formation will operate rendezvous equipment.

303 BW M
Ops O 139-54
7 Sep 54

13

SECRET

1544

SECRET

- (b) Secondary procedure, when mass rendezvous and refueling is not possible, and individual flights effect rendezvous, only the lead and deputy lead of each flight will operate rendezvous equipment.
- (c) The leader of the bomber task force will establish contact with the leader of the tanker task force on 321.0 Mcs when 200 miles out to get weather information and determine whether mass formation or individual flight rendezvous will be effected.
- (d) Settings for rendezvous equipment, primary and secondary refueling frequencies will be listed in detail in the communications flimsy.
- (e) After visual contact has been established, refueling operations will be conducted under radio silence except in emergencies.
- (7) The nickname to effect recall of this mission will be "YELLOW WATER", i.e., "YELLOW WATER", Davis-Monthan" means return to Davis-Monthan AFB as soon as possible. This nickname is effective for this mission only (void date, 23 September 1954).
- (8) HF position reports will be submitted as follows:
 - (a) Deployment Phase: in accordance with procedure "BRAVO", Inclosure 6, SAC Reg 55-11. Reports will be addressed to Headquarters Fifteenth Air Force

303 EN M
Ops O 139-54
7 Sep 54

14

SECRET

1545

SECRET

and Headquarters 303rd Bomb Wing using ACP 101 routing indicators. CAA and ICAO reports will be made only by the first and last aircraft in bomber stream. Individual aircraft will make hourly tactical position reports.

- (b) Strike phase: Only CAA reporting will be effected, using procedure "ALPHA", with the exception of strike report. Consolidated strike reports will be transmitted for each cell via HF immediately after bombs away to primary communications control station (March AFB, Travis or McChord AFB).

(9) IFF will be operated in accordance with SAC Reg 55-23.

c. ECM Tactics: Omitted.

WM. J. WRIGGLESWORTH
Colonel, USAF
Commander

ANNEXES:

- A - Intelligence
- B - Operations

OFFICIAL:

Ira V. Matthews
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

DISTRIBUTION:

Comdr 15AF, Cys 1 thru 5
Comdr 36 ADiv, Cy 6
Comdr 303 BW, Cy 7
Comdr 358th BSq, Cys 8 & 9
Comdr 359th BSq, Cys 10 & 11
Comdr 360th BSq, Cys 12 & 13

303 BW M
Ops O 139-54
7 Sep 54

*SECRET*¹⁵

1546

SECRET

Comdr 303d ARSg, Cys 14 & 15
Comdr 303d A&EM Sq, Cys 16 & 17
Comdr 303d Fld Maint Sq, Cys 18 & 19
Comdr 303d Pdc Maint Sq, Cy 20
Comdr 803d ABGp, Cys 21 & 22
Comdr WADF, Cy 23
Comdr ADC, Cy 24
Plans, Cy 25
D/Oprs, Cys 26 thru 28
Comm Div, Cy 29
Intell Div, Cy 30
Obs Sec, Cy 31
Oprs & Trng, Cy 32
Unit Historian, Cys 33 thru 36 ✓
OTIG, USAF, Cys 37 & 38
Weather Det, Cy 39

303 BW M
Ops O 139-54
7 Sep 54

16

SECRET

1547



SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA
6 SEPTEMBER 1954

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 139-54

INTELLIGENCE

Annex A
303 BW M
Ops O 139-54
6 Sep 54

SECRET

1549

SECRET

HEADQUARTERS 303D BOMB WING M
DAVIS-MONTHAN AIR FORCE BASE
TUCSON, ARIZONA
6 SEPTEMBER 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 139-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation.

- (1) This wing has been directed to conduct a USCM as part of an Operational Readiness Test.
- (2) Political, Economic and Psychological.
(Omitted)
- (3) The hypothetical enemy gained control of the Northwestern United States through a coordinated air-amphibious assault followed by aggressive infantry thrusts. The aggressor is usurping all political, economic and military instrumentalities of government located within the confines of their recently conquered territory. Friendly guerilla activity has denied the enemy access to all seaports except Seattle which presently is the focal point of all enemy activity. As a prelude to further expansion, a fierce enemy airborne coupe de main on Albuquerque, New Mexico, has resulted in a forced submission to the enemy of all military installations in that area.

b. Enemy Order of Battle: (Simulated)

- (1) Electronics: Enemy EW radar and GCI radar sites are located at

SECRET

1550

SECRET

45° 09'N - 123° 37'W; 46° 19'N - 123° 32'W; 47° 08'N - 122° 30'W;
48° 10'N - 123° 40'W; 48° 15'N - 124° 40'W; 35° 40'N - 105° 30'W.

(2) Fighters: Paine AFB, Wash - 24 MIG-15s

McChord AFB, Wash - 51 MIG-15s

Larson AFB, Wash - 51 MIG-17s

Kirtland AFB, New Mexico - 25 F-86-D (Captured)

(3) Flak:

a. The target ^{is} defended by forty eight (48) 100 mm radar controlled anti-aircraft guns. These are dispersed throughout the Tacoma-Seattle area.

c. Capabilities of Enemy Forces:

(1) Electronics: Soviet Radar Characteristics, AIS 2-22, Aug 53, 15th AF Hq.

(2) Fighters: Characteristics of enemy aircraft are as indicated in Characteristics and Performance Handbook, USSR, Aircraft.

(3) AAA: Ref BIRG, VOL I, SEC II 4c, SAC HQ.

2. INTELLIGENCE REQUIREMENTS

a. EEI:

(1) Note interceptions by enemy aircraft: time, location, altitude, VFR or IFR, number and type aircraft, markings, tactics, and duration of encounter.

(2) Were fighters GCI controlled?

(3) Was AAA encountered?

(4) How were interceptors and AAA coordinated?

(5) Were searchlights employed?

(6) Did normal radio activity or jamming occur? When, where, on what frequencies, type and strength of signal?

SECRET

1551

SECRET

- (7) Were any voice transmissions observed? If so, describe language or any action seeming to result thereafter.
- (8) Report all sightings of shipping in hostile waters, lakes, canals, and rivers, by place, number, types, speed and heading of vessels.
- (9) Airfields observed in hostile territory will be reported to include time of observation, exact geographical location, estimated length of runways, number of aircraft, number and type of buildings and activity.
- (10) Marshalling Yards: Activity or lack of activity will be reported on all major marshalling yards overflown. Time, place, number of goods wagons, and locomotives should be included in the report.
- (11) Ground Forces: Any sightings of troop movements or concentration, will be reported as to time, exact location, number of troops and equipment.
- (12) Friendly Aircraft in Distress: An accurate report will be kept of any friendly aircraft observed or reporting over radio that it is in distress. The time, exact location, number of parachutes, condition of aircraft, etc, will be reported to the interrogator.

b. Means of Obtaining Information:

- (1) A complete interrogation of bomber and tanker crews will be conducted immediately after the mission by intelligence officers and staff specialists.

3. INTELLIGENCE ACTIVITIES:

a. Navigation, Target and Prediction Materials:

- (1) Long Range IR -21S - sheet 1

SECRET

- 1552

SECRET

Route Chart RC - 2204, 2205

Jet Navigation JN - 44

World Aeronautical Charts WAC - 269,364,404,405.

(2) Aerial and Radar Target Materials as desired and/or available.

b. Survival Intelligence:

- (1) Overwater survival equipment will be carried in all B-47s during Mission "ABLE".
- (2) Blood Chits, cloth charts, pointee talkies, Russian Phrase Guides will be issued all combat crews (simulated)
- (3) In the event of bail-out over enemy territory proceed to the southside of the highest terrain feature within a two mile radius of the bail out point and await pick up by helicopter or friendly guerrillas. Flash the signal LD ("-** - **") at all over flying friendly aircraft. If contacted by guerrilla agents give the recognition signal - left hand rubbing top of head. If not rescued within 5 days evade South and East toward friendly territory.

c. Captured Enemy Documents, Materials and Prisoners:

(Omitted)

d. Reports and Distribution:

- (1) Deployment Phase (Mission "ABLE")
 - (a) Reports required in accordance with Inclosure 10, SAC Regulation 55-11, 3 November 1953.
- (2) Strike Phase: (Mission "BAKER"):
 - (b) Distribution ".":
 - 1 B-2, B-10, B-11, B-14, B-15, B-17, B-21, B-22, B-23, B-24, and B-34. (only one copy of B-34 report to be forwarded to Hq SAC)
 - 2 B-36, B-51, B-59 and B-81.

SECRET

1553

SECRET

- 3 B-71 (procedures outlined in R-71 report, SAC Manual 55-8B).
- 4 Reports required in accordance with paragraph 6a, SAC Manual 55-8.
 - (b) Distribution "B": B-27 (Consolidate for entire exercise).
- (3) Tanker Reports:
 - (a) In accordance with SAC Manual 55-8 and 55-8D.
 - (b) DISTR "A":
 - 1 T-2, T-10, T-14, T-15, T-17, T-21, T-22, T-23, T-24, T-36, T-71, T-81.
 - 2 Reports required in accordance with paragraph 6a, SAC Manual 55-8.
 - (c) DISTR "E":
 - 1 T-27 (Consolidate for entire exercise).
- (4) Report each day's exercise as a separate mission.
- (5) All reports submitted in accordance with SAC Manual 55-8, will contain the flag words "ZIPPO BLUE CHIP" at the beginning of the text.
- (6) Target Task Force Identifiers: The following TTF Identifiers will be used for mission "BAKER": E 89 (Seattle). The individual TTF Identifier for X + 1 strike will be prefixed by the digit "1", the X + 2 strike the digit "2", and the X + 3 strike will be prefixed by the digit "3": the first aircraft for each day's exercise will be indicated as 111 E89A, 221 E89A, 331 E89A. Subsequent TTF will be B,C,D, etc for each day's mission.
- (7) DGZs authorized by this wing and not contained in the SAC Target Training Catalog will be indicated on the B-2 report.

SECRET

1554

O
A
B

1555

SECRET

ANNEX B
TO
OPERATIONS ORDER 139-54
OPERATIONS

Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1556

SECRET

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

ANNEX B

TO

OPERATIONS ORDER 139-54

OPERATIONS

1. Throughout this mission maximum training will be accomplished as prescribed by ORT Criteria and SAC Regulation 50-8.
2. For the purpose of identification the missions are broken down into two types for B-47 aircraft - "ALPHA", deployment and "BRAVO" simulated EMP Strike.

a. Requirements for "ALPHA" Mission (Deployment)

- * (1) Radar RBS - Los Angeles
- * (2) Full load of ammunition
- (3) Pressure Pattern Leg
- * (4) Radar RBS - San Francisco
- (5) Camera Attack - Bakersfield
- * (6) Visual RBS - Phoenix
- (7) Camera Attack on Tucson
- * (8) Simulated Jet Penetration GCA and Landing
- * - Indicates requirements for ORT Evaluation
- ** - Visual RBS target will be determined at pre-take off briefing.

b. Requirements for "BRAVO" Mission (Simulated Strike)

- (1) Three hours of visual formation - 12 aircraft
- (2) Mass Refueling (Radio Silence will be maintained after

Annex B
303 BW M
Ops O 139-54
7 Sept 54

SECRET

1557

~~SECRET~~

arriving in observation position, except in cases of emergency.)

- (3) Simulate IFI during IFR. (See Special Weapons, Appendix 3)
- (4) Cell tactics - Night or IFR EW Penetration in accordance with SAC Manual 55-5A.
- (5) Bomb Run .81 Mach
- (6) Night Celestial
- (7) Long Range Cruise

3. Tactics for refueling will be in accordance with SAC Manual 55-5.

a. Refueling Areas

- (1) Primary orbit area for refueling is 35-44N 113-22W - TC 019
- (2) Secondary orbit area is 34-24N 114-22W - TC 007.

b. Altimeter setting will be station altimeter setting at orbit point.

Tanker Task Force Commander will advise receivers of the current altimeter setting on first contact. Receiver aircraft will start descent only after contact has been established, either with rendezvous equipment, radio or visual, with the tanker formation. Tanker formation will depart the orbit area three minutes prior to the receiver ETA, on designated refueling track. Changes in the orbit area will be passed to receiver aircraft at earliest contact. Tanker aircraft will fly a left hand race track pattern in the orbit areas. Desired refueling altitude 15,000 ft for ceca flight, 16,000 ft for alpha flight, and 17,000 ft for Bravo flight. The spare tankers will be on the right of Bravo flight. Cards will be used by the tankers to indicate amount of fuel transferred.

Annex B
303 HW M
Ops O 139-54
7 Sept 54

2

~~SECRET~~

1558

SECRET

4. B-47 departure schedule for deployment:

SQDN	NO ACFT	T.O.	DATE	TIME EN ROUTE
360th Bomb Sq	12	*1100Z	X Day 16 Sep	5 / 34
359th Bomb Sq	6 "	*1400Z	"	"
359th Bomb Sq	6	*1100Z	X / 1, 16 Sep	5 / 34
358th Bomb Sq	12	*1230Z	"	"

*Indicates take-off of first aircraft each squadron. Take off will be 15 minute intervals.

5. B-47 Take-Off Schedule for Strike Phase:

SQDN	NO ACFT	T.O.	DATE	TIME EN ROUTE	H-HOUR
360th Bomb Sq	12	*2100Z X / 1	16 Sep 54	9 / 30	**0237Z
359th Bomb Sq	12	*2100Z X / 2	17 Sep 54	9 / 30	**0237Z
358th Bomb Sq	12	*2100Z X / 3	18 Sep 54	9 / 30	**0237Z

*Indicates take off time of first aircraft. Succeeding aircraft will take off at one minute interval.

** H-Hour for 1st wave, 2nd wave, H / 10; 3rd wave H / 30

6. KC-97 Take-Off Schedule for pre-target refueling:

SQDN	NO ACFT	TO	DATE	TIME ENROUTE
303rd ARS 14		*2145Z	X / 1 16 Sep 54	4 / 20
303rd ARS 14		*2145Z	X / 2 17 Sep 54	4 / 20
303rd ARS 14		*2145Z	X / 3 18 Sep 54	4 / 20

*Indicates the take-off time of the first KC-97. Weather aircraft will depart each day in time to be in the orbit area one hour prior to ETA of receivers.

Annex B
303 BW M
Ops O 139-54
7 Sep 54

3

SECRET

1559

O

A

B

APP
1

1560

SECRET

APPENDIX 1

TO

ANNEX B

B-47 Route and Fuel Loading

App 1, Annex B
303 B M
Ops O 139-54
7 Sep 54

SECRET

1561

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SECRET
1562

SECRET

UNIT COMPONENT AND RECONNAISSANCE MONITOR FLIGHT PLAN		SQUADRON	WAG	ALCRAFT TYPE AND SERIAL NO	CREW NUMBER	ALCRAFT COLOR (PAINT) (MARKS)	UNUSUAL COMMENTS (REMARKS)	PROJECTED FUEL CONSUMPTION	
303 rd BM				B-47E					
PRE FLIGHT PLAN									
FROM	TO	ROUTE	TIME	ALT	TEMP	WIND	WAVE	WAVE	WAVE
DMAFB									
CP'A		STENG, TAXI, TO, ACCELERATE		35					
CP'B		33-03N 109-07W		2,685					
TP-1		LEVEL OFF	CL 061	-13E	21,500	.70	424		
TP-2		34-03N 106-54W							
TP-3		SOCORRO, N.M.	CR 061	-13E	35,300	.74	425		
TP-4		35-02N 107-42W							
TP-5		FRANKS EMIL N.M.	CR 326	-13E	35,600	.74	425		
TP-6		32-13N 110-58W							
TP-7		THURSON	CR 223	-13E	36,300	.74	425		
TP-8		32-43N 114-37W							
TP-9		YUMA	CR 281	-14	36,900	.74	425		
TP-10		34-32N 113-54W							
TP-11		BEGIN DESCENT	CR 019	-15	37,400	.74	425		
TP-12		35-25N 113-30W							
TP-13		BEGIN REFUEL	DS 019	-15	26,200	.81	485		
TP-14		37-26N 112-37W							
TP-15		END REFUEL	CR 019	-15E	15,000	.41	257		
ON-LOAD 5,243 GALLONS @ 6.5 / GALLON									
TP-16		38-40N 112-07W							
TP-17		LEVEL OFF	CL 019	-15E	27,300	.71	424		
TP-18		35-30N 108-54W							
TP-19		GALLUP, N.M.	CR 141	-15	34,200	.74	427		
TP-20		38-15N 104-38W							
TP-21		PUEBLO, COLO.	CR 050	-14	35,400	.74	426		
TP-22		41-13N 112-06W							
TP-23		ODEN, YOR	CR 298	-15	36,800	.74	425		
TP-24		43-18N 117-00W							
TP-25		HARNEY LAKE, ORE.	CR 292	-18	37,900	.74	425		
TP-26		45-42N 120-54W							
TP-27		ABERDEEN, DALLAS	CR 334	-20	38,500	.74	425		
TP-28		46-52N 121-45W							
TP-29		MT RAINIER	CR 333	-21E	38,500	.81	467		
TP-30		ANDARCAMERA TBT							
TP-31		SEATTLE	CR 330	-22E	38,500	.81	467		
TP-32		46-54N 124-07W							
TP-33		PORTLAND, ORE.	CR 239	-22E	38,300	.74	425		
TP-34		42-00N 118-05W							
TP-35		34-33N 112-28W							
TP-36		PRESCOTT, ARIZ	CR 150	-17	42,200	.74	425		
TP-37		32-57N 112-43W							
TP-38		SILA BEND	CR 187	-14E	42,500	.74	425		
TP-39		32-07N 110-49W							
TP-40		THURSON, ORE.	CR 120	-14	42,800	.74	425		
TP-41		LD							
END									

1563

0
A
B
APP
1
APP
2

1564

SECRET

Appendix 2

To

Annex B

KC-97 Route and Fuel Loading

App 2, Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1565

SECRET

PRIMARY REFUEL ROUTE

KC-97 FLIGHT PLAN

NO WIND

FROM - DMAFB	TC	VAR	ALT	TAS	DIST THIS LEG	TOTAL DIST	TIME T.O. :02	ELAPSED TIME
TO-	309	-14	4.7	185	59		:19	:21
Casa Grande								
Phoenix VOR	348	-14	9.0	195	35	94	:11	:32
Prescott VOR (Level Off)	339	-14	15.0	215	82	176	:23	:55
35-44N 113-22W Orbit Pt	324	-15	17.5	224	76	252	:20	1:15
Orbit Point		-15	17.5	224	112	364	:30	1:45
End of Refuel	019	-15	17.0	247	124	488	:30	2:15
Level Off	178	-15	14.5	214	89	577	:25	2:40
Prescott VOR	178	-15	12.0	206	93	670	:27	3:07
Phoenix VOR	159	-14	12.0	205	82	752	:24	3:31
Casa Grande	168	-14	12.0	203	35	787	:10	3:41
DMAFB	129	-14	12.0	203	59	846	:17	3:58
Letdown & Land							:30	4:28

1566

SECRET

SECONDARY REFUEL ROUTE

KC-97 Flight Plan

No Wind

FROM: DMAFB	TC	VAR	ALT	TAS	DIST THIS LEG	TOTAL DIST	ELPS TIME	ELPS TIME
TC: -						T O. :02		
Casa Grande	309	-14	4.7	185	59		:19	:21
Phoenix VOR	348	-14	9.0	195	35	94	:11	:32
Prescott VOR (Lvl Off)	339	-14	15.0	215	82	176	:23	:55
34-27N 114-22W (Orbit Point)	261	-14	17.5	224	95	271	:25	1:20
Orbit Point	⑥		17.5	224	112	383	:30	1:50
End of Refuel	007	-15	17.0	247	124	507	:30	2:20
Level Off	146	-15	14.5	214	89	596	:25	2:45
Prescott VOR	146	-14	12.0	206	30	626	:09	2:54
Phoenix VOR	159	-14	12.0	205	82	708	:24	3:18
Casa Grande	168	-14	12.0	203	35	743	:10	3:28
DMAFB	129	-14	12.0	203	59	802	:17	3:45
Letdown and Land							:30	4:15

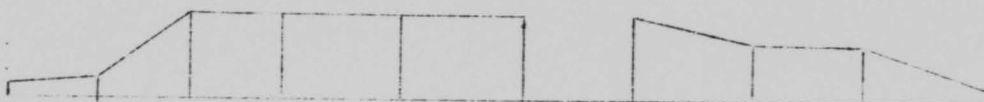
SECRET

1567

SECRET

KC-97 Performance Plan
No Wind

Basic Wt.	89,500	Fuel Grade	115/145	Dist to Clear 50' Obs	8,900'
Oil	1,230	Type Aircraft	KC-97G	Ground Roll Distance	7,250'
Crew	1,400	Fuel Density (#/Gal)	5.85	Braking Dist (Props	
Min Ldg Wt	92,130	Landing Reserve	5,980 Lbs	Reversed & Brakes)	4,100'
Fuel	25,000		960 Gals	O.A.T.	35°C
JP-4	38,500	Total Distance (NM)	846	Fld Elev	2,688
T.O. Gr Wt	155,630				



CONDITION	RTTO	CL	CR-1	ORBIT	REFUEL		DESC	CR-2	DESC - LD
ALTITUDE	2,685	11,400	17,000	17,000	17,000	OFF	14,500	12,000	GCA
TIME	:02	:53	:19	:30	:30	LOLD	:25	1:19	:30
TIME (TOTAL)		:55	1:14	1:44	2:14		2:39	3:58	4:28
FUEL	1,060	5,750	1,200	1,900	3,700	38,500	710	3,200	1,500
FUEL (TOTAL)	1,060	6,810	8,010	9,910	13,610	JP-4	14,320	17,520	19,020
DISTANCE	-	182	70	112	124		89	269	-
DISTANCE (TOTAL)	-	182	252	364	488		577	846	-
GROSS WEIGHT	154,570	148,820	147,620	145,720	142,020	103,520	102,810	99,610	98,110
WT (K) AVG.	-	207	224	224	247		214	204	-

DATE: 30 Aug 54

CALCULATED BY: Maj C. C. Gaither

SECRET

1568

O

A

B

APP
1

APP
2

APP
3

1569

SECRET

APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER 139-54

SPECIAL WEAPONS

App 3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1570

SECRET

HEADQUARTERS 303rd BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

APPENDIX 3

TO
ANNEX B

TO
OPERATIONS ORDER 139-54

SPECIAL WEAPONS

1. This annex contains special weapons data.
2. General Information
 - a. Mission ALPHA simulated 303rd Wing Deployment Plan.
 - b. Mission BRAVO simulated 303rd Wing Strike Plan
 - c. Simulated pick up and strike base will be Davis Monthan Air Force Base.
 - d. Aircraft will depart Davis-Monthan Air Force Base on X day and X / 1 Day to arrive at pick up base on X Day and X / 1 respectively.
 - e. Aircraft will depart strike base on X / 1, X / 2, and X / 3 days.
 - f. First six aircraft arriving at pick up base on X day and X / 1 will be loaded with a MK 6 Mod 4 training weapon. Loadings will be simultaneous.
 - g. Upon completion of loading and Post Load Test flight crews will perform IFI and IFE and pre Take-Off Test.
 - h. For this operation Observer will be primary IFI operator.
 - i. For this operation Baro setting will be 4050 feet. Safe separation Timer setting will be 39.1 seconds.
 - j. Aircraft will be parked in area designated as 63rd Bomb Squadron B-47 parking area. 300 foot interval will not be required.

App3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1571

SECRET

- k. No fire fighting equipment will be utilized for this mission.
- l. The Bomb Control Point will be the Special Weapons Restricted Area.
Phone 605.
- m. Weapons will move in convoy from Bomb Control Point, departing in time to arrive in the loading area to begin loading operations upon parking of first aircraft each day.
- n. First four aircraft loaded each day will be given Universal Wiring Checks (Ring Out) prior to loading.
- o. All aircraft will be given Universal Wiring Checks prior to departure on Deployment Mission.
- p. 303rd Wing Control Room will notify Bomb Control Point of estimated time of first aircraft arrival on X Day and X + 1 in time to permit departure of convoy to loading area to meet loading schedule.
- q. Weapons will be off-loaded upon completion of IFE.
- r. Simulated strike mission will include simulated IFI. Observer will be IFI operator. IFI will be performed during IFR operations.
- s. Loading times will be approximately 1130 MST daily.
- 3. Tasks for Subordinate Units.
 - a. 303rd Bomb Wing Armament Electronics Maintenance Squadron.
 - (1) Preparation for mission ALPHA:
 - (a) Complete universal wiring checks (Ring Out) will be performed on all B-47 aircraft not more than 24 hours prior to scheduled departure time.

