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HISTORY

303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

DAVIS-MONTHAN A F B TUCSON, ARIZONA

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36 ADIV
7 Dec 54 DWS

H I S T O R Y

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303RD BOMBARDMENT WING, MEDIUM

1 October - 31 October

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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99 7690

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CHAPTER IV

W H A T ' S O N T H E C O V E R ?

Maintenance is performed at night on a 303rd Bombardment Wing B-47 aircraft in Dock No. 2 at Davis-Monthan Air Force Base, just prior to participation in Operations "GLOBAL TROTTER", which required the 303rd Bomb Wing to fly fifteen long range sorties between 19 October 1954 and 1 December 1954, for the purpose of familiarizing aircrews, maintenance personnel, and operations staff personnel in very long range B-47 aircraft operations.

Photograph By:

Technical Sergeant A. J. Sandoval
Information Services Photographer

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