App 3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1572

~~SECRET~~

- (b) Aircraft will be in Mk 6 configuration:
 - 1. U-2 release mechanism in forward position.
 - 2. Arming control in rear position.
 - 3. Model 60 sway braces installed.
 - 4. CF 609 cable installed.
- (c) Aircraft equipped with C-9 hoists, K-2 slings and bomb door suspension cables.
- (d) PTB power receptacle checked in conjunction with Ring Out.
- (e) Pneumatic release system charged to 1200-1500 psi.
- (2) Operation at Pick Up Base
 - (a) Provide four ring out teams to ring out first four aircraft arriving on X Day and X + 1.
 - (b) Provide six loading team supervisors to supervise loading teams on X Day and X + 1.
 - (c) Provide one loading team officer to coordinate with other agencies.
 - (d) Provide six Post Load Test Teams to perform Post Load Tests on all loaded weapons.
 - (e) Prepare six Mk 6 Mod 4 weapons from ready storage condition to C/S condition on X Day and X + 1.
 - (f) Provide spare loading equipment as required.
 - (g) Supervise off-loading upon completion of each operation.
- (3) Strike Mission. Not Applicable.

App 3, Annex B
303 BWM
Ops O 139-54
7 Sep 54

~~SECRET~~

1573

SECRET

b. 803rd Air Police Squadron

- (1) Preparation for Mission ALPHA. Not applicable.
- (2) Operation at Pick Up Base
 - (a) Provide Security for weapons and aircraft as required.
 1. Provide escort security during movement of weapons from Bomb Control Point to loading area.
 2. Provide security guards during loading operations.
 - a. For this mission one guard per aircraft will be required.
 - b. Provide guards for control point.
- (3) Strike Mission. Not applicable.

c. AF 308 SOSW

- (1) Preparation for Mission ALPHA. Not applicable.
- (2) Operations at Pick Up Base.
 - (a) Provide and deliver six Mk 6 Mod 4 training weapons to assembly organization (303rd AEM Sq) and to loading area for 303rd Bomb Wing.
 - (b) Provide and deliver six 110 DE training capsules to 303rd Bomb Wing. Capsules will be delivered with weapons.
 - (c) Provide six loading teams to function under the supervision of the 303rd AEM Sq.
 - (d) Weapons will be delivered on P-3 trailers. N-1 trailers will be used to supplement P-3 trailers as required.
 - (e) ASCP 67-1 will apply for transfer of weapons and components.

App 3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

4

SECRET

1574

SECRET

(f) ASOP 55-12 will apply regarding Letters of Introduction.

(3) Strike Mission. Not applicable.

d. Tactical Squadrons. Following instructions apply to 358th, 359th, and 360th Bombardment Squadrons.

(1) Preparation for Mission ALPHA

- (a) Bomb Commanders will perform operational checks of release systems and arming control.
- (b) Bomb Commander will accomplish "Inspection of Aircraft" as outlined in applicable check sheet contained in Bomb Commanders Folder.
- (c) Any unsatisfactory conditions found will be reported to 303rd AEM Squadron through Wing Maintenance Control.

(2) Operations at Pick Up Base

- (a) Provide the following equipment and personnel for all aircraft scheduled for loading operations.
 - 1. External power supply and fire extinguisher.
 - 2. B-47 tow bar and prime mover equipment as required.
 - a. Equipment will be in position in loading area prior to loading time on X Day and X / 1.
 - 3. Personnel on current Wing orders to operate external power units.
- (b) Combat crew personnel of all aircraft scheduled for loadings will:
 - 1. Inventory and receipt for weapons, components and capsules upon delivery to aircraft.

App3, Annex B
303 EW M
Oms O 139-54
7 Sep 54

5

SECRET

1575

SECRET

2. Capsule courier will have Letter of Introduction available and request Letter of Introduction from capsule delivery personnel.
 3. Crew will perform Post Loading Inspection of aircraft and weapon upon completion of loading and Post Load Test.
 4. Bomb Commander will perform Pre Take-Off Checks upon completion of Post Loading Inspection.
 5. Primary IFI operator (Observer) will perform IFI.
 6. Secondary IFI operator (Pilot) will perform IFE.
 7. Bomb Commander folders will be utilized and applicable check sheets will be completed.
 8. Weapon will be off-loaded upon completion of IFE.
 9. Bomb Commander will be responsible for security of aircraft and weapon, utilizing 903rd Air Police Squadron personnel.
 10. Bomb Commander will be responsible for proper positioning of ground power unit equipment and observation of all safety precautions applicable to operation of ground power equipment.
- (3) Strike Mission.
- (a) Each crew participating in strike mission will perform one simulated IFI during flight.

App 3, Annex B
303 BW M
OFS O 139-54
7 Sep 54

6

SECRET

1576

SECRET

- (b) IFI simulation will be during in-flight refueling operation.
- (c) The following procedures will apply in order to secure accurate time breakdowns and functional checks of both IFI and IFR.

1. IFI will be started at the same time as the IFR.
This time will be entered in the check sheet.
2. The observer will be the primary IFI operator
3. During the IFI the pilot will handle the check sheet
4. The observer will proceed to the IFI position upon command from the Bomb Commander.
5. The Bomb Commander will allow time for the IFI operator to be in IFI position prior to hook-up.
6. IFI will be simulated in the following manner:
 - a. The pilot will read the check sheet to the observer.
 - b. The observer will read each step back to the pilot upon completion. Simulation should include an attempt to go through IFI motions to determine what difficulties will exist with oxygen gear and interphone equipment.
 - c. IFI will be considered complete when all steps have been simulated. Completion time will be entered in check sheet.
 1. The minimum time allowable for IFI will be 15 minutes.

App 3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1577

SECRET

7. The primary purpose of the simulated IFI during this mission is to determine:
 - a. The feasibility of the pilot monitoring both IFI and IFR operations simultaneously.
 - b. Recommended changes in IFI procedures which might increase the feasibility of this procedure.
8. To determine the feasibility of simultaneous IFI and IFR operations the IFI operator will observe and record:
 - a. IFI altitude
 - b. Time required to proceed from crew position to IFI position.
 - c. Difficulties encountered in movement from crew position to IFI position.
 - d. Time required for IFI. Difficulties encountered on time delays caused by pilots attention to IFR operation.
 - e. Stability of platform during IFR.
 - f. Difficulties encountered or time increase caused by wearing of oxygen equipment.
 - g. Difficulties encountered in attempting to lock and unlock U-2 release mechanism at this altitude.
 - h. Difficulties encountered in accomplishment of other duties normally performed during IFR.
 - i. Any other difficulties which might make this procedure unsafe.

App3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

8

SECRET

1578

SECRET

9. To increase the practicability of this procedure IFI operators will submit any suggestions on methods of decreasing or eliminating difficulties found during this simulation.
10. Records and suggestions will be submitted to Wing Special Weapons Officer at mission debriefing.

App3, Annex B
303 BW M
Ops O 139-54
7 Sep 54

SECRET

1579

S

1580

PROCEEDINGS OF A BOARD OF OFFICERS

Davis-Monthan Air Force Base
Tucson, Arizona

5 October 1954

A Board of Officers convened at 0900 hours, on 4 October 1954, at Davis-Monthan Air Force Base to determine the facts and establish the cause of the accident, involving B-47E aircraft, serial number 15-432 which occurred at approximately 0700 hours on 30 September 1954, at Davis-Monthan Air Force Base. This board is charged with fact finding only, and is specifically prohibited from fixing guilt or recommending disciplinary action.

Witnesses were called before the board and were advised of their rights as witnesses, and the purpose of the board. Special emphasis was made on the point that the board was convened to determine the cause of the incident and make recommendations to prevent recurrence. It was further explained that the board was specifically prohibited from recommending disciplinary action.

INDEX

<u>Tab No.</u>	<u>Contents</u>
1	Special Orders No. 202 appointing Incident Investigation Board
2	Message OLC - Report of Aircraft Incident
3	Final Board Findings, Conclusions, and Recommendations
4	Statement - Major Stuart A. Howze
5	Statement - S/Sgt J. B. Reynolds
6	Proceedings of Board
7	DD Form 122, Supervisor Report of Ground Accident
8	Photo - 1135G
9	Photo - 1136G
10	Photo - 1137G
11	Photo - 1138G
12	Photo - 1139G
13	Photo - 1140G
14	Photo - 1141G
15	Photo - 1142G
16	Photo - 1143G
17	Photo - 1144G
18	Free hand drawing showing position of projected fragments in relation to aircraft

HEADQUARTERS
36TH AIR DIVISION (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 202)

E X T R A C T

7 OCTOBER 1954

1. FNO, USAF, ORGN indicated, SAC, this B, are APT to a BD of OFF IAW PARA 14a(3) SEC 11, VOL VI, AFM 67-1 and AFR 11-1, to INVES circumstances surrounding alleged loss of Government property of 33D FLD MAINT SQ, SAC, this B, as stated in Report of survey 54-DM-73. BD RPT W/be used in lieu of RPT of Survey, and will determine and recommend any pecuniary liability assessment or other action deemed appropriate. RPT W/be submitted in six copies to B COMDR. (This BD SUPS BD APT PER PARA 3, SO 196, this HQ CS, as AMND.)

LT COL	DAVID O COMBS	AO363536	HQ 36TH ADIV (Chairman)
MAJ	BENJAMIN A ROBERTS	13770A	HQ 303D BOMB WG M
CAPT	JAMES J ALLEN JR	AO590408	803D OPR SQ.
CAPT	BILL B WILSON	AO2083531	803D INSTL SQ
1ST LT	KENNETH E PRUDEN	22309A	65TH BOMB SQ M (Recorder)
1ST LT	HOMER A SAETRE	AO2251812	HQ 803D AB GRU (Legal Advisor, non-voting)

2. MAJ BOB L FORKNER, AO376057, USAF, is REL FR ASGMT W/303D A&E MAINT SQ, SAC, this B; ASG HQ 803D AB GRU, SAC, this B, REPT to COMDR NLT 7 OCT 54 for ASGMT to DY in AFSC 3216. NTI. PCA. EDCSA: 11 OCT 54. AUTH: AFR 35-59.

3. FNO, USAF, ORGN indicated, are APT as MBR of "B GNG ACFT INVES BD" IAW SAC REG 35-2.

COL	LOUIS M SOWERS	4879A	HQ 36TH ADIV
MAJ	DUNCAN P DARLES	AO728604	HQ 36TH ADIV
MAJ	JAMES A LAPONSIE	AO569028	HQ 36TH ADIV
CAPT	GEORGE W SCHRYVER	AO582375	803D MTR VEH SQ
CAPT	RAYMOND L TEGTMAYER II	AO1044702	HQ 803D AB GRU
CAPT	ROY ANDERSON	AO720109	HQ 303D BOMB WG M
2D LT	LEON E DAVENPORT	AO3012617	358TH BOMB SQ M

4. FNA, USAF, (PRIM & Utilization AFSC as indicated) are REL FR ASGMT ORGN indicated, SAC, this B; ASG 2266TH PERP SQ, CP Kilmer, NJ, WP NLT 15 OCT 54 REPT to COMDR NLT 6 NOV 54 for SUBQ OS ASGMT to HQ 5ADIV, APO 117. DALVP. EDCSA: 1 NOV 54. SHPMT Identifier: SAC/5AD/0611/9071. TPA W/10 days TVL time AUTH. If POV is not used TVL time W/B TVL time of carrier used. TBMAA, RR, Bus & COML ACFT AUTH (AFR 75-79). AFM 35-6 W/B complied W/and IMM IAW AFR 160-102 W/B accomplished IMMED. WP. PCS. TDN. 5753500 048-132 P531.9-02-03 S99-999. AUTH: AFR 35-59, SAC REG 35-19, 15AF REG 35-2, & LTR DPMAP, HQ SAC, 15 SEP 54, SUBJ: FGN SVC AMN Levy.

(CONT)

SO 202

S SGT	58151	WILLIAM J KERMODE	AF20829296	HQ 803D AB GRU
A/IC	62250	BENJAMIN MYRICK JR	AF13360671	803D Food SV SQ
S SGT	62250	FRANK W DESTFINO	AF19290310	803D Food SV SQ
S SGT		DANIEL J BANKES	AF13408517	359TH BOMB SQ M

(PRIM AFSC 70250 & Utilization AFSC 73251)

5. FNA, USAF, are REL FR ASGMT W/OrGN indicated, SAC, this B, & DISCH
 EFF DT indicated UP Ltr 39-10 & WP their HOM or place of ENLMT as they may
 elect. HOR: indicated. Future mailing address: indicated. PCS. TDN.
 5753500 048-242 P514-01 S99-999. 5753500 048-141 P531.11-02-03-07 S99-999.

803D AP SQ EFF DT indicated

S SGT ELDRED S DENNY AF16342258 HOR: 2430 N 77TH AVE, Elmwood Park,
 ILL Future mailing address: 205 Columbia, Elmhurst, ILL EFF 22 OCT 54

A/IC THOMAS S JORDAN JR AF13361089 HOR: 1903 Adams RD, Dundalk, MD -
 Future mailing address: 3460 Dunran RD, Baltimore 22, MD EFF 19 OCT 54

303D A&E MAINT SQ EFF 20 OCT 54

S SGT LEE E SMITH AF36763098 HOR: 448 W Barry AVE, Chicago, ILL
 Future mailing address: 8255 Knox AVE, Skokie, ILL

43D FLD MAINT SQ, ATCH TDY 803D SUP SQ EFF 20 OCT 54

S SGT HARLEY E BARNETT JR AF26782044 HOR: 409 N Main, Fairfield, IOWA
 Future mailing address: 2940 Carpenter RD, Ypsilanti, MICH

43D ARMS ATCH TDY 303D ARMS EFF 20 OCT 54

S SGT HOWARD F DAVIS AF13360764 HOR: RT #1, Alberta, VA Future
 mailing address: Rawlings, VA

803D Food SV SQ EFF 19 OCT 54

A/IC DONALD E THOMAS AF18374555 HOR: 2706 N "K" ST, Fort Smith, ARK

803D INSTL SQ, EFF 16 OCT 54

A/2C ALBERT F MEROLLI AF11204306 HOR: 73 Cross ST, Uxbridge, MASS
 Future mailing address: 834 Calle Evelina, Tucson, ARIZ

BY ORDER OF THE COMMANDER:

OFFICIAL:

Joe D Rubesch

JOE D RUBESCH
 2D LT, USAF
 ASST ADJ

STANLEY M SIMKINS
 Major, USAF
 Adjutant

DISTRIBUTION: "A" plus

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 AMN SEC, 2266TH PERP SQ, CP Kilmer, NJ; 15 - EA AMN concerned (PARA 5);
 20 - B Processing AMN

- 2 -

1584

FM COMDRADIV 36 DAVIS MONTHAN AFB ARIZ

UNCLASSIFIED
PRIORITY PRIORITY

TO COMDRSAC OFFUTT AFB NEBR

INFO: COMDRAF 15 MARCH AFB CALIF

UNCLASSIFIED/ODC

. For DPGS. This message in five

parts.

Part I. Acft B-47E, Number 15334 damaged at 0740 hours 30 Sep 54
at Davis-Monthan AFB, Arizona.

Part II. Aircraft was parked on hardstand in parking area of the
360 BS. Airman inflating left outrigger tire. Compressor failed
to operate above 90 lbs on low system. Operator went to compressor
tried to adjust valves to remedy this condition. During time opera-
tor was at compressor, for about 3 - 4 minutes, rim of wheel failed
to cover pressure in tire. Damage to aircraft resulted from flying
pieces of rim.

Part III. Est cost \$3100.

Part IV. Man hours out of service 34.

Part V. Recommend corrective action will be forwarded upon findings
of investigating board.

RAYMOND L. TEGTMAYER II CAPT USAF

This is a certified and true copy of the above TWX.

Leon E. Davenport
Leon E. Davenport, 2nd Lt, USAF
Recorder

1585

FINDINGS:

1. The outrigger tire and the inner wheel rim flange failed as a result of excessive tire pressure.
2. The high pressure side of the compressor was connected to the tire with the compressor running and the delivery valve open at the time of the accident.
3. Flying fragments from the wheel rim disintegration caused sheet metal damage to the aircraft.
4. No pressure gauge to measure tire pressure during the inflation process was utilized.
5. The input of pressure to the tire was unregulated.
6. Visual examination of the failed wheel rim flange gives some indication of possible flaws in the wheel casting.

CONCLUSIONS:

1. That unregulated pressure supplied to the outrigger tire by a 3 state, 3,000 psi compressor, possibly aggravated by a materiel defect in wheel casting, caused this accident.
2. That the Crew Chief was primarily responsible for this accident by not continuously monitoring the output of the compressor and the state of tire inflation during the time the compressor was supplying pressure to the tire.

RECOMMENDATIONS:

1. That gauge tire, high pressure 0-400 psi, Stock Number 7900-387480, or similar type gauge, be utilized when servicing high pressure tires.
2. That in the absence of the gauge referred to in recommendation 1 only the low pressure compressor be utilized for tire inflation.
3. That appropriate supervisory personnel insure that all concerned individuals are instructed in proper procedures and equipment used in high pressure tire inflation.

The Board adjourned at 1100 hours, 4 October 1954.

All Findings, Conclusions and Recommendations are concurred in by the board members whose signatures appear below.

Louis M. Somers
LOUIS M. SOMERS
 Col, USAF
 President

Duncan P. Daries
DUNCAN P. DARIES
 Major, USAF
 Member

George W. Schryver
GEORGE W. SCHRYVER
 Captain, USAF
 Member

James A. LaFonsie
JAMES A. LaFONSIE
 Major, USAF
 Member

Raymond L. Tegtmeier, II
RAYMOND L. TEGTMEIER, II
 Captain, USAF
 Member

Harvey M. Anderson
HARVEY M. ANDERSON
 Captain, USAF
 Member

Leon S. Davenport
LEON S. DAVENPORT
 2nd Lt, USAF
 Recorder

S T A T E M E N T

4 October 1954

I, Stuart A. Howze, Jr., Captain, 15345A, Aircraft Commander of aircraft 51-5434, 303rd Bombardment Wing, Medium, make the following voluntary statement, and have been advised that this investigation is not one conducted under Article 31, UCMJ, and that the purpose of such investigation in accordance with AFR 34-2 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 30 September 1954, at Davis-Monthan Air Force Base, and to prevent recurrence of same, in the interest of safety.

At approximately 0700 MST, 30 September 1954, the preflight inspection on aircraft 51-5434 was completed by my crew. While performing this inspection it was noted that the outrigger tires appeared to be low and I requested the Crew Chief check the tire pressures with his tire pressure gauge. While this was being accomplished, I returned to the 360th Operations building to see that a maintenance man scheduled to fly with me was properly fitted with parachute, helmet, and oxygen equipment. While in operations, my Observer reported to me that the Co-pilot had received a cut on his head while attempting to aid the Crew Chief in starting the air compressor and had reported to the hospital for medical attention. While the Observer and I were in operations, the left outrigger tire blew out, blowing the inside rim through the bomb bay doors. This resulting in major damage to the bomb bay doors.

I at once returned to the aircraft to inspect the damage. It appeared that this accident was caused by the over inflation of the tire and perhaps a faulty tire rim.

The above statement is true to the best of my knowledge and belief.

WITNESS

Leon E. Davenport
LEON E. DAVENPORT
2nd Lt, USAF
Recorder

Stuart A. Howze, Jr.
STUART A. HOWZE, Jr., 15345A
Captain, USAF
303rd Bombardment Wing Aircraft
Commander

STATEMENT

4 October 1954

I, F. B. Reynolds, Staff sergeant, AF 13383348, crew chief, 360th Bombardment Squadron, 303rd Bombardment Wing, Medium, make the following voluntary statement, and have been advised that this investigation is not one conducted under Article 31, UCMJ, and that the purpose of such investigation in accordance with AFR 34-2 is not to secure evidence for disciplinary action, but to determine all factors in connection with the aircraft incident occurring on 30 September 1954, at Davis-Monthan Air Force Base, and to prevent recurrence of same, in the interest of safety.

During preflight on aircraft 434, Captain Houze, the aircraft commander, asked me if the outrigger tires weren't just a little low. I told him, "No, but that I would check them to be sure." After getting my tire gauge, I checked the right outrigger tire. It was up to 160 pounds. Then I went over and put the tire gauge on the left outrigger. The gauge read 160 pounds, but as I removed the gauge from the valve stem, the valve core began to leak. I tried to stop it and couldn't. Then I removed the old core and replaced it with a new one. While I was replacing the core my assistant had brought an air compressor. Before starting the compressor I hooked the chuck up to the valve stem which was hooked to the high pressure side of the compressor. Then I checked the gauge on the compressor. It read 1000 pounds. I put this air in the tire by very slightly opening the air valve on the compressor high pressure side. This brought the tire up about half way. Then I started the compressor leaving the air valve to the tire open. The compressor had been running about ten minutes, but the tire wasn't being blown up. The air gauge on the compressor read zero. I sent my assistant after another compressor. Then I went over to the compressor to check it because we weren't getting any air. I checked the relief valves, drained the condensation from the compressor. I was also checking for leaks. This all took from 4 - 6 minutes at which time the tire blew out doing considerable damage to the aircraft.

The above statement is true to the best of my knowledge and belief.

WITNESS

Leon E. Davenport
LEON E. DAVENPORT
2nd Lt, USAF
Recorder

F. B. Reynolds
J. B. REYNOLDS, AF 13383348
S/Sgt, USAF
360th Bombardment Squadron,
303d Bombardment Wing, Medium

The Board of Officers convened at Davis-Monthan Air Force Base at 9:00 a.m. on 4 October 1954. The recorder read the orders establishing the Board. There is no requirement for the Board to be sworn. The following exhibits were introduced:

- Exhibit A - Statement by Captain Howze, Aircraft Commander;
- Exhibit B - Statement by S/ Sgt Reynolds, Crew Chief;
- Exhibit C - Series of photographs showing the damage that occurred to one tire.
- Exhibit D - A free hand drawing of the fragments resulting from this accident and where they were found in relation to the airplane.

Exhibits A through D were accepted as exhibits.

The first witness was called at 0905 hours.

President: will you state your name, rank, serial number, and organization.

Witness: Stuart A. Howze, Jr., Captain, 15345A, 303d Bombardment wing

President: What was your relation to this particular accident that occurred on 30 September on aircraft 434?

Capt Howze: I was aircraft commander scheduled to fly on this date. while performing our preflight inspection we observed the two outrigger tires to be low. I requested S/sgt Reynolds, Crew Chief, to check these tires with the gauge. About the time the preflight was completed, I left the aircraft to get the name, rank, and serial number of the maintenance man that was scheduled to fly with us, also to see that he was properly fitted with parachute, helmet, and oxygen equipment. I told my copilot to take the aircraft. The copilot remained at the aircraft and when they were attempting to start the compressor, the copilot was hit on the head by the crank. He was taken to the hospital. After this incident the sergeant was inflating the tire and it blew up. I returned to the aircraft and inspected the damage.

President: Did you observe Sergeant Reynolds checking the pressure in the outrigger tire?

Capt Howze: No Sir, this was done after I departed the aircraft. My copilot told me Sergeant Reynolds checked the tire, removed the core, replaced the valve core, and was attempting to fill the tire with air.

Maj Davies: Was your copilot at the aircraft when the tire blew up?

Capt Howze: No Sir - none of my flight crew members were present.

President: During your preflight inspection did you inspect the outrigger tires and the tire wheelcasting?

Capt Howze: Yes sir.

President: Did you observe any evidence of cracks or other unusual appearance in the casting of the wheel or outrigger tire?

Capt Howze: No Sir, there was no evidence of damage. The only evidence was that the tire seemed to be low on both outriggers.

President: Was the aircompressor at the airplane during the time you were at the airplane conducting your preflight inspection?

Capt Howze: Yes sir, it was parked by the airplane.

President: Were the scissors, as indicated in this drawing, during your preflight check disengaged?

Capt Howze: They were engaged during the preflight.

President: At any time during the preflight was the airhose connected to the tire?

Capt Howze: The airhose was rolled in the rack on the compressor.

President: Are there any further questions?

(The witness made an additional statement)

Capt Howze: Since the accident I have checked with Mr. George West, Boeing Technical Representative, and at the time we were inspecting the damage it appears that there could have been a flaw in the casting of the rim. Mr. West was called down to the aircraft. In his opinion, there was a defect in the rim, and to verify his belief, we are having an acid test performed. Mr. West further stated that it was possible to put 5,000 pounds of pressure in a tire without causing an accident of this type - failure of the aircraft rim. An accident of this type can happen only from a faulty rim or poor casting. This accident was caused from material failure, and not caused by an excess of pressure pumped into the tire. He also stated that when the 43rd Bombardment Wing accident occurred, wherein the aft main landing gear collapsed, no damage was caused to the outrigger wheels. An accident of this type is caused by defective material.

President: Captain Howze, will you please read over this statement you prepared and identify it as your own?

Capt Howze: That is my statement, Sir.

President: We will call Mr. West, Boeing Technical Representative, as a witness, although it is not specifically stated in regulations that this is necessary. He will be able to tell us what he found when he examined the damaged aircraft parts.

There were no further questions and the witness was excused at 0945 hours.

The second witness was called at 0945 hours.

President: Will you state your name, rank, serial number, and organization.

Witness: J. B. Reynolds, Staff Sergeant, AF 13383348,

President: Will you please identify this statement, Exhibit 2, as the one you prepared.

Sgt Reynolds: That is my statement Sir.

President: Will you please for the Board run through verbally what happened on 30 September, the date of the accident.

Sgt Reynolds: Captain Howze, the aircraft commander, asked me to check the outrigger tires and I said I would. I checked the right outrigger tire - it read 160 pounds. I then checked the left outrigger tire - it also read 160 pounds. When I took the gauge off the valve stem, the valve core began to leak. I tried to stop it and couldn't. I put in a new core. My assistant brought up an air compressor. Upon checking the gauge on the compressor I found there was a thousand pounds of air in the high pressure side. The low pressure system was red-lined at 85 pounds. I put this air in the tire. The compressor was running but the tire wasn't blown up. The air gauge read zero. I went back to see what was wrong with the compressor, and in the meantime, the tire blew up. This took about 4 to 6 minutes.

President: What is the normal pressure?

Sgt Reynolds: This depends upon the weight of the aircraft. The average is about 160 pounds.

President: And when you checked the pressure on the left outrigger tire, what was the pressure?

Sgt Reynolds: It was 160 sir.

Maj LaPonsie: Then the tire was properly inflated at the time you checked it.

Sgt Reynolds: Yes sir.

Maj LaPonsie: What was the reason that you decided to inflate it?

Page 4 of 16 pages

1593

Sgt Reynolds: The valve core was leaking sir. I removed the valve cap and it didn't start leaking until I removed the air gauge.

Maj LaPensie: The valve core was sticking?

Sgt Reynolds: Yes sir.

Maj LaPensie: Did all the air leak out of the tire?

Sgt Reynolds: Yes sir, we replaced the valve core so it all leaked out.

Maj LaPensie: When you started inflating the tire you were starting from zero pressure in the tire?

Sgt Reynolds: Yes sir.

Maj LaPensie: To the best of your knowledge is there a written procedure or technical order covering the proper way to inflate the tire?

Sgt Reynolds: Yes sir, there is. The method I use is this: Check the tire pressure with the gauge and then slowly put air into the tire, continually checking the pressure in your tire. With low pressure air compressors, your air going into the tire couldn't exceed the proper pressure. There is no difficulty whatsoever in inflating a tire if you have the right equipment.

President: You stated that there was no low pressure in the compressor.

Sgt Reynolds: No, pressure at 85 pounds isn't sufficient to inflate the tire.

President: Does the normal procedure called for by your SOP require one man observing the pressure and the other pumping air into the tire.

Sgt Reynolds: Yes sir.

President: Why wasn't this procedure followed in this case?

Sgt Reynolds: I had sent my assistant crew chief to obtain another compressor. At the time I was back by the compressor, sir.

President: Is this compressor the type normally used for inflating tires?

Sgt Reynolds: Yes Sir, it is the only type we have.

President: Was there a feature of this compressor that wasn't operating properly?

Sgt Reynolds: Yes Sir. The low pressure side was redlined at 85, and the high pressure side was not exactly right. It was not developing pressure at the time.

Capt Anderson: Did you attempt to obtain another compressor?

Sgt Reynolds: Yes Sir, I sent my assistant for another compressor.

Capt Anderson: What is normal pressure for this type of compressor?

Sgt Reynolds: I couldn't say right off. The low pressure side is better than one hundred pounds and the high side about two thousand.

Maj LaPonsie: Have you ever used any compressor for inflating the outrigger tires at which you were able to use the low pressure side as the compressor?

Sgt Reynolds: Some of the low pressure sides are at 400.

Maj LaPonsie: As I understand the procedure in this case, you hooked up airline to tire without having compressor running.

Sgt Reynolds: Yes Sir.

Maj LaPonsie: Then the tire pressure only came up about half way?

Sgt Reynolds: Yes Sir.

Maj LaPonsie: Is that by visual observation?

Sgt Reynolds: Yes Sir, I didn't remove the valve.

Maj LaPonsie: In this type of valve hookup, is it threaded together?

Sgt Reynolds: Yes Sir, it is.

Maj LaPonsie: When you used up all the 1000 pounds in the accumulator, you left the valve and chuck connected and went back to the compressor and started it?

Sgt Reynolds: Yes Sir.

Maj LaPonsie: Did you go back to the tire again?

Sgt Reynolds: Yes Sir, I went back to the tire. Then I went back to the compressor and the gauge still read zero.

Maj LaPonsie: How long had the compressor motor been running?

Sgt Reynolds: Before my assistant left we had it running about ten minutes. It was hooked up to the tire all that time. I went back to the compressor, drained the relief valves, checked for leaks just to find out why it wasn't putting out pressure.

Maj LaPonsie: Did you turn off air valve?

Sgt Reynolds: No Sir.

Maj LaPonsie: Your thought was that when you saw the pressure start to rise, you could control it with the air valve?

Sgt Reynolds: Yes Sir.

Maj LaPonsie: Had you ever inflated the outrigger tire with the high pressure side?

Sgt Reynolds: Yes Sir.

Maj LaPonsie: What is your procedure?

Sgt Reynolds: Control the amount of air by cracking the valve at the compressor.

President: How do you judge when you have the right pressure?

Sgt Reynolds: By placing the valve cap next to the tire I can observe the tire being inflated.

President: Under ordinary circumstances, you can determine what is proper pressure just by visual indication?

Sgt Reynolds: Yes Sir.

President: When you went back to the compressor you stated that the pressure read zero and the compressor was running at that time. Did you observe how long it was before the pressure started coming up?

Sgt Reynolds: No sir.

President: What was the pressure the next time you observed it?

Sgt Reynolds: At 1000 Sir.

Capt Tegtmeyer: When did you turn off the pressure?

Sgt Reynolds: Immediately after the tire blew up I turned off the pressure.

Capt Tegtmeyer: At the time the tire blew up do you recall reading the pressure on the tire pressure gauge?

Sgt Reynolds: No Sir.

Capt Tegtmeyer: How much time elapsed between the time you observed the pressure and the time the tire blew up.

Sgt Reynolds: Not over a minute.

Capt Anderson: At other times when you have performed this operation, do you recall the time it usually takes to inflate a tire?

Sgt Reynolds: Well Sir, it only takes a few minutes if we use the high pressure side.

Capt Tegtmeyer: Is this done normally on the low pressure side?

Sgt Reynolds: Yes Sir.

Capt Tegtmeyer: You had already sent your assistant for another compressor?

Sgt Reynolds: Yes Sir.

Maj LaPonsie: In the interim you decided to use the high pressure side?

Sgt Reynolds: No Sir, we were hooked up to high pressure side at all times because the low pressure side was red-lined at 85.

Capt Tegtmeyer: You hadn't started inflating the tire at the time you sent your assistant for a compressor?

Sgt Reynolds: No Sir, we had already put a thousand pounds in the tire before he left.

Capt Tegtmeyer: When did you discover that the low pressure portion of the compressor was not operating properly?

Sgt Reynolds: When it redlined at 85 pounds.

Capt Tegtmeyer: And that indicated on the pressure gauge itself?

Sgt Reynolds: Yes Sir.

Capt Tegtmeyer: Can you think of anything you might have done during the course of this operation which might have prevented this accident?

Sgt Reynolds: If I had turned off the valve, that would have prevented it.

Capt Schryver: I would like to approach this from another angle. When you removed the valve core from this tire, did you remove it slowly or did you just unscrew it and take it off?

Sgt Reynolds: I replaced the valve core as quickly as possible and the tire deflated to zero.

Capt Schryver: Do you know approximately what weight the landing gear supports?

Sgt Reynolds: No Sir, I don't.

Capt Schryver: Is it possible for the airplane to settle?

Sgt Reynolds: No Sir, the rim hit the ground at no time. There were at least two inches between the rim and the concrete. There may have been a few pounds in it, but I couldn't say for sure.

President: Would you estimate how many pounds of air pressure were in the tire at the time of the accident.

Sgt Reynolds: I don't think it was over 500 pounds because I regulated my pressure and I had a thousand pounds in the compressor. I didn't move it.

Maj LaPensie: To go back over a few little things, before you start to inflate, do you normally check your air compressor?

Sgt Reynolds: No Sir, I don't always.

Maj LaPensie: Do you normally check the water drain valves?

Sgt Reynolds: The compressor won't compress if there is water in it

KODAK SAFETY

Maj LaPonsie: If there is water in it, would you check it?

Sgt Reynolds: We're not supposed to check them, but I usually do.

President: Before the aircraft commander showed up at the airplan you used a tire gauge, is that correct?

Sgt Reynolds: I had used it the night before.

Capt Anderson: You used a tire gauge that morning?

Sgt Reynolds: Yes Sir.

Capt Anderson: Now the first time you attempt to inflate the tire you notice, according to your statement, that it didn't get larger or smaller. You went back to the air compressor to find why air wasn't going into the tire. Did you at any time take the hose from the tire valve?

Sgt Reynolds: No Sir.

Capt Anderson: Using the air compressor, you could determine when the tire was inflated within a few seconds?

Sgt Reynolds: Yes Sir.

Capt Anderson: You didn't release the hose at any time?

Sgt Reynolds: No sir.

Capt Anderson: Did anybody?

Sgt Reynolds: No sir.

Capt Tegtmeyer: How could a thread coupling come off without stripping the threads as indicated in this picture?

Sgt Reynolds: It blew off Sir.

Capt Tegtmeyer: It is a physical impossibility to remove a coupling without ripping the threads. It couldn't come off without ripping the threads.

Sgt Reynolds: There is a chuck that fastens to the tube valve and compressor hose.

Capt Tegtmeyer: When this blew free, did you take the chuck off?

Sgt Reynolds: Yes Sir.

Page 10 of 16 pages

1599

President: When you went back to the air compressor, was your back to the tire or could you see the tire?

Sgt Reynolds: At times I could see the tire and at times I couldn't.

President: When you sent your assistant to get a servicable compressor, I assume you wanted to have one that was working properly. What prompted you to go ahead with a machine that you thought was faulty?

Sgt Reynolds: Sometimes it works and sometimes it doesn't.

President: Have you used this type of compressor recently, within 48 hours?

Sgt Reynolds: No Sir.

President: Do you know of any trouble with this compressor?

Sgt Reynolds: No Sir, the compressor had a servicable tag.

President: Could the weight of the aircraft resting on the flange damage the wheel?

Sgt Reynolds: No Sir.

President: You mentioned that you checked the compressor and there was 1000 pounds of air in the compressor by the gauge, was that gauge operating properly?

Sgt Reynolds: Yes Sir.

Maj LaPonsie: When you experienced the tire going down, was there possibility that the gauges might have been giving you a false reading and it might have been more than a thousand pounds.

Sgt Reynolds: No Sir, it was my guess that they were operating at the time.

Maj LaPonsie: Do you feel that the compressor was operating properly?

Sgt Reynolds: Well Sir, after I took the 1000 pounds out the compressor never would work.

Maj LaPonsie: Have you ever had any trouble with the high pressure accumulator previous to this?

Page 11 of 16 pages

1600

Sgt Reynolds: No Sir.

Maj Durees: Isn't it proper to have a jack under the strut when changing the valve?

Sgt Reynolds: Yes Sir, it is.

Maj LaPonsie: Did you inspect the casting of the wheel prior to inflating the tire?

Sgt Reynolds: I looked at it and it looked good.

President: Hereafter when you start to inflate a tire do you think you will give the casting a thorough inspection?

Sgt Reynolds: After this I don't think I will pump up any tires.

President: When you discovered this wasn't operating properly, did you intend to obtain a compressor whereby you could use the low pressure side to inflate this tire?

Sgt Reynolds: Yes Sir.

President: Is it common practice to use the high pressure side if the low pressure side isn't working?

Sgt Reynolds: Yes Sir.

President: Are you authorized to do that?

Sgt Reynolds: No Sir.

Maj LaPonsie: Do you run into a situation like this frequently -- where the low pressure side isn't working?

Sgt Reynolds: Yes Sir.

President: Are there any other phases in aircraft maintenance that low pressure side is required?

Sgt Reynolds: Not that I know of Sir. The tires is all I know of.

President: Are you aware of any maximum pressure that these tires will stand without blowing?

Sgt Reynolds: No Sir, I am not.

President: What is the maximum inflation of the tire?

Sgt Reynolds: I believe it is about 170 Sir.

Maj Durees: For your information, 160 is the minimum and 185 the gross on this airplane. Isn't that right, Mr. West?

Mr. West: 160 for 150 gross and 185 gross and up, 180 pounds.

President: This tire blew out the tube and case etc. Is that correct?

Sgt Reynolds: Yes Sir. ...

Capt Tegtmeier: In your opinion, do you think it was the fault of the compressor or a faulty wheel?

Sgt Reynolds: I don't know.

Capt Tegtmeier: In the interests of safety, what would you suggest to prevent an accident of this nature occurring again?

Sgt Reynolds: Give us some good equipment out there - compressor.

Capt Tegtmeier: What as a crew chief would you do to prevent this type of accident?

Sgt Reynolds: Just one answer Sir, a compressor.

Capt Schryver: The only way to determine the amount of pressure in the tire is to remove the chuck and take a reading with the tire gauge?

Sgt Reynolds: Yes Sir.

Capt Schryver: Up to that point it is a guess.

Sgt Reynolds: Yes Sir.

Capt Schryver: Don't we have an air gauge similar to an automotive hand operating chuck where you can measure it?

Mr. West: Aircraft equipment does not have such a device.

Capt Tegtmeier: The safety feature involved in this procedure is that the low pressure side of the compressor is limited to a pressure that would not exceed the limits of the tire?

Sgt Reynolds: Yes Sir.

President: Any other questions:

There being no further questions, the witness was excused at 0945 hours.

Page 13 of 16 pages

1602

Mr. West was called as a witness at 0945 hours.

President: Mr. West, we'll take your statements informally. You are a Technical Representative with Boeing Aircraft?

Mr. West: That's right Sir.

President: Mr. West, did you inspect this accident?

Mr. West: I inspected the piece of the wheel in the airplane. I was unable to see the disintegrated part of it because ground safety had the disintegrated parts. I did make an inspection of the remaining wheel.

President: In your opinion, was there evidence of some fault in the casting of this particular wheel?

Mr. West: I found one spot (looking at diagram) from approximately here to approximately here, about 1/3 of the wheel that looked as though it might have come from either a crack or some casting fault. I wasn't quite sure of this myself so I verified it with another Technical Representative, Mr. Robinson, Boeing representative, at the time. On the outer portion of the rim there was a black mark that extended through the portion of the rim. I attempted to duplicate that mark by rubbing the tire over another piece of casting, but I was unable to do so. If I can just elaborate on this wheel situation a little bit. No amount of pressure that the compressor would put out would blow the wheel at this time. Tire inflation could not possibly cause that wheel to disintegrate without faulty casting. During the 43rd accident, wherein the aft main landing gear collapsed, all that weight came down, and yet it didn't break. In that position there would be a tremendous amount of weight on the wheel. That wheel is going to be given an acid test to determine if it had a crack or faulty casting. I don't believe air pressure had anything to do with it.

President: Then, in your opinion, the tire could have been inflated until it burst and this wouldn't damage the wheel?

Mr. West: Yes Sir, unless there was a flaw in the casting.

Maj LePonsie: With a flaw in the casting, could it go for the life of the wheel?

Page 14 of 16 pages

1603

Mr. West: No Sir. I think it's lucky that this accident happened without hurting anyone.

Capt Anderson: You think this accident was inevitable?

Mr. West: Yes Sir. I think it would have happened in the very near future.

President: Probably in a landing.

Capt Anderson: Mr. West, do you feel that the pressure of the tire threw these missiles that distance?

Mr. West: Yes Sir.

President: Would there have been any way possible that the crew chief would have been able to foresee it?

Mr. West: No Sir. From the looks of the wheel the flaws were on the inside.

President: Regardless of what the crew chief did it would have failed?

Mr. West: If you saw the wheel there is a place on the wheel casting where it actually tore from the inside out. There are a number of ways you can get a crack, or there might have been a flaw in the casting itself. You mentioned a while ago that there was nothing that could be done about that. There used to be a procedure by which wheel castings were inspected for faults. This was by visual inspection internally for cracks. That requirement no longer exists on the Air Force inspection forms. It is still a common practice at Boeing to check after flight test.

President: Mr. West, then you feel that this was strictly a mechanical failure?

Mr. West: Yes Sir.

Maj LaPensie: Have you ever heard of an accident of this type before?

Mr. West: Not exactly the same. To my knowledge we've had one wheel disintegrate in that manner. It was a landing accident - 150,000 pounds of weight - landing was on a 40 knot crosswind. It was an outrigger, but the Boeing Representative was able to prove it was faulty casting in that particular case. Both X-Ray and acid

tests were made. This accident happened some time ago. That's the only other case I know of.

President: Any other questions?

Capt Schryver: Is it possible that from the deflation of the tire that the tube would have been weakened and then when reinflated be in an improper position such as between the bib and rim?

Mr. West: I don't think it is possible that the deflation would have damaged the tire. Even though the tire had a hole in it, it wouldn't have blown the wheel about.

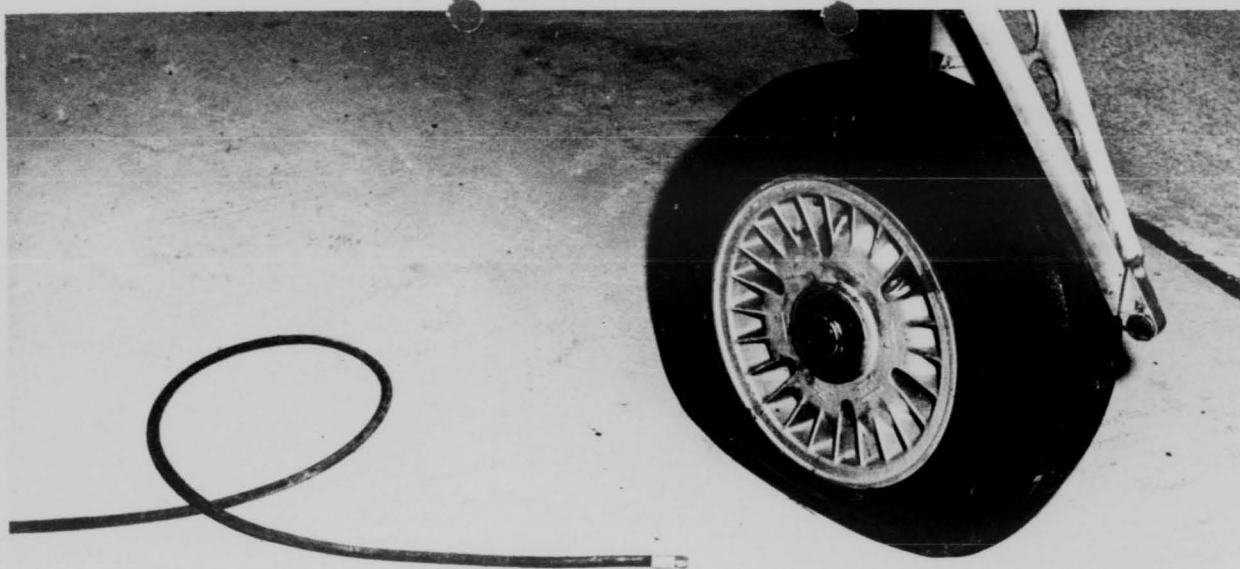
Capt Schryver: Mr. West, if the tire would have held this air pressure do you believe the wheel would have failed at a lower pressure?

Mr. West: Yes, I do. At this base we have had experience with outrigger tires blowing out with no damage to the wheel. With skidding crosswind landing, we have had no damage except that from running up and down the runway with no tire on it.

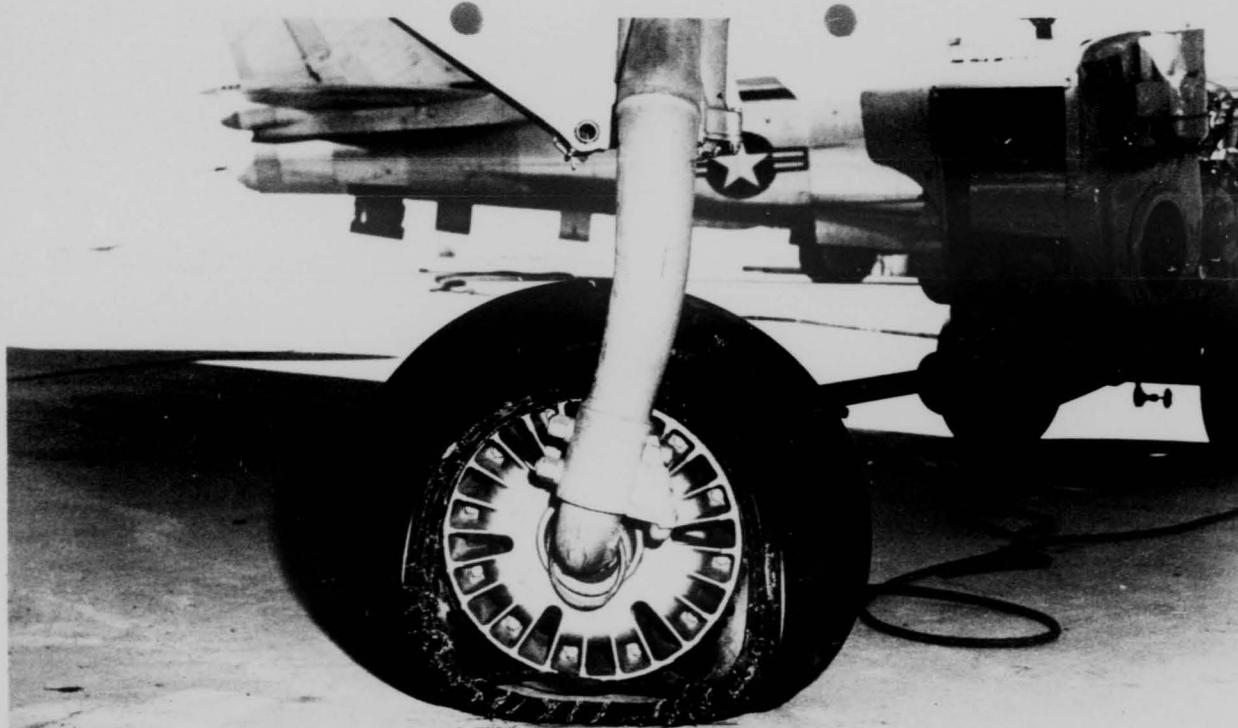
President: Any other questions?

There being no further questions, the witness was excused at 1000 hours.

The President of the Board, Colonel Sowers, briefed the members of the Board on the purpose of the Board meeting with reference to Air Force Regulation 11-1 and SAC Regulation 11-1 and SAC Regulation 32-2. The findings and recommendations of the Board were then drawn up. The Board closed at 1100 hours.



1606

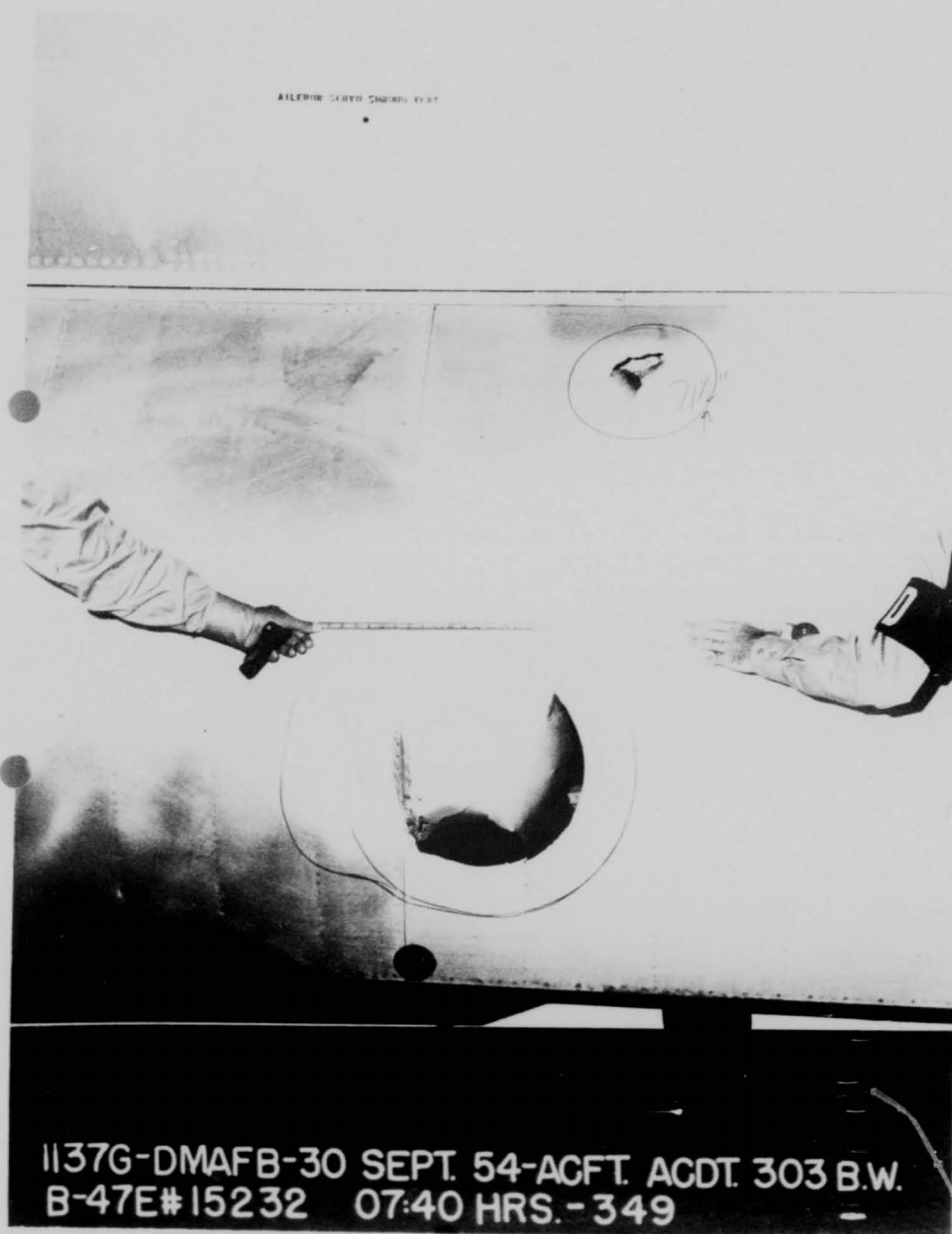


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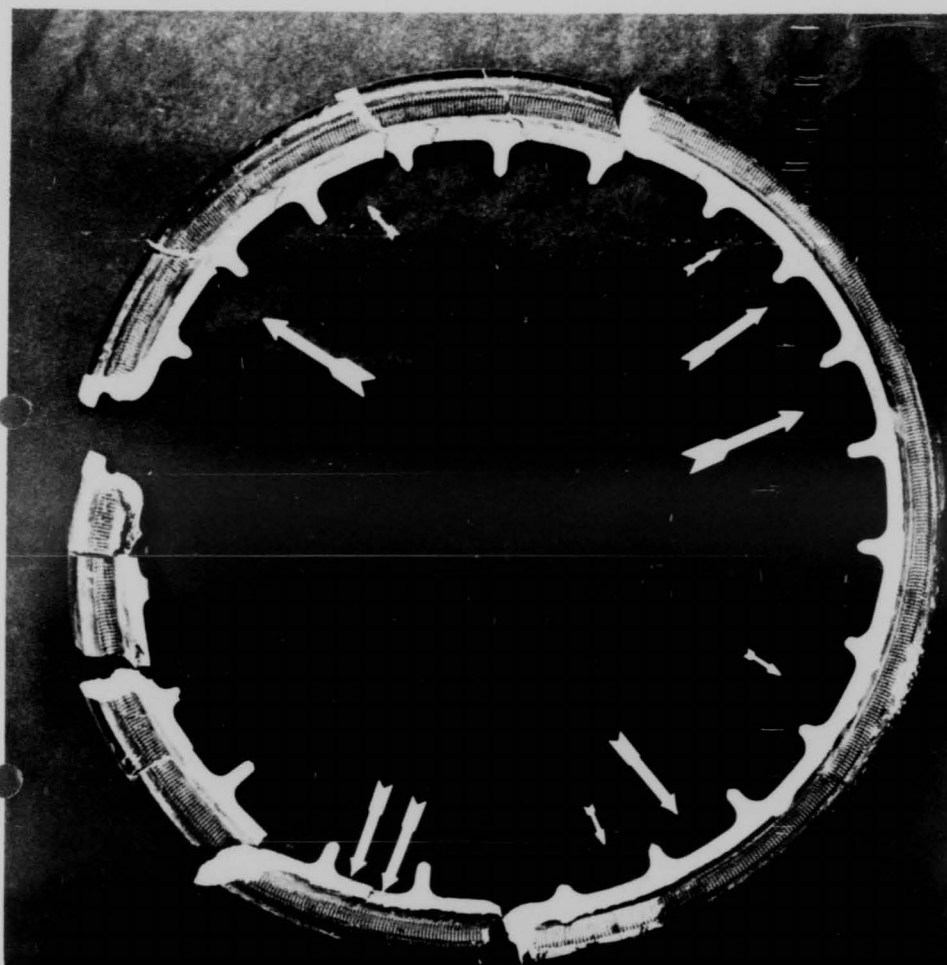
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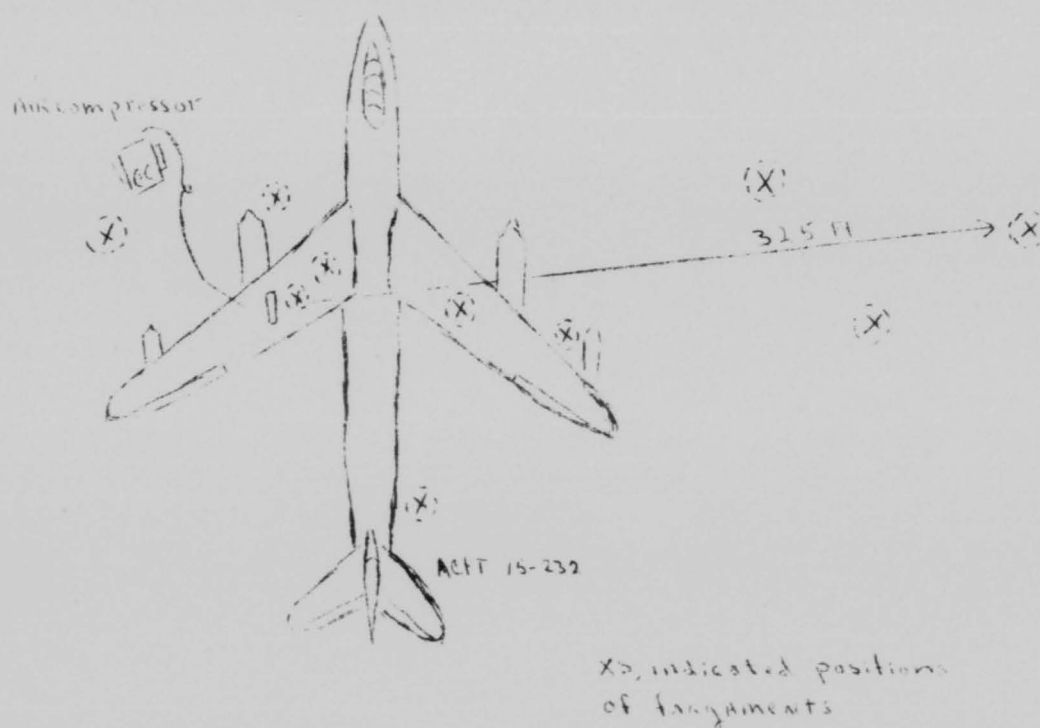


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J: /S E C R E T/ 1. ZIPPO 077 BLUE CHIP T-27 2. 139-54, 15AF, 303BW 3. CONCLUSIONS: A. THE AERIAL REFUELING PORTION OF THIS USCM WAS CONSIDERED OUTSTANDING. ON THE FIRST DAY ALL TANKER ACFT WERE AIRBORNE AT ACHEDULED TAKE OFF TIMES. FUEL TRANSFERS WERE COMPLETED BY 12 ACFT AS PLANNED; THE TWO AIRBORNE SPARES WERE IN PLACE, BUT WERE NOT NEEDED. ON THE 2ND DAY ONE TANKER WAS REPORTED AS INEFFECTIVE DUE TO MINOR BOOM DAMAGE AND BROKEN SIGNAL COIL WIRE, RESULTING FROM CONTACT WITH RECEIVER IN TURBULENT AIR. THIS DAMAGE OCCURRED AFTER 11,600 LBS HAD BEEN TRANSFERRED. THE REMAINING FUEL COULD HAVE BEEN TRANSFERRED UTILIZING EMERGENCY BOOM LATCHING, HOWEVER, THE RECEIVER ELECTED TO UTILIZE A SPARE TANKER BECAUSE OF SEVERE TURBULENCE. ON THIRD DAY THE WEATHER SHIP WAS DELAYED TEMPORARILY AND WAS REPLACED BY A SPARE. ALL OTHER ACFT WERE AIRBORNE ON SCHED																																	
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1 MAY 49REPLACES WD AGO FORM 11-168, 15 JUN 1945, AND WD AGO FORM 099, 16-53028-1, U. S. GOVERNMENT PRINTING OFFICE: 1945-O-340754
1 APR 1946, WHICH MAY BE USED

1613

AND SUCCESSFULLY COMPLETED THE REQUIRED RELG OPERATION. THE DELAYED ACFT WAS REPLACED AND BECAME AIRBORNE WITHIN THE SPECIFIED TIME LIMIT.

B. & C. THE TANKER MASS REFUELING FORMATION AS ESTABLISHED IN THE SAC TACTICAL DOCTRINE IS A SATISFACTORY METHOD FOR VIS OPERATION. IT IS RECOMMENDED, HOWEVER, THAT WHEREVER POSSIBLE A SPARE TANKER SHOULD BE LOCATED IN THE "COCA" ELEMENT AS WELL AS ONE IN THE "BRAVO" ELEMENT 6 AIRCRAFT IN BRAVO ELEMENT RESULTS IN AN UNWIELDY ELEMENT IN THAT IT IS DIFFICULT TO MAINTAIN POSITION DURING TURNS. ON THIS MISSION SPARES WERE AUTHORIZED TO FLY A HIGH SLOT WHICH WAS AN EASIER POSITION TO HOLD. IN FUTURE MSNS OF THIS TYPE EMPHASIS SHOULD BE PLACED ON CAREFUL SELECTION OF A RFLG AREA. THE EXTREMELY ROUGH TERRAIN OVER WHICH THIS RFLG MSN WAS FLOWN AT 15, 16, AND 17 THOUSAND FT WAS HAZARDOUS SINCE TURBULENCE WAS MODERATE TO SEVERE. THE UHF AS A PRIMARY MEANS OF CONTACT WITH THE RECEIVERS WAS USED WITH A GREATER DEGREE OF SUCCESS ON THIS MSN THAN ANY PRIOR USCM FLOWN. CONTACTS WERE MADE AT DISTANCES IN EXCESS OF 200 MILES ON EACH OF THE 3 DAYS.

4. A. NA
- B. ADEQUATE
- C. NA
- D. NA
- E. NA
- F. ADEQUATE

G. ADEQUATE

H. NA

5. A. KC-97 ACFT MAINT WAS HIGHLY SATISFACTORY DURING THIS MSN. 11 ACFT WERE UTILIZED ON ALL 3 DAYS OF THE MSN, 4 WERE UTILIZED ON 2 DAYS AND 1 ON ONE DAY. ON THE LAST DAY OF THE MSN ONE ACFT EXPERIENCED A FUEL PRESSURE FAILURE AFTER COMPLETION OF FUEL TRANSFER. THE ACFT RETURNED TO BASE WITH THE ENG FEATHERED. THE CAUSE WAS DETERMINED TO BE A CARBURETOR BALANCE LINE FAILURE AND WAS PLACED IN COMMISSION WITHIN 30 MINUTES AFTER LANDING. OF THE 18 ACFT POSSESSED, 17 WERE MAINTAINED IN A READY STATUS AND 16 WERE UTILIZED DURING THE 3 DAY PD OF THE MSN. THE REMAINING KC-97 (#852) WAS ANFE FOR IFR PARTS PRIOR TO THE MSN AND WAS CANNABALIZED FOR 5 ITEMS WHICH WERE NOT OBTAINABLE THROUGH SUPPLY CHANNELS ON THE BASE. SPECIALIST SUPPORT WAS EXCELLENT EXCEPT FOR SOME RADIO AND RADAR DISCREPANCIES WHICH WERE NOT CLEARED DUE TO A CRITICAL SHORTAGE OF PERSONNEL IN THESE SHOPS. ALL OTHER DISCREPANCIES WERE CLEARED IN A MATTER OF HRS AFTER EACH DAYS MSN WITH NO DIFFICUTLIES EXPERIENCED. THE OVERALL MSN, MAINTENANCE WISE, WAS COMPLETED WITH A MINIMUM OF OVERTIME LABOR IN THE FLT LINE MAINT SECTION. GROUND CREWS WERE SPLIT TO PROVIDE ROUND-THE-CLOCK MAINTENANCE WHERE NEEDED. SUPPLY, GROUND POWER, AND EQUIP SUPPORT WHICH HAS IMPROVED STEADILY OVER THE PAST TWO MONTHS WAS GOOD DURING THE MSN.

B. THE AERIAL REFUELING RENDEZVOUS AND COMMUNICATIONS PROCEDURES ESTABLISHED FOR THIS MSN WERE 100 PER CENT EFFECTIVE AS BRIEFED. SUCCESSFUL ELECTRONIC RENDEZVOUS WERE MADE EACH DAY OF THE STRIKE PHASE

WITH ONLY THE LEAD AND DEPUTY LEAD ACFT OF EACH TANKER AND RECEIVER FORCE OPERATING THE RENDEZVOUS EQUIP. CONTACT WAS ESTABLISHED AT DISTANCES FROM 170 TO 210 NM USING THE APN-76/APN-12 COMBINATION AND FROM 60 TO 135 NM USING THE APN-11/APS-23 EQUIP. LIMITING THE NUMBER OF ACFT OPERATING THE RENDEZVOUS EQUIP RESULTED IN IMPROVED RNG AND MORE ACCURATE AZIMUTH INDICATIONS ON BOTH TYPES OF EQUIP. IT IS RECOMMENDED THAT THIS PROCEDURE BE USED ON FUTURE MSNS WHEREVER FEASIBLE. THE RFLG WAS CONDUCTED IN RADIO SILENCE AFTER INITIAL CONTACT HAD BEEN ESTABLISHED BETWEEN EACH TANKER AND RECEIVER.

C. WITH THE EXCEPTION OF TURBULENCE AS MENTIONED ABOVE, WX CONDITIONS HAD NO ADVERSE EFFECT ON THE ACCOMPLISHMENT OF THIS MSN.

D. SATISFACTORY. RFLG AREA 1:15 FROM THE HOME STA.

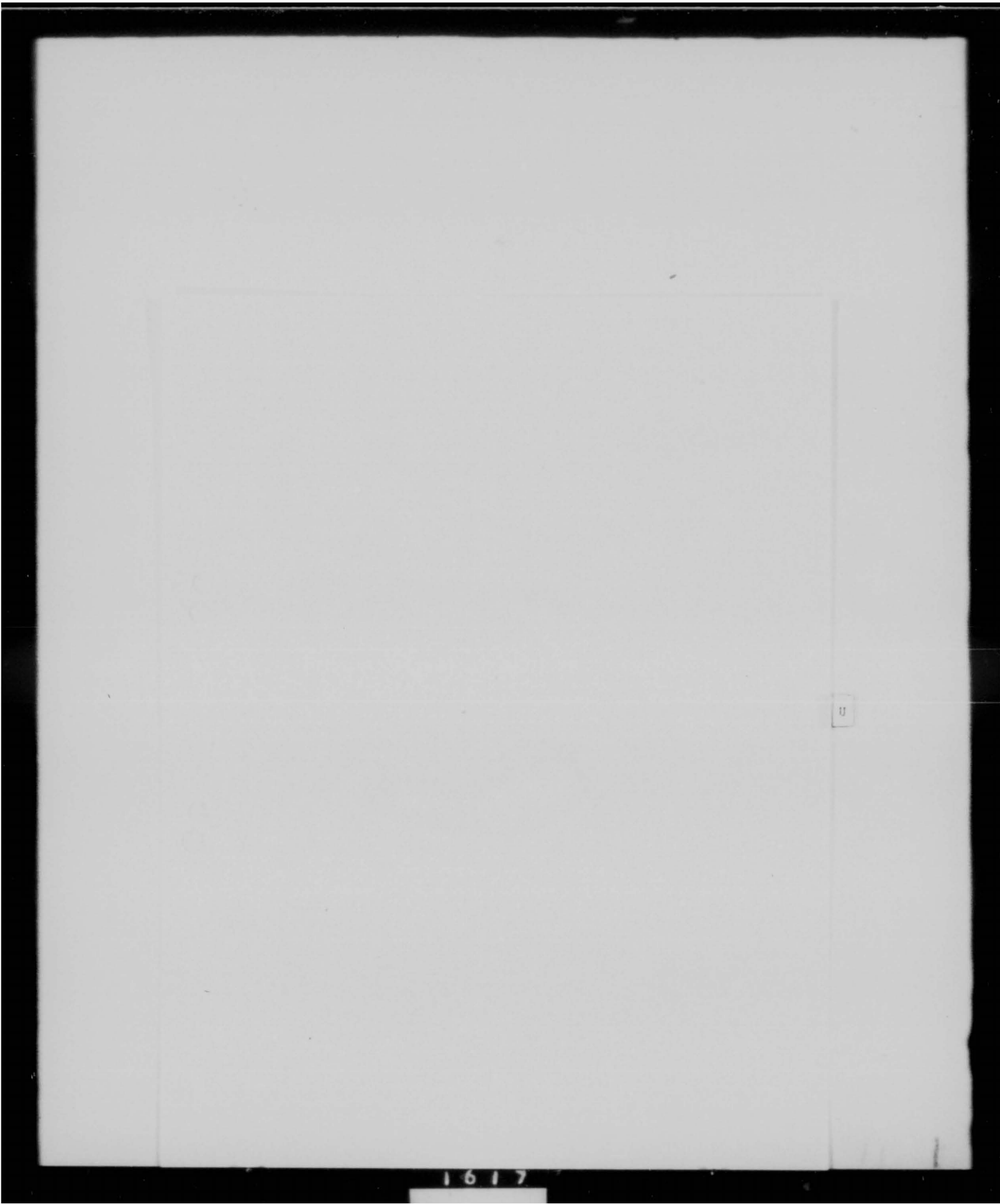
s/t/ WILLIAM G. THOMAS, Major, USAF

s/t/ WILLIAM G. THOMAS, Major, USAF

Reports Control Officer

Page 4

1616



ISSUE SLIP

TO: AIRCRAFT COMMANDER
 FROM: HQ, 303D BOMB WING INTELLIGENCE
 SUBJECT: ISSUANCE OF EWP INTELLIGENCE MATERIALS

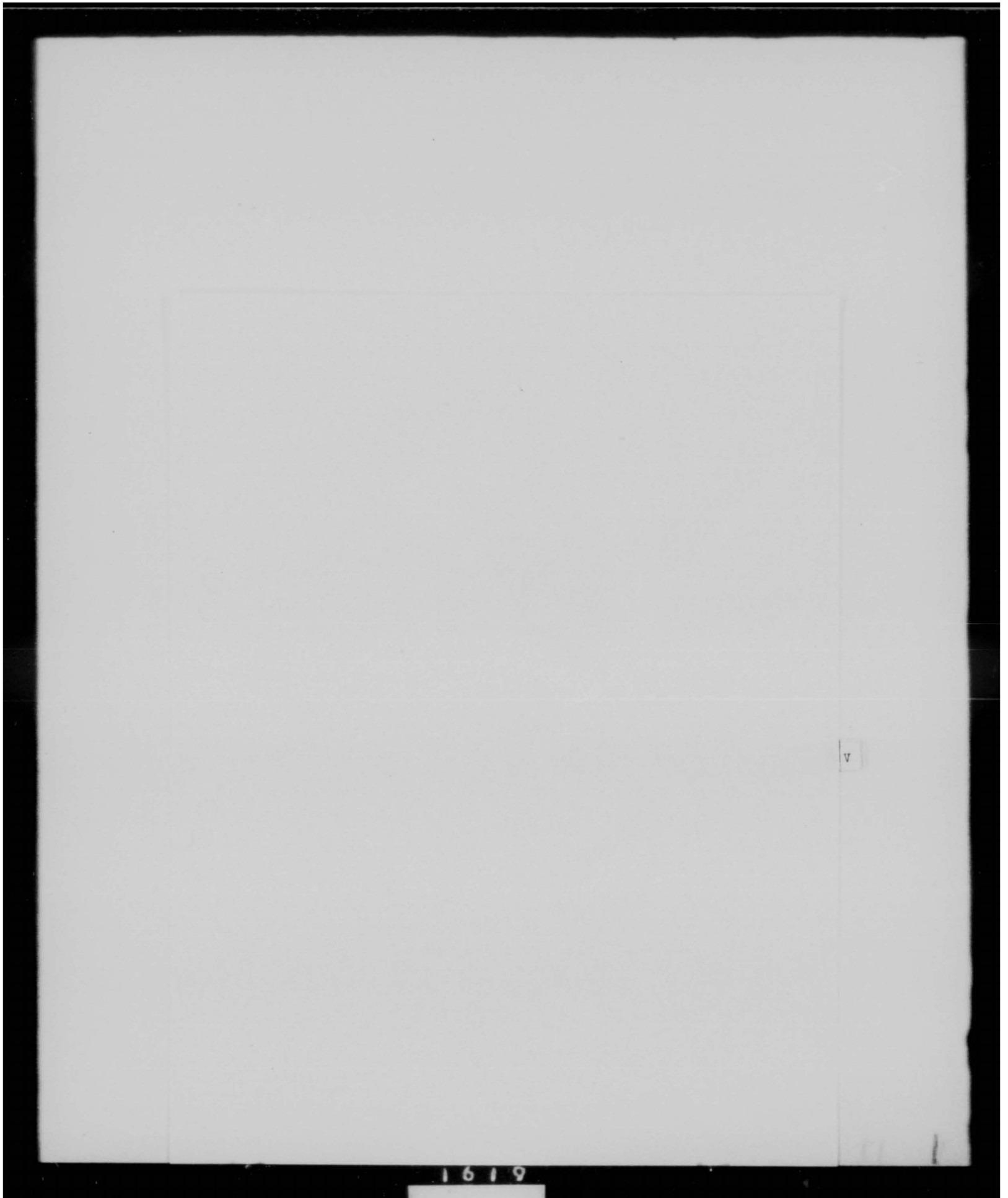
1. DEPLOYMENT FOLDER _____
2. STRIKE FOLDER _____
3. TARGET MATERIALS FOLDER _____
4. CLOTH CHARTS, NUMBERS 100-101 AND 200-201 1 EA.
5. BLOOD CHITS, NUMBERS _____

6. POINTEE-TALKER, RUSSIAN PHRASE BOOK, /ND LANGUAGE GUIDE, 1 EA.

NAME PANK /FSN

ORGANIZATION

DATE, TIME ISSUE * DATE, TIME RTN
 ALL TIMES ZULU



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

62-13
3 Page
Page 1

OPERATIONS MEMO)
NUMBER 62-13)

8 September 1954

FLYING SAFETY

Preparation of Flying Safety Crew of the Month Report

(This Ops Memo supersedes Ops Memo 62-13, dtd 5 August 1953)

1. PURPOSE: To establish a procedure for accurate preparation of the Flying Safety Crew of the Month Report and to insure that all pertinent information is made available for submission to higher headquarters.

2. SCOPE: The provisions of this Operations Memo apply to all Squadrons assigned or attached to the 303rd Bombardment Wing, Medium.

3. GENERAL: Each month, as a part of the SAC Flying Safety Program, the Operational Squadrons of the 303rd Bombardment Wing, Medium, will select a Flying Safety Crew of the Month based on the following information:

a. Longest accident free period:

(1) Any crew involved in an aircraft accident will not be considered for this award for a period of one year.

b. Lack of violations of CAA, Flight Service, Base Operations or 303rd Bombardment Wing, Medium, regulations or directives.

(1) Crew having been reported for serious violations as in paragraph b above, will not be considered for the award for a period of six months.

(2) Crew having been reported for minor violations as in paragraph b above, will not be considered for the award for the month during which the violation occurred.

4. PROCEDURE: a. The following information concerning the selection of the Wing Flying Safety Crew of the Month will be furnished to the Wing Flying Safety Office on the dates indicated:

(1) 20th day of each month:

(a) Each Squadron Flying Safety Officer will submit a brief description of their nomination for the Wing Crew of the Month to the Wing Flying Safety Office on a disposition form (DD Form 96) containing the following information:

1620

62-13
3 Pages
Page 2

1. Name, grade, and serial number of the aircraft commander concerned.
2. A brief description of why the crew is being submitted.

(2) 21st day of each month:

- (a) After notification that his nomination has been selected as the Wing Crew of the Month, the Squadron Flying Safety Officer will furnish the following information to the Wing Flying Safety Officer by telephone:
 1. That the crew has been notified to report to Wing Flying Safety for the purpose of having photographs taken.
 2. That crew has been briefed on the type photograph to be taken. (Standing at parade rest in front of aircraft, class "A" uniform, with helmets and parachutes displayed in front of the individuals concerned).

(3) 25th day of each month:

- (a) After paragraph 4a(2) has been complied with the Squadron Flying Safety Officer will prepare the report in final form so as to arrive in the Wing Flying Safety Office in seven copies not later than 1200 hours, 25th day of the applicable month. For sample letter see attachment number one to this Operations Memorandum.
- b. Photographs and historical data of the selected crew will be forwarded to 36th Air Division for consideration as the Davis-Monthan Crew of the Month. The crew selected as Davis-Monthan Crew of the Month will be submitted to the Strategic Air Command for consideration as SAC's Crew of the Month.

62-13
3 Pages
Page 3

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure that the applicable provisions of this operations memo are complied with.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

1. Atchmt
1. Sample Ltr

DISTRIBUTION: E

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30DCOS

SUBJECT: Flying Safety Crew of the Month

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. Under the provisions of Strategic Air Command's Flying Safety Brochure for 5_, crew T_____, aircraft commander, grade, first name, middle initial, last name, squadron, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for (current month) 195_.
2. The flying history of the crew as a unit including the length of time flown together, and notations of any outstanding accomplishments.
3. List crew members name and position.
4. Aircraft Commanders Flying Time:
 - a. Total pilot hours.
 - b. Four engine hours.
 - c. B-47 hours or KC-97 hours:
 - d. Hours last 30 days:
5. Any outstanding accomplishments that prevented a possible aircraft accident.

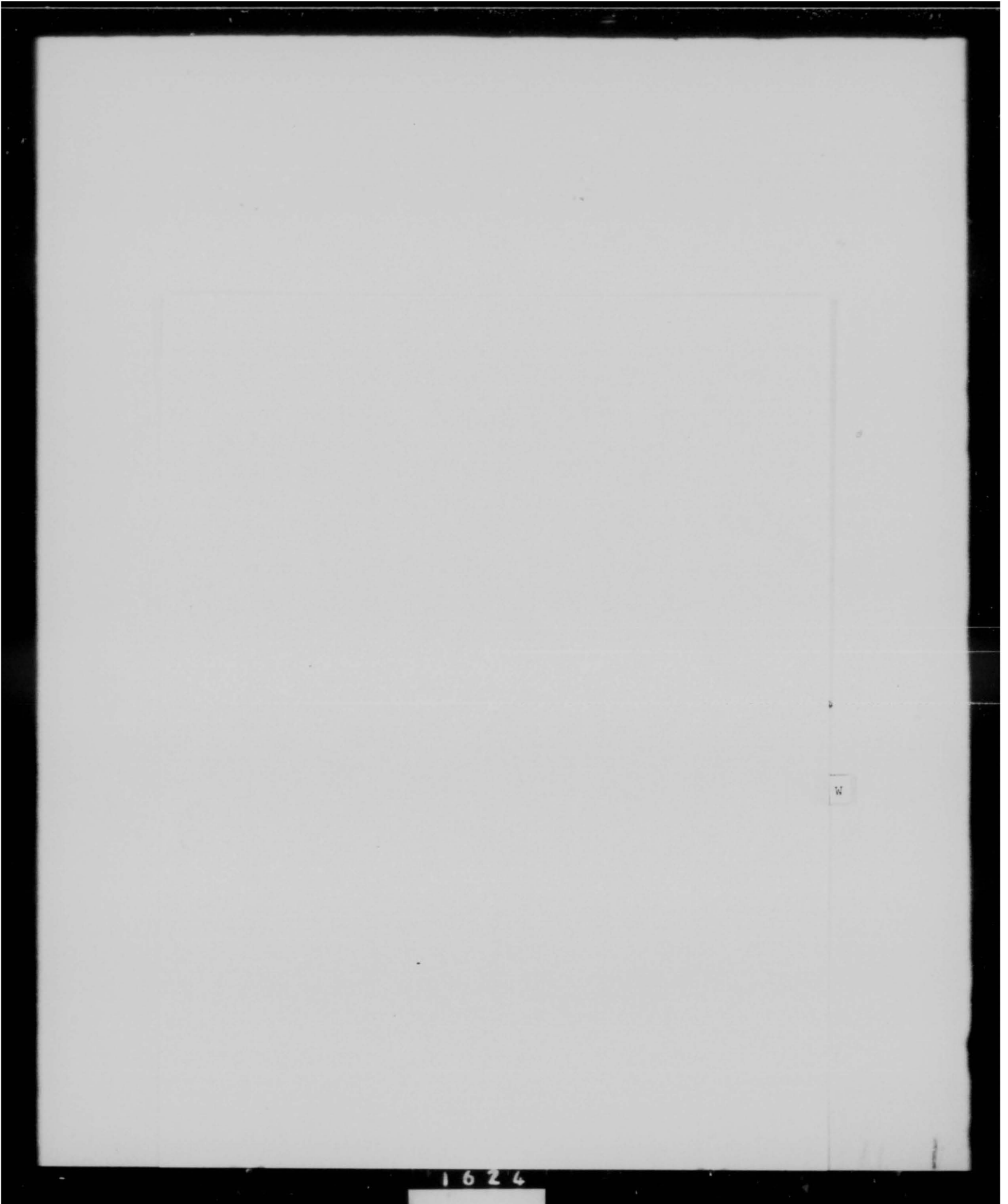
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Comdr, 15AF

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HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30000S

C O P Y

SUBJECT: Flying Safety Crew of the Month

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. Under the provisions of Strategic Air Command's Flying Safety Brochure for 1954, crew T01D0, aircraft commander, Major Alfred J. Rumburg, 303rd Air Refueling Squadron has been selected as the 303rd Bombardment Wing, Medium Flying Safety Crew of the Month for September 1954.

2. Major Rumburg and the primary boom operator S Sgt Adolfe R. Falcon, have been flying together for 2½ years. The flight engineer M Sgt Richard S. Adams joined the crew in October 1953. Captain Carl A. Johnson, co-pilot, and Captain William H. Kerr, Navigator, joined the crew in February 1954. The assistant boom operator, A/1C Buck L. Weiss, and the radio operator, A/2C Valentino P. Jayne, joined the crew in June 1954. All crew members except the engineer completed a tour in Korea. Major Rumburg flew 53 combat missions and accumulated 457 hours. He was an aircraft commander during the Berlin Airlift. M Sgt Adams has been saved from the boredom of routine flying by a tour of combat during World War II and 5 emergency bailouts.

3. The crew is constituted as follows:

Maj Alfred J. Rumburg	Aircraft Commander
Capt Carl A. Johnson	Co-Pilot
Capt William H. Kerr	Navigator
M Sgt Richard S. Adams	Flight Engineer
A/2C Valentino P. Jayne	Radio Operator
S Sgt Adolfe R. Falcon	Boom Operator
A/1C Buck L. Weiss	Assistant Boom Operator

4. Aircraft Commander's Flying Time:

Total pilot hours:	4100:10
Four engine hours:	2485
KC-97 hours	175:30
Hours last 30 days	35:00

Hq 36th ADiv 30DCOS SUBJECT: Flying Safety Crew of the Month

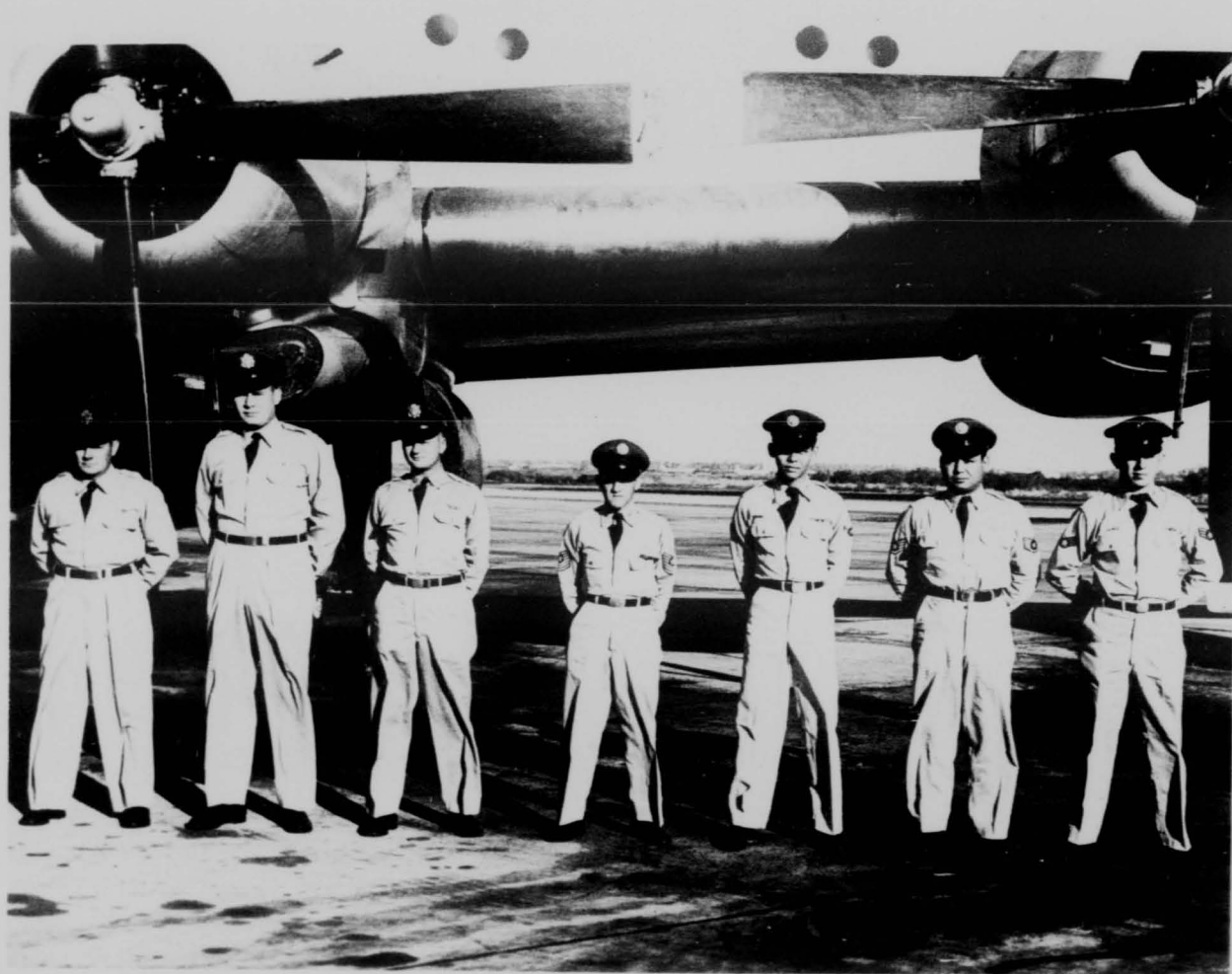
5. This crew is very conscious of the importance of liaison with maintenance and has at all times actively promoted this liaison and spirit of cooperation. The crew feels that, with proper liaison, aircraft can always be flown safely.

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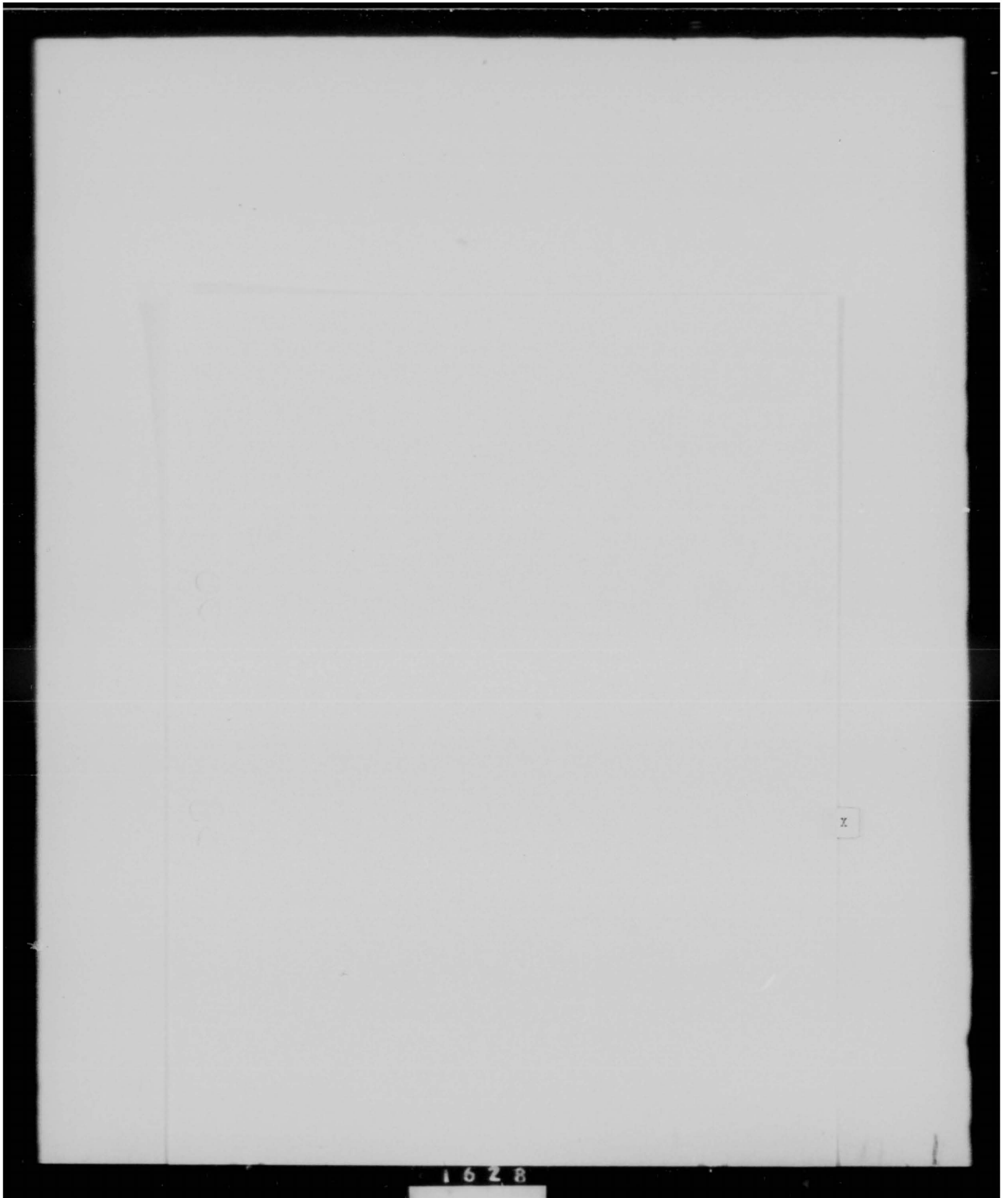
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Comdr, 15AF



1627



HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30DCOS

C O P Y

SUBJECT: Maintenance Man of the Month

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. Under the provisions of Strategic Air Command's Flying Safety Brochure for 54, Technical Sergeant Leslie A. Clark, AF 32 587 053, 303rd Field Maintenance Squadron, has been nominated as Maintenance Man of the Month for September 1954.

2. Sergeant Clark enlisted in the 822nd Army Engineers in November 1942 where he performed the duties of an instructor machinist. In August 1944, he transferred to the Air Force at Geiger Field, Washington, and again performed the duties of an instructor machinist. In January 1945, he was sent overseas to the Pacific Theater and served as a machinist on Guam and Okinawa. He returned to the states in December 1945 and was discharged. He worked as a machinist foreman for the International Salt Company from 1945 to 1949. He re-enlisted in the Air Force in March 1949 at Ithaca, New York, and was sent overseas to Germany in April 1950, for a three year tour. While in Germany, he was NCOIC of the Base Fabrication Shops. He returned to the states in June 1953 and was assigned to Davis-Monthan Air Force Base, July 1953.

3. He was assigned to the 303rd Field Maintenance Squadron at Davis-Monthan and appointed the assistant NCOIC of the machine shop. His performance in this capacity is definitely of a superior calibre.

4. Sergeant Clark is constantly striving to improve methods in his section, and has given various sections and squadrons invaluable aid in accomplishing their mission.

5. He was responsible for the design and modification of a new type tow bar head for towing B-47 type aircraft. This tow bar head has been thoroughly tested and praised highly by the maintenance officers of this unit. This new type tow bar head eliminated many of the failures which have been a problem at many other bases and within this organization.

1629

Hq 36 ADiv, 30DCOS, Subject: Maintenance Man of the Month

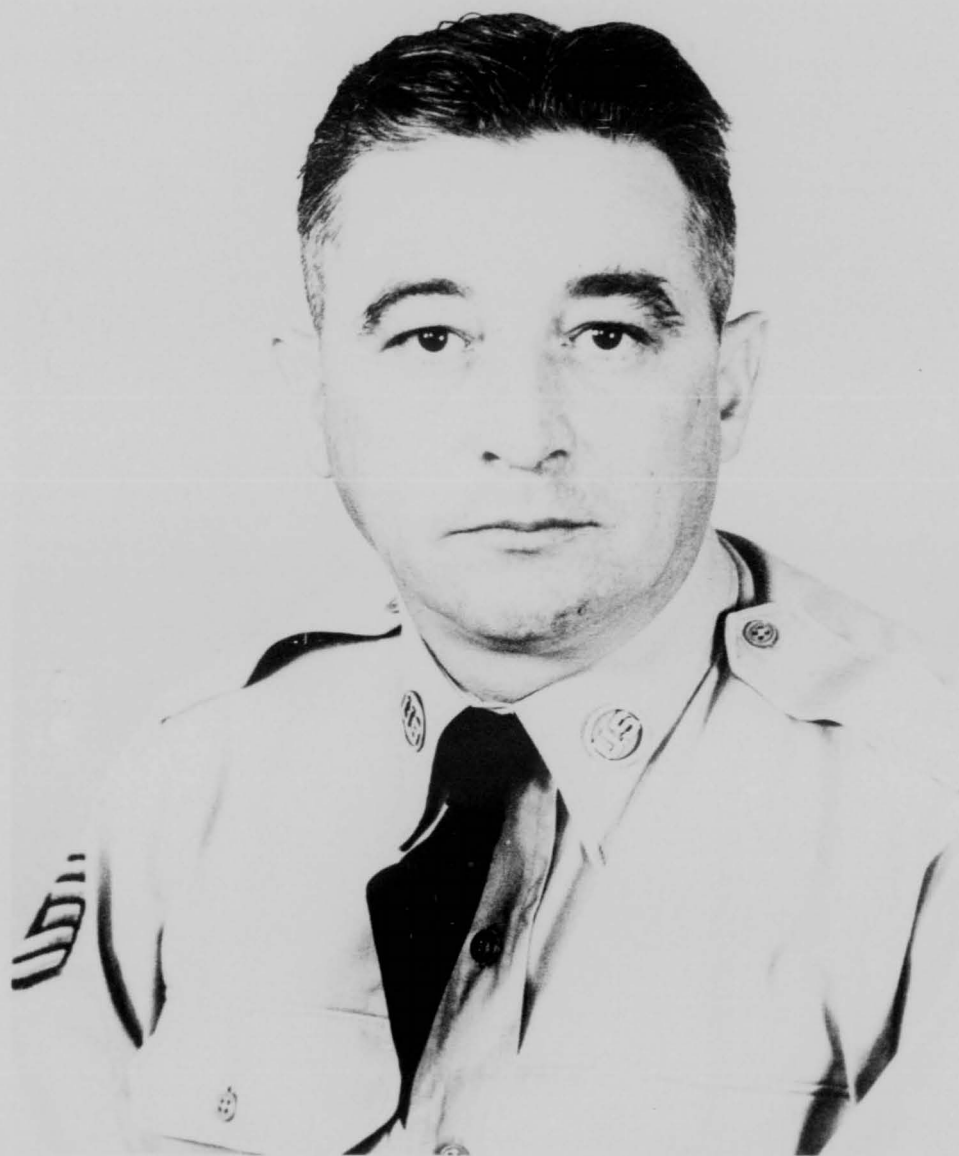
6. Sergeant Clark has designed and manufactured a new type screw extractor which is very simple and easy to operate. This screw extractor has eliminated the necessity of specialists to drill out frozen screws which takes considerable man hours to accomplish. The extractor enables a mechanic to remove screws from a B-47 in one hour that previously took four hours.

7. The machine shop is continuously called upon to improvise or create new devices, tools, etc., to ease the burden in various sections. Sergeant Clark's overall knowledge of field maintenance enables him to consistently solve such maintenance problems.

8. In view of Technical Sergeant Clark's consistent superior efforts and accomplishments, he is well qualified for the award of Maintenance Man of the Month.

1 Incl
Photo (in trip)

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Comdr, 15th AF



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1632

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INSPECTIONS

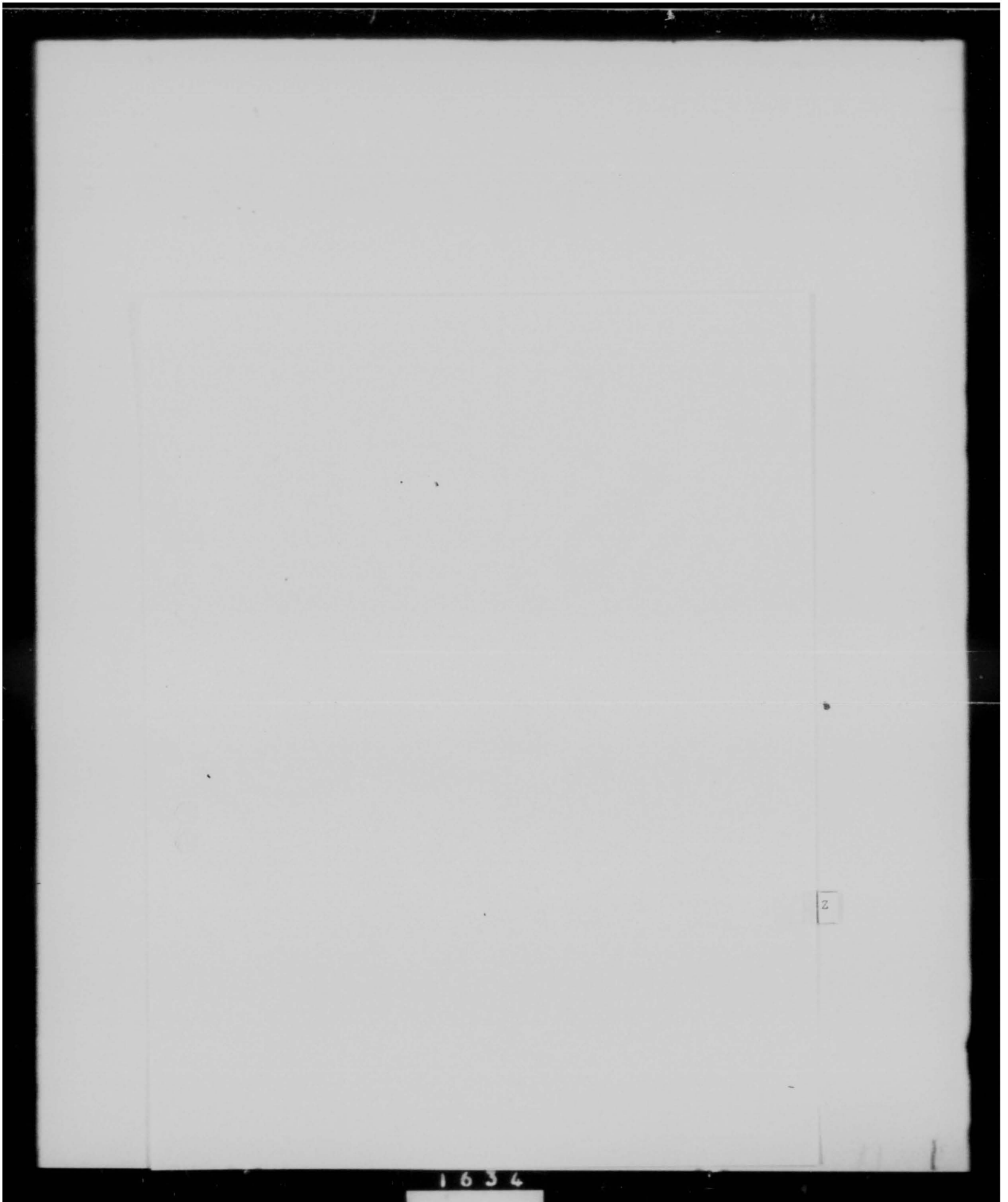
1	B-47	Flaperon Change
51	B-47	Drag Angles
51	B-47	Co-Pilots Ejection Seats
5	B-47	Periodic Inspections
11	B-47	Flight Lins Inspections
2	KC-97	Periodic Inspections
3	KC-97	Periodic Inspections
1	KC-97	3 Propeller Changes
2	KC-97	Engine Changes
4	B-47	Engine Changes
2	B-25	Engine Changes
3	T-33	Periodic Inspections
2	C-47	Engine Changes
1	C-47	Periodic Inspection

TEST FLIGHT

4	KC-97	Periodic Inspections
2	KC-97	Engine Changes
1	KC-97	3 Propeller Changes
7	B-47	Periodic Inspections
1	B-47	Flaperon Change
2	B-25	Engine Changes
3	T-33	Periodic Inspections
1	C-47	Periodic Inspection
1	C-47	Engine Change

UNSATISFACTORY REPORTS

358th Bomb Squadron	10
359th Bomb Squadron	1
360th Bomb Squadron	1
303rd ARSqn	22
303rd Fld Maint Sqdn	34
303rd A&E Sqdn	169
303rd Per Maint Sqdn	1
15th Fighter Sqdn	7
803rd Oper Sqdn	2
1903 AACCS Sqdn	2
43rd Bm Wg	1



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55B-3
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 55B-3)

21 September 1954

OPERATIONS

Minimum Equipment List - B-47

(This Oprs Memo supersedes Oprs Memo 55B-3, dated 3 April 1953)

1. PURPOSE. To establish minimum equipment lists for Airplane Commanders and Pilots of B-47 aircraft.

2. SCOPE. This memorandum is applicable to all pilots of the 303rd Bombardment Wing, Medium, operating B-47 aircraft.

3. PROCEDURE. a. The following list of equipment (other than flying equipment) will be procured and maintained in current status by each B-47 Aircraft Commander and Pilot:

- (1) Briefcase.
- (2) Pilot's Information File containing:
 - (a) SAC Manual 50-37-B-47B SOP (when available)
 - (b) 303rd Bomb Wing Operations Memoranda
 - (c) T.O. No. 1B-47E-1
 - (d) All other applicable material.
- (3) Weight and balance - cruise control computers (if available).
- (4) B-47E flight log
- (5) B-47E check list
- (6) E-10 computer
- (7) Dividers
- (8) Weems plotter
- (9) Route chart (Omni) 2205.

55B-3
2 Pages
Page 2

- (10) WAC Charts or other maps or charts giving complete coverage of route to be flown.
- (11) Flashlight
- (12) Writing pad.
- (13) Small screwdriver
- (14) Short, large end screwdriver

b. The Aircraft Commander will check his aircraft prior to each flight to insure that the following items are in the aircraft:

- (1) Radio facility chart.
- (2) Supplementary flight information.
- (3) Pilot's Handbook - Jet - East and West.
- (4) Pilot's Handbook - East and West.

4. RESPONSIBILITY. It will be the responsibility of the squadron commanders to insure compliance with the provisions of this Operations Memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303rd BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

55B-5
4 Pages
Page 1

OPERATIONS MEMO)
NUMBER 55B-5)

22 September 1954

OPERATIONS

Takeoff and Landing Procedures

(This Ops Memo supersedes Ops Memo 55B-5, dated 5 April 1954
55-5A dated 11 Apr 1954; 55-5B dated 11 May 1954 and 55-5C
dated 4 February 1954)

1. PURPOSE: To establish safe takeoff and landing procedures for B-47 type aircraft.
2. SCOPE: This Operations Memorandum applies to all pilots operating B-47 type aircraft.
3. PROCEDURE: a. Takeoff:
 - (1) Takeoffs are prohibited if cross wind component exceeds 20 knots at 90 degrees.
 - (2) Hooded takeoffs are prohibited, however, simulated instrument takeoffs may be accomplished providing:
 - (a) Applicable procedures have been coordinated between pilots prior to takeoff.
 - (b) The instrument pilot will make a visual takeoff transitioning to instrument flying when safely airborne and aircraft is under control.
 - (c) Takeoff procedures and responsibilities will be explained by the Aircraft Commander prior to any takeoff.
 - (3) Takeoff data for takeoff on a wet runway will be corrected as follows and fuel weights reduced accordingly:
 - (a) Increase chart critical field length by 2.5 percent.
 - (b) Increase chart takeoff ground run by 2.5 percent.
 - (c) Decrease critical engine failure speed by 10 knots.
 - (d) Increase both critical field length and takeoff ground run by 15% if numerous puddles over half inch deep are present on runway. It will be the responsibility of the Operations and Training Officer to advise Base Operations when in the interest of Flying Safety if water is becoming too deep and should be swept off the runway.

55D-5
4 Pages
Page 2

b. Touch and Go Landings:

- (1) Touch and go landings may be accomplished providing landings are under the supervision of a D-47 instructor pilot who is fully qualified in touch and go landing techniques, and provided the aircraft commander is qualified and checked out for touch and go landings.
- (2) Prior to engaging in touch and go landings the following requirements must be met:
 - (a) Cross wind component will not exceed 20 knots.
 - (b) Instructor pilots and pilots will be indoctrinated on compressor stall potential, recognition, and corrective procedures.
 - (c) Proper positioning of the engine stall prevention switch. (If OAT is 60° F or below, engine stall prevent switch will be ON.)
 - (d) Engine acceleration check will be made prior to initial takeoff. If there is an acceleration time difference in excess of two seconds between any two engines, no touch and go landings will be attempted. (Acceleration checks will be made with engine stall prevention switch in both on and off position if landing temperatures are forecast to fall within a questionable range 65° F - 55° F).
 - (e) After landing roll has been established on touch and go landings, throttles will be advanced so that engine power may be momentarily symmetrically stabilized at approximately 60% power prior to advancing throttles to the takeoff power.
 - (f) Best flare speed as listed in the Technical Order 1B-47E-1, will be adhered to without exception.
 - (g) While touch and go landings are being performed, the before landing check list will be initiated after roll out on downwind leg is completed and the aircraft is straight and level.

c. Full stop landing:

- (1) The pilot will notify the Control Tower of an intended full stop landing upon entering the traffic pattern.

1639

SAFETY FILM

55B-5
4 Pages
Page 3

- (a) During the hours of darkness a 30 minute notice will be given the tower so that the brake chute pick up vehicle may be properly positioned.
- (2) No landing will be made if the cross wind component is in excess of 20 knots.
 - (a) Should diversion become necessary due to surface winds or weather, Jepson Control will be contacted by the pilot through any communication facility available for instructions.
- (3) The brake chute will be deployed on each full stop landing.
 - (a) If the velocity of the surface wind is 15 knots or more the aircraft will proceed to the end of the active runway and the brake chute will be jettisoned on the active runway opposite the brake chute pick up vehicle.
 - (b) If the velocity of the surface wind is less than 15 knots the aircraft will proceed to the end of the active runway, execute a turn off on the runway apron and jettison the brake chute as near the brake chute pick up vehicle as possible.
 - (c) If the drag chute fails to deploy, and the pilot decides to go around, the co-pilot will immediately pull and hold out the drag chute jettison handle until the go-around has been accomplished and the aircraft is again on the ground.
 - (d) Co-pilot may make landings from the rear seat provided the aircraft commander has at least 200 hours in the B-47. Co-pilot must be proficient in flying traffic pattern and low approaches prior to attempting full stop landings. In event of abnormal conditions, such as strong cross wind, poor visibility, engines inoperative, etc. the aircraft commander will make the landing. The aircraft commander will closely monitor altitude and pattern speeds, especially on final approach. He will be prepared to take control of the airplane at any time during approach and landing when in his opinion a dangerous condition is developing.
- (4) Transition landings will not be made with a gross weight in excess of 110,000 pounds minimum fuel. Reserve will be 10,000 pounds on the runway.

1640

553-5
4 Pages
Page 4

4. RESPONSIBILITY: It will be the responsibility of each squadron commander concerned to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

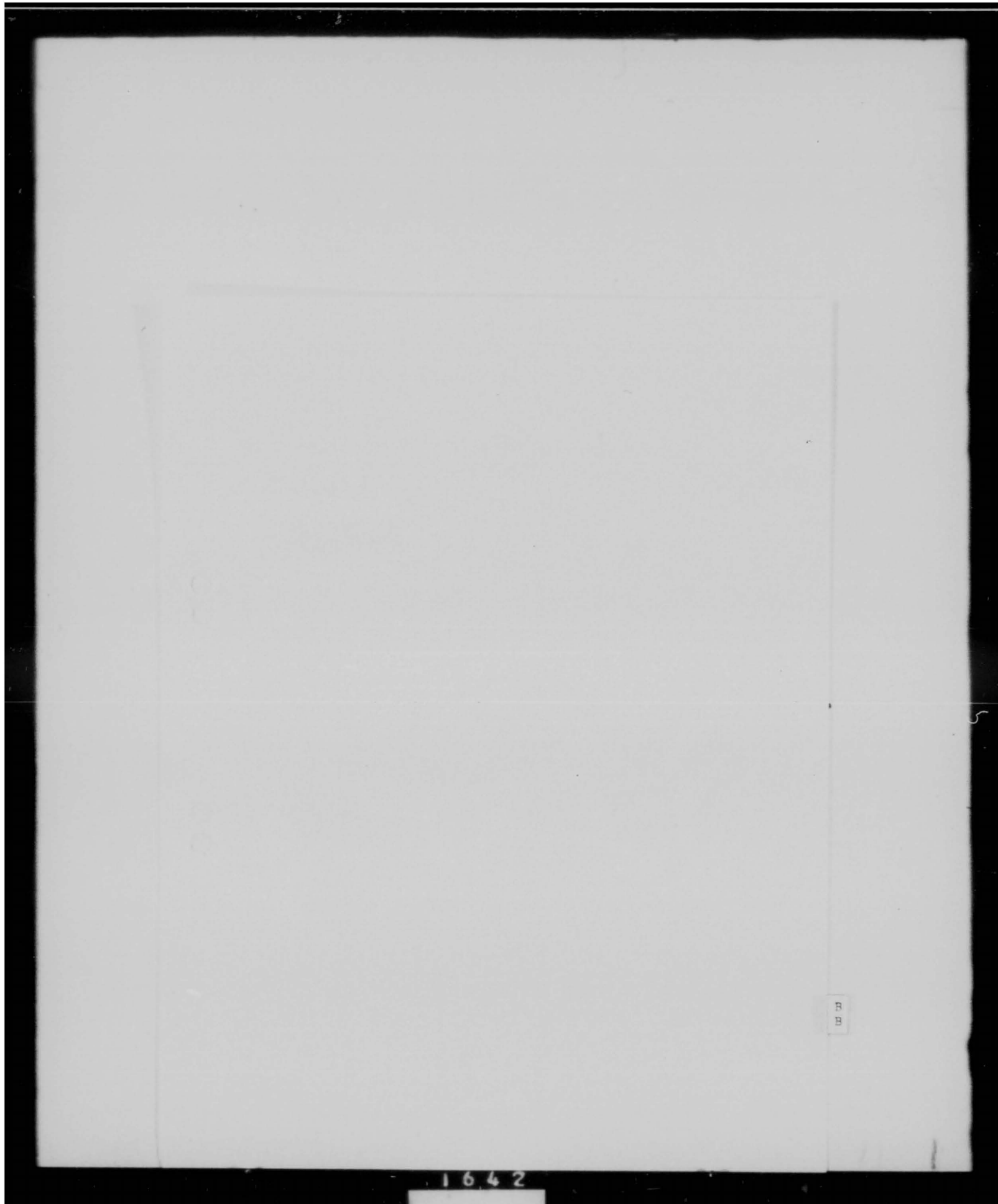
OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

OPERATIONS MEMO)
NUMBER 55B-15)

55B-15
3 Pages
Page 1

21 September 1954

OPERATIONS

Use of Oxygen and Oxygen Check Procedure B-47 Aircraft

(This Ops Memo supersedes Ops Memo 55B-15, dated 28 April 1953)

1. PURPOSE: To establish the correct use of oxygen and the oxygen procedure.
2. SCOPE: This Operations Memo applies to all personnel flying in B-47 aircraft of the 303rd Bombardment Wing, M.
3. PROCEDURES:
 - a. Pre-flight will be as outlined in T.O. No. 1B-47E-1.
 - b. In-flight
 - (1) Checks will be required by aircraft commander at 10,000 feet, 20,000 feet, 30,000 feet and level off. Thereafter checks will be made each 30 minutes if cabin pressure is 12,000 feet or lower, or each 15 minutes if cabin pressure is 12,000 feet or above. Checks will be as follows:
 - (a) Observer calls off diluter lever setting, system pressure, warning system on, and the flow indication.
 - (b) Co-pilot calls off diluter lever setting, system pressure, warning system on, and the flow indication. He then checks and informs the crew of the status of the airplane electric and hydraulic system plus any abnormal engine indications or erratic flight instruments. This check will include an external check of engines and wings.
 - (c) Aircraft commander calls off diluter lever setting, system pressure, warning system on, and the flow indication. Aircraft commander will report any abnormal engine indication or erratic flight instrument reading, power controls on, lights out, cabin altitude, fuel panel setting and condition of booster pump warning lights.

55P-15
3 Pages
Page 2

- (2) Oxygen masks will be worn at all times during flight, except for short periods as necessary for personal comfort or to facilitate crew movement, when only one crew member will be off oxygen at a time. Prior to removing his mask a crew member will report his intention to the A/C and receive permission and/or acknowledgement.
- (3) Smoking by only one crew member at a time will be permitted under the following conditions:
 - (a) Cabin altitude 12,000 feet or below
 - (b) Oxygen regulator supply valve OFF.
 - (c) Regulator bled to zero pressure by momentarily depressing emergency toggle lever.
 - (d) Other crew member advised of intended action and permission and/or acknowledgement received.
- (4) Smoking will not be permitted during in-flight refueling or when fuel fumes are present in the aircraft.
- (5) Each crew member will continuously monitor the oxygen warning lights at his station and immediately investigate any abnormal indication.
- (6) Descent to cabin altitude of below 10,000 feet will be started when system pressure at any regulator drops to 100 PSI.
- (7) Flight at cabin altitude above 40,000 will be made in emergency only.
- (8) At night aircraft commander and pilot will place diluter lever to 100% oxygen prior to descent for landing.

c. Emergency Operation.

- (1) At any time that smoke or fumes are present in the cabin each crew member will place his diluter lever to 100% oxygen and oxygen emergency toggle lever to EMERGENCY.
- (2) Prior to bail-out from altitude requiring use of oxygen each crew member will pull the bail-out cylinder safety pin and release knob before disconnecting mask from aircraft oxygen system.

1644

55R-15
3 Pages
Page 3

4. RESPONSIBILITY: It will be the responsibility of the Squadron Commanders to insure compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USIF
Adjutant

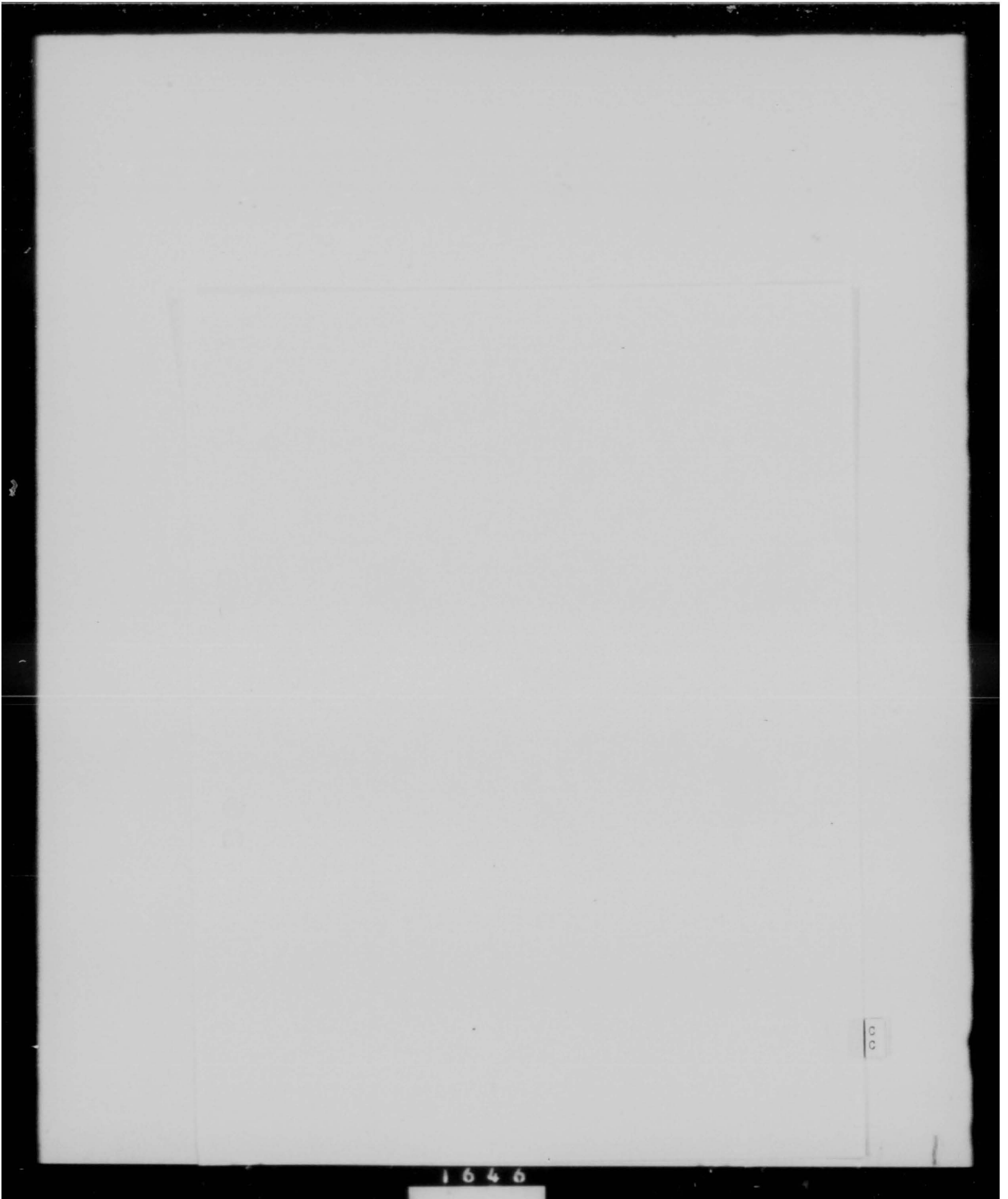
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Tucson, Arizona

55-10
3 Pages
Page 1

REGULATION)
NUMBER 55-10)

3 September 1954

OPERATIONS

Duties and Responsibilities of Squadron Aircraft Performance Officers

This supersedes Regulation No. 55-9 dated 31 August 1954

1. PURPOSE. It is the intent of this directive to establish the duties and responsibilities of the Bombardment Squadron Aircraft Performance Officers.

2. SCOPE. This Regulation is applicable to all Bombardment Squadron Aircraft Performance Officers.

3. GENERAL. a. Squadron Aircraft Performance Officers will be appointed on Squadron Special Orders, one copy of which will be forwarded to the Wing Aircraft Performance Officer.

b. The ability of each organization to accomplish its assigned mission is evaluated and controlled in part by the professional ability of the flight crews. The technical knowledge and ability to plan and execute precise flight plans and logs represents a major portion of this professional ability. Therefore, it is mandatory that the officer appointed have a thorough knowledge of operational procedures and be thoroughly conversant with the purpose and practice of aircraft performance.

4. PROCEDURE. In general, the duties and responsibilities of the B-47 Aircraft Performance Officers are as follows:

a. Duties:

- (1) Know and comply with existing technical orders, regulations, standing operating procedures and all other directives pertaining to aircraft performance issued by this or higher headquarters.
- (2) Act as technical advisor to the Squadron Commander and Operations Officer on all matters pertaining to load, range, and capabilities of assigned aircraft.
- (3) Monitor each flight crews' accomplishments of the B-47 Mission Flight Plan and Log.
- (4) Plan Performance phase of all missions which may be assigned as projects to the squadrons.

1647

55-10
3 Pages
Page 2

- (5) Analyze all flight logs and correct all errors prior to forwarding to the Wing Aircraft Performance Officer. File all logs not retained by the Wing Aircraft Performance Officer.
- (6) Monitor the flight crews accomplishment of the Form F. The Squadron Form "F" file must contain an accomplished Weight and Balance Clearance Form "F" for each flight when an aircraft is loaded in a manner for which no previous valid Form "F" is available. T.O. AN-01-1B-40, Section III, paragraph 19a.

b. Responsibilities:

- (1) Be responsible for the preparation and submission of all required reports emanating from squadron level concerning aircraft performance.
- (2) Be responsible for coordinating with the Wing Standardization Board to insure that all publications pertinent to Aircraft Performance are made available promptly to all crews.
- (3) Be responsible for the weight and balance condition of all assigned aircraft. It is not intended that this responsibility will usurp any of the authority nor assume any of the responsibility allocated to the Wing Weight and Balance Officer per paragraph 26c, SAC Manual 66-12, dated November 1952. However, this officer will maintain complete and current weight and balance data on each assigned aircraft.
- (4) Maintain in the Operations Section:
 - a. Complete weight and balance data of each assigned aircraft.
 - b. A record of all engine and cruise control instrument calibration of each assigned aircraft.
- (5) Be responsible for tutoring or refresher training of individual crew members in aircraft performance as deemed necessary by squadron or wing standardization crews, or as the necessity is indicated by examination results.

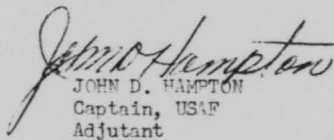
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55-10
3 Pages
Page 3

4. RESPONSIBILITY. It is the responsibility of the Bombardment Squadron Commanders to insure compliance with this Regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:


JOHN D. HAMPTON
Captain, USAF
Adjutant

JOHN D. HAMPTON
Captain, USAF
Adjutant

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100A-1
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100A-1)

2 September 1954

COMMUNICATIONS

UHF Frequency-Channel Assignments

(This Operations Memo supersedes 303rd Bomb Wing Ops Memo 100A-1, dtd 14 Jun 54).

1. PURPOSE: To provide a standard channel assignment for UHF equipped aircraft.
2. SCOPE: This Operations Memo will apply to all 303rd Bomb Wing UHF equipped aircraft operation within the Continental limits of the United States.
3. GENERAL: Basic data and authority is contained in the SACCEI dated January 1954 as amended.
4. PROCEDURE:
 - a. Frequencies are assigned to respective channels of all 303rd Bomb Wing UHF equipped aircraft as follows:

<u>CHANNEL</u>	<u>FREQUENCY (Mcs)</u>	<u>SERVICE</u>
1	236.6	Control Tower (P)
2	275.8	Control Tower (S)
3	351.0	Fighter/Bomber Liaison
4	257.8	Control Tower (Civil-all Military Aircraft)
5	255.4	CAA Airways (Reporting below 17,200 feet)
6	301.4	CAA Airways (Reporting above 17,200 feet)
7	#	RBS (Det Primary)
8	#	RBS (Det Secondary)
9	266.2	Class *
10	311.0	Class *
11	321.0	Class *
12	364.2	Class *
13	344.6	Pilot to Forecaster
14	305.4	UHF/DF
15	363.8	Approach Control
16	279.8	Class *
17	335.8	GCA Search
18	289.4	GCA Final
Guard	243.0	Military Emergency

* Usage of classified frequencies will be as designated on standard channelization cards (Classified Confidential).

1651

100A-1
2 Pages
Page 2

b. Standard channelization cards will be encased in a plastic cover and mounted adjacent to the UHF Control Boxes.

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

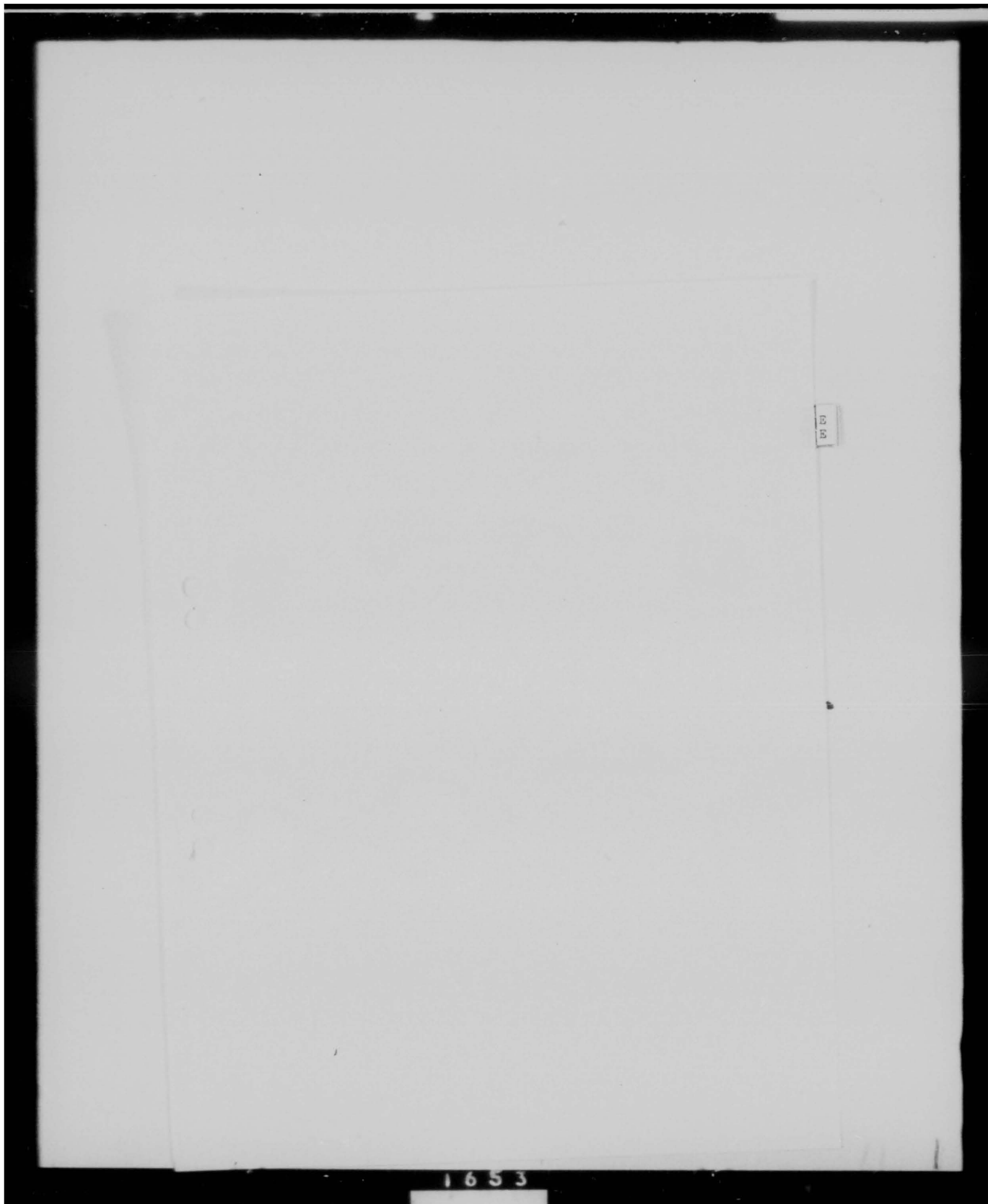
OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100K-5
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100K-5)

2 September 1954

COMMUNICATIONS

Radio Operators Flight Packet (ROFP)

(This Operations Memo supersedes 303rd Bomb Wing Ops Memo 100K-5, dtd 11 May 53).

1. PURPOSE: To prescribe necessary publications and equipment to be carried by Aerial Radio Operators while on flights.
2. SCOPE: The provisions of this Operations Memo will apply to all Radio Operators of the 303rd Air Refueling Squadron.
3. GENERAL:
 - a. Radio Operators Flight Packets (ROFP) will be carried on every flight on which a radio operator is included as a crew member. This includes local flights, transition, long range missions, etc.
 - b. Radio Operators Flight Packets will be issued to each Aerial Radio Operator.
 - c. If aircraft remains at an Air Force Base other than Davis-Monthan AFB, necessary steps will be taken to insure that the Packet has proper protection.
 - d. The handling of ROFP's will be in accordance with Air Force Regulation 205-1, as amended, and JANAP 122 (A).

4. PROCEDURES:

- a. Radio Operators Flight Packets will include:
 - (1) Pilots navigation case (or equivalent) if available.
 - (2) Pertinent 303rd Bomb Wing Regulations and Operations Memos which are designated to be used by the Radio Operator in each publication itself.
 - (3) Current edition of Air/Ground Codes.
 - (4) Logs, AF Form 35.
 - (5) Scratch paper, pencil and paper clips.

1654

100K-5
2 pages
Page 2

- (6) ACP 124 (A), Joint Radio Telegraph Procedures (W/T).
- (7) ACP 125 (A), Joint Radio Telephone Procedure (R/T).
- (8) USAF Supplement to ACP 125 (A).
- (9) ACP 129, Visual Signaling (V/S) Procedures.
- (10) ACP 130 (A), Direction Finding Procedures. (D/F)
- (11) ACP 165, Operations Brevity Code.
- (12) ACP 135, Emergency and Distress Procedures.
- (13) JAWL 131 (A), "Q" and "Z" Signals.
- (14) Time Zone Charts.
- (15) Copies of weather forms (Aero and POMAR).
- (16) Extracts of ACP 101 (Address Groups).
- (17) Current radio propagation prediction charts.
- (18) Extracts of ACP 156 (Color codes).
- (19) Such other items as the Squadron Communications Officer may require to accomplish training, special missions, etc.

b. This Operations Memo will become a part of the Radio Operators Information file.

5. RESPONSIBILITY: It will be the responsibility of the 303rd Air Refueling Squadron Commander to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

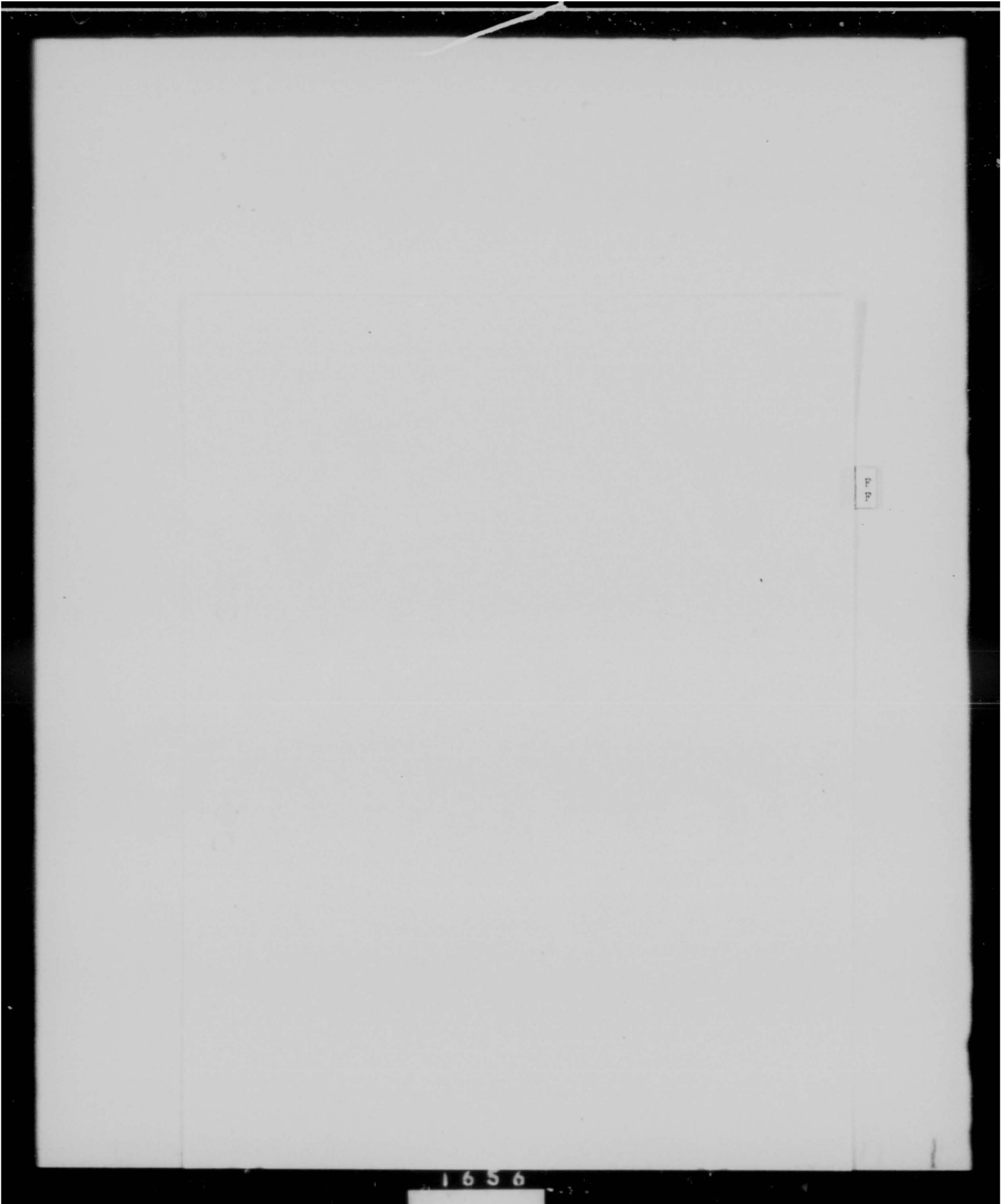
OFFICIAL:

IAA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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Davis-Monthan Air Force Base
Tucson, Arizona

100-5
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100-5)

2 September 1954

COMMUNICATIONS

AFN-76/12 Ground Check Procedures

(This Operations Memo supersedes 303rd Bomb Wing Ops Memo 100-5, dtd 17 May 54).

1. PURPOSE: To prescribe a standing operating procedure for performing ground checks on the rendezvous equipment installed in the aircraft of the 303rd Bombardment Wing prior to a scheduled air refueling mission.

2. SCOPE: This memorandum applies to all Aircraft Commanders and observers of the 303rd Bombardment Wing.

3. GENERAL:

a. The rendezvous equipment presently installed in the aircraft of the 303rd Bombardment Wing must be tuned to prescribed frequencies within close tolerances in order to operate successfully. The AFN-76/12 sets have demonstrated a tendency to change frequency after a short period of time. In order to insure maximum reliability of this equipment, a ground station has been established to check the operation of these sets before and after each refueling mission.

b. When air refueling missions are scheduled, the rendezvous equipment will be checked by use of the A and E Maintenance Ground Station during the preflight. After landing from an air refueling mission, each aircraft will call A and E Maintenance on UHF and again check the rendezvous equipment. The A and E Ground Station operator will be informed of the degree of success of the rendezvous portion of the mission.

4. PROCEDURES:

a. Before every mission during which air refueling is scheduled the Aircraft Commander will call A and E Maintenance on UHF and request a rendezvous check. The AFN-76/12 will be turned on and channelized according to the instructions from A and E Ground Station.

b. In the event that the preflight time is scheduled after normal duty hours, A and E will check the set during the day. When this has been accomplished an entry will be made on the Form 1. Aircraft Commanders scheduled for air refueling mission with a night-take-off will check the Form 1 for this entry and will not be required to make the preflight test if it has been performed.

c. Prior to the turning off electrical power after landing from an air refueling mission during normal duty hours, the A and E Ground Station will again be

1657

100-5
2 Pages
Page 2

contacted on UHF and a rendezvous check requested. The equipment will be channelized and operated in accordance with instructions received from the Ground Station Operator. After conducting the above, the following information will be given to the Ground Station Operator:

- (1) Degree of success of the rendezvous.
- (2) Maximum and minimum ranges at which AFN-76/12 contact was maintained.
- (3) Channels used for rendezvous.
- (4) Accuracy of rendezvous instructions given by tanker.

d. UHF frequencies to be used in conducting checks are as follows:

- (1) 266.2 Channel 9 Primary.
- (2) 279.8 Channel 16 Secondary.

e. Call signs to be used are as follows:

- (1) A and E Ground Station: Electronic Maintenance.
- (2) Aircraft: SAC ADDITIVE.

f. If landing is made after normal duty hours, no check will be made and the crew observer will insure that an entry is made in the Form 1 to the effect that "Post-Flight rendezvous check not completed".

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure compliance with the provisions of this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "E"



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100K-3
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100K-3)

2 September 1954

COMMUNICATIONS

VHF (AM/ARC-3) Frequency Channel Assignments

(This Operations Memo Supersedes 303rd Bomb Wing Ops Memo 100K-3, dtd 11 May 53).

1. PURPOSE: To provide a standard crystallization and channel button assignment for aircraft while operating within the Continental Limits of the United States.

2. SCOPE: The provisions of this Operations Memo will apply to all Aircraft Commanders and Radio Operators of the 303rd Air Refueling Squadron.

3. PROCEDURE:

a. The following frequencies are assigned to the respective channels of all AM/ARC-3 equipped aircraft for normal operations:

<u>BUTTON</u>	<u>FREQUENCY (Mcs)</u>	<u>SERVICE</u>
A	T-135.90 R-135.00	OM Airways (Range)
B	126.18	Control Towers
C	137.88	AACS Airways (a) Alternate Control Towers
D	121.50	Joint Military-Civilian Emergency
E	148.86	SAC Air Refueling Common
F	138.42	SAC Common
G	136.80	GCA Search Control
H	134.10	GCA Final Approach Control

b. A standard type card will be kept current at each Pilot and Radio Operators position showing "Frequency" and "use" of each channel of the AM/ARC-3.

c. This operations memo will become a part of the Radio Operators Flight Packet.

5. RESPONSIBILITY: It will be the responsibility of the 303rd Air Refueling Squadron Commander to insure compliance with the provisions of this memorandum.

100K-3
2 Pages
Page 2

6. REFERENCES: AM 100-22, SACCEI, SAC Reg 51-6.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "E"

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100-3
6 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100-3)

1 September 1954

COMMUNICATIONS

HF Voice Communications Procedures

(This Operations Memo supersedes 303rd Bomb Wing Ops Memo 100-3, dated 8 Feb 54 and 100-3A, dtd 10 Jun 54)

1. PURPOSE: To establish a standing operating procedure for HF Communications.
2. SCOPE: This Operations Memo applies to all Aircraft Commanders of the 303rd Bombardment Wing when flying aircraft equipped with HF radio equipment.
3. GENERAL: All long distance Air/Ground Communications are handled by a network of AMCS Airways Stations located throughout the United States and in foreign theaters. To insure minimum delay and congestion in the operation of this system the procedures contained in this operations memo will be followed.
4. PROCEDURE: The following are the required reports and operating instructions. The procedure to be used will be designated in appropriate operations orders and/or mission flimsies and will be designated by the appropriate phonetic letter as listed below:

a. Procedure "ALPHA":

- (1) For CAA and ICAO reporting only, with no relay to military addressees.
 - (a) All SAC aircraft will make required civil ATC reports direct to the civil control agency when flying under control of CAA in the ZI and in all FIR's of overseas areas. For these civil reports VHF/UHF will be the primary means of communications with HF used when necessary. These reports will be rendered in accordance with instructions contained in current facility charts.
 - (b) ICAO position reports during overseas flights will be sent in clear language to the AMCS Station serving the route for relay to the ICAO or OAC center controlling the area. These reports will be prepared and transmitted in accordance with instructions contained in current facility charts. The ATC agency will be identified by its geographical place name. (Example: New York, Gander, etc.)

100-3
6 Pages
Page 2

- (c) Voice transmissions will be used on all contacts. When voice contact cannot be maintained CW is authorized. CW procedures will be as outlined in ACP 125 and ICAO Document 6919 COM 532/1.
- (d) Position reports will be transmitted in the clear using procedures as specified in Par 213 of the USAF Supplement to ACP 125 (A). No authentication is required for these reports.
- (e) In the event that contact cannot be made with AACCS station after 30 minutes, direct contact with the ICAO station serving the area will be attempted and the required reports rendered directly.
- (f) For all formation flights one aircraft will be designated to render reports for all aircraft in the formation with which interplane communications can be maintained.
- (g) To relieve congestion of air/ground frequencies used on over-water routes, AACCS Stations will assign reporting times and frequencies. Position reports and "Operations Normal" reports will be transmitted during these times. This applies to overseas operation only.
- (h) To relieve congestion on the air/ground frequencies used in the ZI all aircraft will call ground stations in accordance with the following schedule as determined by the last digit of the aircraft's additive call sign:

<u>LAST DIGIT:</u>	<u>NO. OF MINUTES AFTER THE HOUR:</u>
1	:00 to :06
2	:06 to :12
3	:12 to :18
4	:18 to :24
5	:24 to :30
6	:30 to :36
7	:36 to :42
8	:42 to :48
9	:48 to :54
0	:54 to :60

In the event of congestion on the reporting frequency at the scheduled reporting time aircraft will change to another ground station and/or frequency.

- (i) Paragraphs 4. a. (1)(G) and (H) will apply to position reports and routine communications. For emergency communications, or strike reports requiring HF facilities the best

100-3
6 Pages
Page 3

available AACCS station will be contacted as soon as possible.

- (j) The schedule contained in Par 4. a. (1) (h) precludes rendering "Operations Normal" reports in the ZI. However, these reports will still be rendered when flying oceanic routes. Call signs and other information will not be repeated unless required by communications condition and operators will make all transmissions as brief as possible.

b. Procedure "BRAVO":

- (1) Procedure "BRAVO" will be used for CAA and ICAO reporting with military addressee included.
 - (a) Procedure "BRAVO" is identical to procedure "ALPHA" with the inclusion of a military addressee. When reporting directly to civilian agencies, tactical reports will be sent to AACCS Communication Control Stations. When reports are sent through AACCS for relay to civil agencies tactical and airways position reports will be sent as one combined tactical ATC message addressed to the AACCS station being worked for relay to the appropriate military and ATC addressee.
 - (b) In the event that an aircraft is unable to work prescribed AACCS stations and is in direct contact with civil facilities, address will include only civil agency concerned. Tactical reports will not be sent to civil ATC station for relay to SAC addressee. Military air/ground stations are the only stations authorized for tactical reports function. Civil stations or military stations of other nations will be used to relay tactical messages only in case of emergency. (Note: Forbisher Bay and Argentina are not authorized for SAC Tactical communications even though they are operating on 4200 KCS.)
 - (c) ACP 101 address groups will be used for military addressee except when Headquarters SAC directs that Collective Call Signs are to be used. Geographical place names will be used for OAC/FIR addressees. (Example: Relay to YLEN and New York)
 - (d) When appropriate operations orders direct the use of Collective Call Words ICAO OAC/FIR place names are the only additional addressees authorized. When Collective Call Words are used there will be only one military addressee as prescribed by Headquarters SAC. Additional military addressees such as Home Base, Base of Destination or Parent Wing will not be included.

100-3
6 Pages
Page 4

c. Procedure "COCA":

- (1) Procedure "COCA" will be used for missions requiring maximum security.
 - (a) Governing authority will request stationary block altitude reservations in accordance with AFR 55-18.
 - (b) No position reports will be submitted during flight.
 - (c) HF radio silence will be maintained with HF listening watch if prescribed by governing operation orders.

d. Routine training flights in the ZI:

- (1) Procedure "BRAVO" will be utilized with the 303rd Bombardment W. as the only military addressee. (Using the ACP 101 address group YLEN.)
 - (a) Position reports will be submitted hourly to Communication Control Station for relay to 303rd Bombardment Wing (YLEN) and will contain the following information:
 1. Course (3 Figures).
 2. Height (Altitude in hundreds of feet).
 3. Speed (Ground Speed in Knots.).
 4. Position (Latitude and Longitude).

e. Strike Reports:

- (1) Strike reports will be submitted in accordance with Par b, Chapter 2, SAC Manual 55-8a, when directed by competent authority.

f. Emergency Procedures:

- (1) Distress reports will be submitted when required in accordance with USAF Supplement to ACP 125 (A) and ACP 135.

g. Frequencies:

- (1) All AMOS Airways Stations in the ZI operate on the same frequency as shown in current radio facility charts.
- (2) The airways station designated as the communications control station for the mission will normally select the frequency to be

100-3
6 Pages
Page 5

used, however, in establishing communications, current RADIO FREQUENCY PROPAGATION CHARTS for the time, distance, and communications path will be utilized in selecting the best operating frequency.

- (3) To alleviate the congestion on 4724.5 KCS and 6738 KCS maximum utilization of the higher frequencies for long distance communications during daylight hours is directed. Each operator will carefully monitor the frequency prior to calling and adhere to the schedule listed in par 4. h. of this operations memo.

h. ZI Airways Stations:

- (1) AMCS station in the ZI are located as follows:

March AFB	MacDill AFB	Great Falls AFB
Carswell AFB	Andrews AFB	Offutt AFB
Travis AFB	McChord AFB	

i. Call Signs:

- (1) Aircraft call signs will be in accordance with SAC Daily Additive System (SACDAL), or as directed in appropriate Operations Orders.
- (2) HF Airways call sign is the geographical name of the station or airborne locations. (Example: MARCH this is AF 1234, etc.)

j. Operating Procedures:

- (1) Message preparation and Operating Procedures will be in accordance with the USAF Supplement to ACP 125 (A).
- (2) Message heading will consist of the relay instructions only. The ground station will automatically assign precedence and date time group.

k. Codes and Ciphers:

- (1) With the exceptions listed below all messages other than position reports and weather reports will be encoded in current edition of AFSAL 5104 Air/Ground Code. Exceptions are:
 - (a) Emergency Messages.
 - (b) When directed by Headquarters SAC.
 - (c) When prior approval has been obtained from Headquarters SAC.

100-3
6 Pages
Page 6

(1) Strike reports.

(2) Authentication will be accomplished when required using AFSAL 5104.

(3) ACP 156 extracts will be carried aboard the aircraft and used when required for visual recognition. B-47 aircraft will not use ACP 156 for identification but will identify themselves to the GCI Station using AFSAL 5104.

1. Logs:

(1) The aircraft will maintain an abbreviated log on AF Form 35, showing time, station worked, brief description of traffic, and any difficulties encountered.

5. RESPONSIBILITY: It will be the responsibility of each Squadron Commander to insure compliance with the provisions of this Operations Memo.

6. REFERENCES: USAF Supplement to ACP 125 (A), ACP 125 (A), SAC Reg 55-11 Incl 6, and the SACCEI.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "C"



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100K-2
2 Pages
Page 1

OPERATIONS MEMO)
NUMBER 100K-2)

2 September 1954

COMMUNICATIONS

HF (ART-13) Frequency Channel Assignment

(This Operations Memo supersedes 303rd Bomb Wing Ops Memo 100K-2, dtd 20 Oct 54).

1. PURPOSE: To provide a standard Channel Assignment for KC-97 aircraft equipped with Command HF Transmitters.
2. SCOPE: The provisions of this Operations Memo will apply to all Aircraft Commanders and Radio Operators of the 303rd Air Refueling Squadron.
3. GENERAL:

a. The frequencies listed below have been selected to provide coverage of the AACS Airways Stations and as a back-up for UHF/VHF facilities.

4. PROCEDURES:

a. The following frequencies are to be tuned in the respective channels of the Command HF Transmitter (AN/ART-13) in all KC-97 aircraft for normal operation:

<u>CHANNEL</u>	<u>FREQUENCY (Kcs)</u>	<u>EMISSION</u>	<u>SERVICE</u>
1	11228	Voice	AACS Airways
2	3023.5	Voice	Military Control Towers (Receive)
3	6738	Voice	AACS Airways
4	4270	Voice	Interplane Frequency
5	2862	Voice	AACS Airways
6	4724.5	Voice	AACS Airways
7	15016	Voice	AACS Airways
8	3475	Voice	GCA Search Control
9	4890	Voice	GCA Final Approach Control (Primary)
10	8364	Voice	Int Emergency and Safety

b. A standard type card will be kept at each pilot and radio operators position showing the frequency and use of each channel.

c. This Operations Memo will become a part of the Radio Operators and Navigator's Flight Packet.

5. RESPONSIBILITY: It will be the responsibility of the 303rd Air Refueling Squadron Commander to comply with the provisions of this Operations Memorandum.

100K-2
2 Pages
Page 2

6. REFERENCES: Radio Facility Charts, SACCEI.

BY ORDER OF THE COMMANDER:

OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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1672

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

100-1
1 Page
Page 1

OPERATIONS MEMO)
NUMBER 100-1)

2 September 1954

COMMUNICATIONS

Communications Publications

(This Operations Memo supersedes 303rd Bomb Wing Ops Memo 100-1, dtd 25 May 53).

1. PURPOSE: To establish the minimum requirements for communications publications carried in each aircraft of this wing.

2. PROCEDURE: Aircraft of this Wing will have the following communications publications installed, up to date, and readily accessible to the Aircraft Commanders:

KC-97 AIRCRAFT:

1 ea Pilots Handbook ILS U.S.
1 ea Pilots Handbook EAST U.S.
1 ea Pilots Handbook WEST U.S.
2 ea Radio Facility Charts VOR
2 ea Radio Facility Charts IF/MF
2 ea Supplementary Flight Information US

B-47 AIRCRAFT

1 ea Pilots Handbook ILS U.S.
1 ea Pilots Handbook EAST U.S.
1 ea Pilots Handbook WEST U.S.
1 ea Pilots Handbook JET EAST U.S.
1 ea Pilots Handbook JET WEST U.S.
2 ea Radio Facility Charts VOR
2 ea Radio Facility Charts IF/MF
2 ea Supplementary Flight Info U.S.

3. RESPONSIBILITY: It is the responsibility of the Squadron Commanders and pilots to insure compliance with this Memorandum.

BY ORDER OF THE COMMANDER:

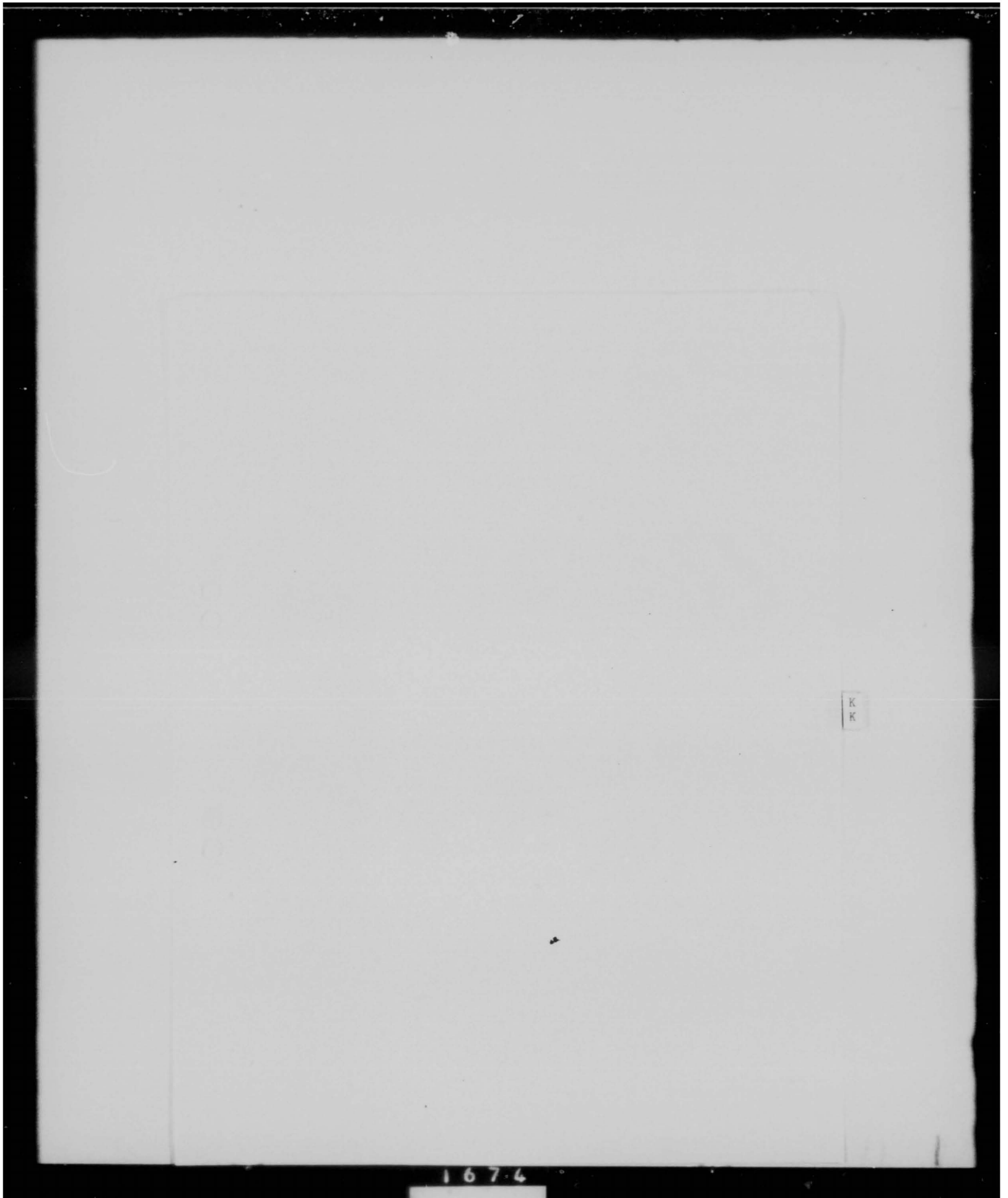
OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

DISTRIBUTION: "E"

1673



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER A-4

14 September 1954

GROUND HANDLING OF B-47 AND KC-97 AIRCRAFT

(Supersedes MIL B-4 dated 15 September 1953, B-4A dated 18 November 1953 and B-4B dated 26 February 1954)

1. PURPOSE. To establish a standard operating procedure for the ground handling of B-47 and KC-97 aircraft.
2. SCOPE. Applicable to units assigned or attached to the 303rd Bombardment Wing, Medium.
3. GENERAL. Certain precautions are necessary when handling aircraft on the ground to prevent damage to aircraft and ground handling equipment. A qualified officer having demonstrated proficiency in normal and emergency braking systems, applicable to the aircraft he is charged with moving, will supervise all towing operations and insure compliance with the provisions of this directive. He will ride the brakes of the aircraft being towed unless other qualified personnel listed in paragraph 4a(1)(c) are available. In all cases he will directly supervise at the site of the aircraft until all towing operations are completed.
4. ACTION.
 - a. Towing.
 - (1) Before commencing any tactical aircraft towing operations, the officer in charge will insure that the following personnel are available.
 - (a) A qualified and authorized driver for the Coleman tractor.
 - (b) Two qualified and "briefed" wing walkers.
 - (c) A qualified man for the pilots seat to ride the brakes. (either officer in charge or an airman of Staff Sergeant grade or higher who has demonstrated proficiency in normal and emergency braking systems of the applicable aircraft. No other individual is authorized as safety observer).
 - (d) One man to walk in front of towing tractor to relay signals from the wing walkers to the driver.
 - (e) For KC-97 aircraft, a man on the Coleman tractor with interphone communications with the safety observer.
 - (2) When required personnel and equipment are in place, Job Control will be contacted by radio vehicle for permission to move the aircraft. Job Control will verify that everything is in readiness to tow the aircraft by using the attached check list, then and only then, grant permission to move the aircraft. Telephone communications may be utilized in the event of non-availability of radio vehicle.

Maint Instr Ltr
No. A-4.

4 Pages
Page 2

- (3) A qualified man as listed in paragraph 4a(1)(c) will be in the pilots seat at all times when the aircraft is being towed. His primary duty will be to act as safety observer and to stop the aircraft when required. He will be responsible that the following is accomplished before towing:

(a) B-47 aircraft.

1. Normal and emergency brake systems charged to a minimum of 2700 PSI hydraulic pressure.
2. Steering selector in "TOW" position.
3. Battery switch in "OFF" position and emergency hydraulic pump switch in "ON NORMAL" position. This will allow recharging of the emergency brake system by turning the battery switch "ON" during towing operations if necessary.
4. Entrance ladder retracted sufficiently to clear tow bar.

(b) KC-97 aircraft.

1. Nose wheel steering disengaged.
2. APU operating and on the line.
3. Interphone communication established with observer in Coleman.
4. Emergency and normal braking systems charged to a minimum of 700 PSI hydraulic pressure.

- (4) The safety observer riding the brakes will not leave his station or close the canopy (B-47) until the aircraft wheels are chocked and the tow bar disconnected from the Coleman.
- (5) Towing speeds will be restricted to a maximum of 5 MPH. Sudden stops and starts will be avoided except in emergencies.
- (6) Aircraft will be moved forward before starting turns to prevent excessive loads or strains on tires, tow bars, and outrigger gears where applicable.
- (7) The minimum clearance to be maintained between parked aircraft and equipment and aircraft being towed is 15 feet.
- (8) In the event of a towing accident, the aircraft will not be moved until released by the Wing Commander or investigating officer.

Maint Instr Ltr
No A-4

4 Pages
Page 3

b. Taxiing other than incident to flight.

- (1) The pilot designated to taxi the aircraft will comply with the applicable portions of paragraph 4a above.
- (2) A crew chief or assistant crew chief will ride the rear seat to assist the pilot (B-47 aircraft).
- (3) Wing walkers and a qualified man for hand signals will be used as outlined in Air Force Regulation 62-10.

c. Ground handling. Whenever control surfaces are caught by wind blasts and moved violently against their stops, a special inspection will be made before aircraft is flown again. In this case, all control surfaces will be inspected for security of attachment, hinges, hinge brackets and attachment of surfaces to torque tubes, with particular attention being paid to the possibility that rivets and bolts have been sheared or have become loose. Necessary action, if required, will be taken before the aircraft is again released for flight.

d. Parking.

(1) Definitions.

- (a) Temporary parking is defined as the method of securing aircraft on the ground when prevailing or forecasted velocities or surface winds or gusts do not exceed 95 knots.

(2) Temporary parking and parking area.

- (a) After the aircraft is properly located, place the front wheel in the forward position. The direction in which the aircraft will be parked will be determined by ease of maintenance and servicing and not by the prevailing wind direction.
- (b) Wheel chocks will be placed in front and rear of each main wheel. Install intake adapters and exhaust closures in all engines (where applicable).
- (c) Control surfaces will be locked.

(3) Extended parking.

- (a) Aircraft being parked for "extended" parking should, when possible, be spaced slightly more than wing span distance from adjacent aircraft.
- (b) After the aircraft is properly located, the front wheels will be placed in the "forward" position. The direction in which the aircraft is to be parked will be determined by ease of maintenance and servicing and not by the prevailing wind direction.

1677

Maint Instr Ltr
No. A-4

4 Pages
Page 4

- (c) Wheel chocks will be placed in front and rear of each main wheel. Install intake adapters and exhaust closures in all engines and Vortex generator covers (B-47).
- (d) Control surfaces will be locked.
- (e) Aircraft will be moored as prescribed in paragraph 4, Technical Order 01-1-50.
- (f) Parking brakes will be set only after the brakes have been allowed to cool.
- (4) All doors, hatches, and windows will be closed prior to personnel leaving for a prolonged period of time. All air ducts will be closed with the dust covers provided for that purpose.
- e. Fuel and oil servicing.
 - (1) For fuel and/or oil servicing or defueling, two men in addition to the truck driver will be utilized. A signal man on the left side of the backing truck and in plain sight of the driver in order to signal and aid him in spotting the truck. One man to be at right rear of truck to assist the signal man in clearing the right side and rear of truck.
 - (2) Fuel trucks will not be parked closer than 20 feet from aircraft fuselage when using the Single Point Refueling System and no closer than 8 feet from front of #4 engine and 5 feet to the side and parallel with the fuselage (B-47).
 - (3) The aircraft crew chief is held jointly responsible with the vehicle operator to observe all safety precautions when motor vehicles and ground powered equipment are being operated around or near an aircraft.

5. RESPONSIBILITY. Squadron Commanders are responsible for insuring compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

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1 Attachment
Ck List, Movement of Aft

1678

SCHEDULING CHECK LIST FOR MOVEMENT OF AIRCRAFT

SQ _____ ACFT NO _____ REQUESTED BY _____ TIME _____

PRESENT LOCATION OF AIRCRAFT _____

NEW LOCATION OF AIRCRAFT _____

PURPOSE OF MOVE _____

1. Qualified officer supervisor in accordance with MIL A-4: _____
2. Qualified and authorized Coleman driver: _____
3. Two wing walkers: _____
4. Qualified airman of S/Sgt Rank or higher if other than OIC to ride brakes: _____
5. One man to walk in front of towing vehicle to relay signals from wing walkers to the driver: _____
6. Parking board changed: _____

(Name of Scheduler) _____

SCHEDULING CHECK LIST FOR MOVEMENT OF AIRCRAFT

SQ _____ ACFT NO _____ REQUESTED BY _____ TIME _____

PRESENT LOCATION OF AIRCRAFT _____

NEW LOCATION OF AIRCRAFT _____

PURPOSE OF MOVE _____

1. Qualified officer supervisor in accordance with MIL A-4: _____
2. Qualified and authorized Coleman driver: _____
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4. Qualified airman of S/Sgt rank or higher if other than OIC to ride brakes: _____
5. One man to walk in front of towing vehicle to relay signals from wing walkers to the driver: _____
6. Parking board changed: _____

FORM

303BW 1 (T)

24 Sep 54

Attachment 1 to MIL A-4

(Name of Scheduler) _____

1679

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE TECHNICAL INSTRUCTION
NUMBER 40

10 September 1954

MAINTENANCE PERSONNEL STATUS REPORT
(Supersedes MTI #40 dated 12 Feb 1954)

1. PURPOSE. To establish the requirements and prescribe the procedures for monthly submission of Maintenance Personnel Status Reports by maintenance activities of the 303rd Bombardment Wing, Medium.
2. SCOPE. Applicable to the four tactical squadrons flight line maintenance section, periodic maintenance, field maintenance, and armament-electronic maintenance activities within the 303rd Bombardment Wing, Medium.
3. GENERAL. Recurring status reports of maintenance personnel are essential to the SAC evaluation program and to determine training requirements. Personnel assignments, utilization, and AFSC upgrading is dependent upon the factors reflected in these reports. Accuracy and punctuality in submission of these reports are vital and must be emphasized.
4. PROCEDURES.
 - a. Beginning with 15 September 1954 and every fourth (4th) month thereafter, a stencil of the maintenance personnel status report will be prepared by each responsible activity and forwarded to the Maintenance Standardization Team office for reproduction.
 - b. The Maintenance Standardization Team will make twelve (12) copies from the stencil, retaining four (4) copies and forwarding eight (8) copies to the originating activity.
 - c. Subsequent monthly reports from the activities will be submitted to the Maintenance Standardization Team by the 15th of every month, incorporating any and all changes in personnel status since last report was submitted. (See Attachment 1.)
 - d. The Maintenance Standardization Team will transcribe the current changes to their records and the report will be returned to the originator.
 - e. It is recommended that all sections responsible for submission of the personnel status report, also maintain current information on 303rd Bomb Wing Form 573 for all assigned personnel.
5. RESPONSIBILITY. Squadron Commanders and the Chief of Maintenance will insure strict compliance with these instructions.

Billie J. Barry
BILLIE J. BARRY
Major, USAF
Chief of Maintenance

DISTRIBUTION: "E" Plus
(15 cys on Sq)

1 Attachment
Maint Pers Status Rept Format

MAINTENANCE PERSONNEL STATUS

ORGANIZATION			DATE OF STENCIL				DATE CORRECTED		
1	2	3	4	5	6	7	8	9	10
RANK	NAME	AFSN	JOB TITLE	PAFSC	DAFSC	SERVICE	EXPERIENCE	DATE OF	REMARKS
LAST	FIRST	INITIAL				YRS NO	LINE OR SHOP	SEPARATION	
							YRS NO		

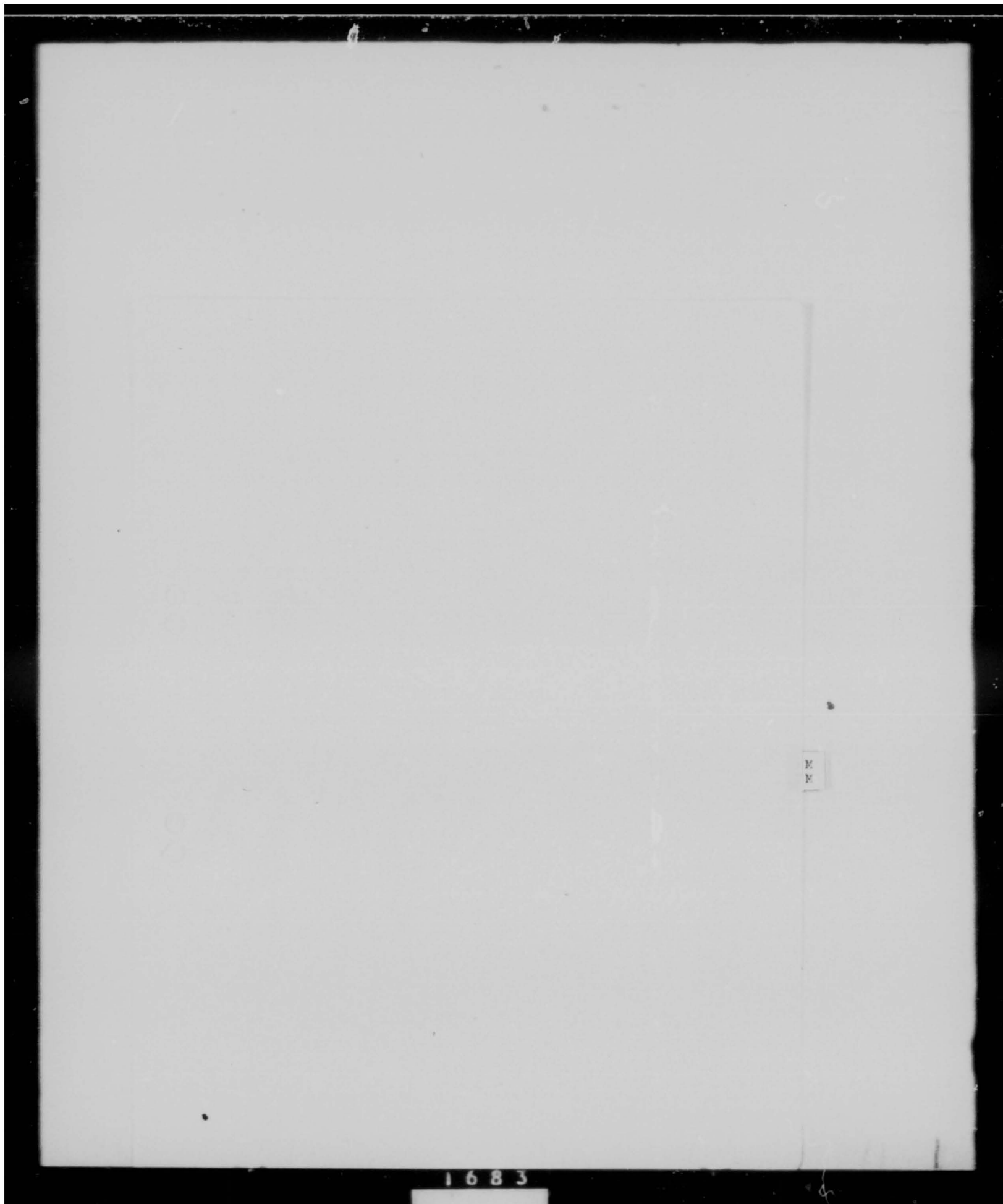
PREPARATION INSTRUCTIONS

- A. Enter current status of maintenance personnel.
- B. Double space between each line entry.
- C. Columns 1 thru 9 filled in every 4 months on new stencil.
- D. Columns 1 thru 6 corrected every month on one of the stencil copies, indicating any personnel status change since last report.
- E. Utilize attachment sheets as required for additional information.
- F. The date of stencil will be typed on stencil.
- G. The date corrected will not be on stencil. This line is used only for monthly report date.

Attachment 1

Loc 2

1682



HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

67-7
Page 1
2 Pages

MATERIEL MEMORANDUM)
NUMBER 67-7)

SEP 3 1954

SUPPLY

Accounting for Aircraft Spares Away From Home
Base or Parent Organization

1. PURPOSE: To supplement procedures specified in Vol IV, AFM 67-1 for accounting for expendable supplies and spare parts, other than Flyaway kits, for units temporarily operating away from home base or parent organization.

2. GENERAL: On certain TDY moves where there will be no parent Unit Supply Officer accompanying the unit, and as determined by the Wing Director of Materiel, the following procedures will apply.

3. PROCEDURE:

a. Under the circumstances mentioned above, the Wing Director of Materiel will appoint the Maintenance Control Supply Officer as Detachment Supply Officer for the purpose of the move only. The Maintenance Control Supply Officer will adhere to the procedures specified in Par 11, Sec 7, Vol IV, AFM 67-1, and Par 16, Sec 10, Vol IV, AFM 67-1.

b. The Maintenance Control Supply Officer will assemble a level of expendable and recoverable aircraft and engine supplies and spare parts for B-47 and/or KC-97 aircraft, other than A & E items, not to exceed a 15-day level. A record of these items will be maintained on AF Form 197. A block of Control Numbers will be obtained from Headquarters Squadron Section, 303d Bomb Wing and AF Form 115A will be maintained (In accordance with Par 4, Sec 7, Vol IV, AFM 67-1), to record all transactions affecting these items.

c. Commander A & E Squadron will assign a responsible officer as Supply Officer for the purpose of the movement, upon notification by the Wing Director of Materiel, to assemble a level of expendable and recoverable Armament and Electronics items not to exceed a 15-day level. Immediately upon notification by the Director of Materiel that a TDY is impending, the officer appointed under the provisions of this paragraph will assemble the 15-day level of spares and take action to have the items calibrated and checked for serviceability in preparation for the movement. The Maintenance Control Supply Officer will be responsible for assisting the A & E Supply Officer in determining a 15-day level of A & E items. The A & E Supply Officer will maintain a record of these items on AF Form 197 in accordance with Par 16, Sec 10, Vol IV, AFM 67-1. A block of Control Numbers will be obtained from the A & E Squadron Unit Supply and AF Form 115A will be maintained to record all transactions affecting these items.

1684

67-7
Page 2
2 Pages

d. Upon completion of TDI, the parent unit Supply Officers will turn in all unused serviceable property and reparable recoverable property to Base Supply on AF Form 447. The Maintenance Control Supply Officer and A & E Squadron Supply Officer will return the blocks of Controls Numbers, supporting documents, and AF Form 197 to the parent unit Supply Officers who will maintain them until disposal is authorized in accordance with AF Manual 181-5.

BY ORDER OF THE COMMANDER:

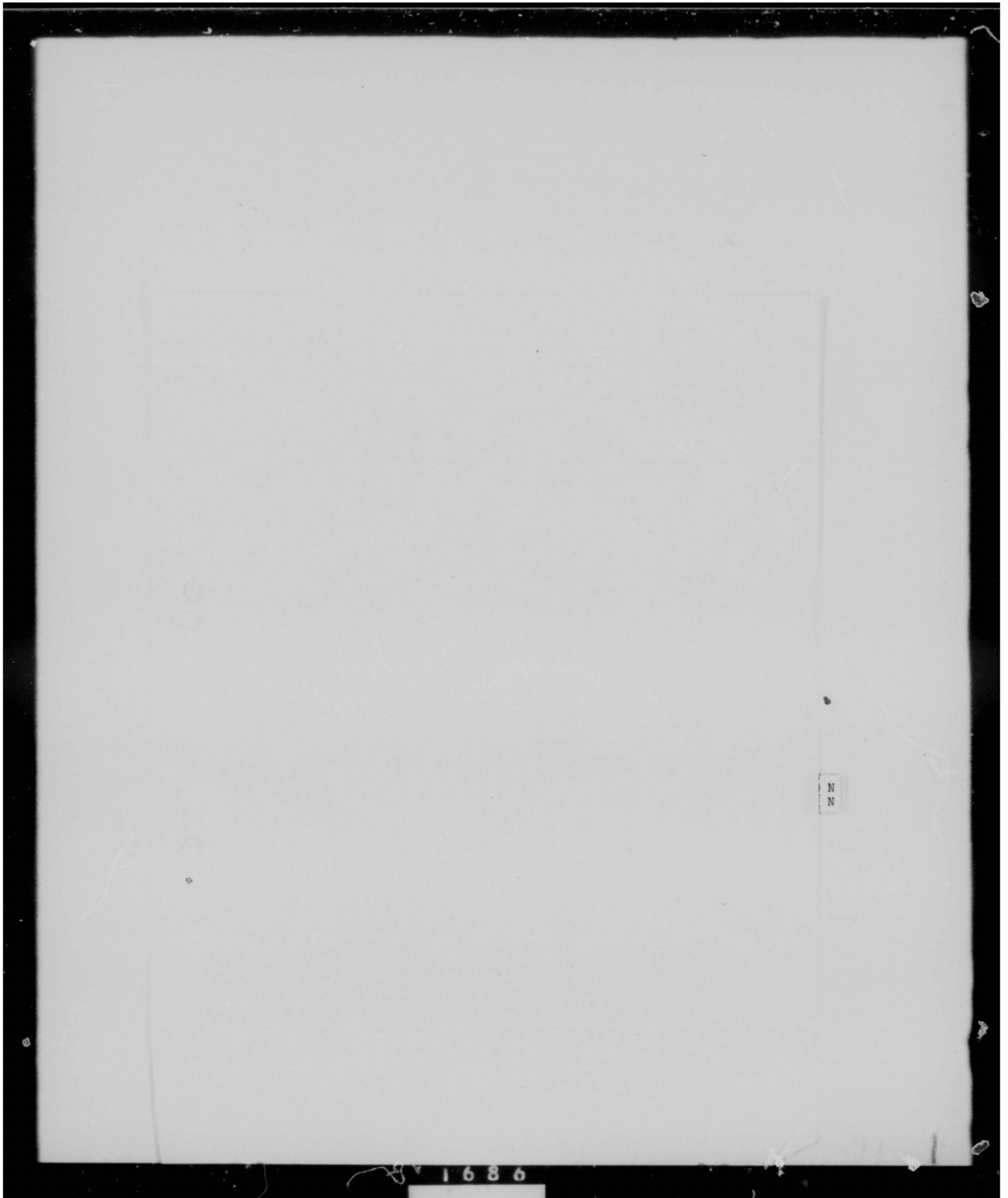
OFFICIAL

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

WALTON HERNEY
Lt Col, USAF
Director of Materiel

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

Page 1
1 Page

MATERIEL MEMORANDUM
NUMBER 67-8)

3 September 1954

SUPPLY

Reporting Shortages of Unit Equipment

(This Materiel Memorandum supersedes Materiel Memorandum 67-7
dated 10 Aug 54)

1. PURPOSE: To prescribe standard procedures for reporting shortages of Unit Support Equipment and Unit Mission Equipment property.
2. GENERAL: S/C Manual 20-1 requires the Wing Supply Officer to maintain, for command action, current lists of shortages of authorized items of equipment.
3. PROCEDURE: Each unit of the Wing will prepare separate lists of Unit Support Equipment and Unit Mission Equipment authorized the unit but not on hand. These lists will contain the following information: Stock Number, Noun, Quantity Authorized, Quantity Short, Unit Control Numbers and Base Supply Voucher Numbers of Issue Slips requesting the shortages. These lists will be prepared as of the 25th of each month, signed by the Unit Supply Officer and Unit Commander, and forwarded to the Wing Supply Officer not later than the last day of each month.
4. RESPONSIBILITY: It will be the responsibility of the Squadron Commander to insure the promptness and accuracy of the reports.

BY ORDER OF THE COMMANDER:

OFFICIAL:

MAX W HENNEY
Lt Col, USAF
Director of Materiel

John D Hampton
JOHN D HAMPTON
Captain, USAF
Adjutant

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1687

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-303-H1	Nov/53			303rd Bomb Wing	S	
128		Dec/53				S	
252		Jan/54				S	
347		Feb/54				S	
498		Mar/54				S	
649		Apr/54				S	
749		May/54				S	
911		Jun/54				S	
1055		Jul/54				S	
1180		Aug/54				S	
1322	K-WG-303-H1	Sep/54			303rd Bomb Wing	S	
1688	Index				Index		
	Some unreadable pages - Poor original						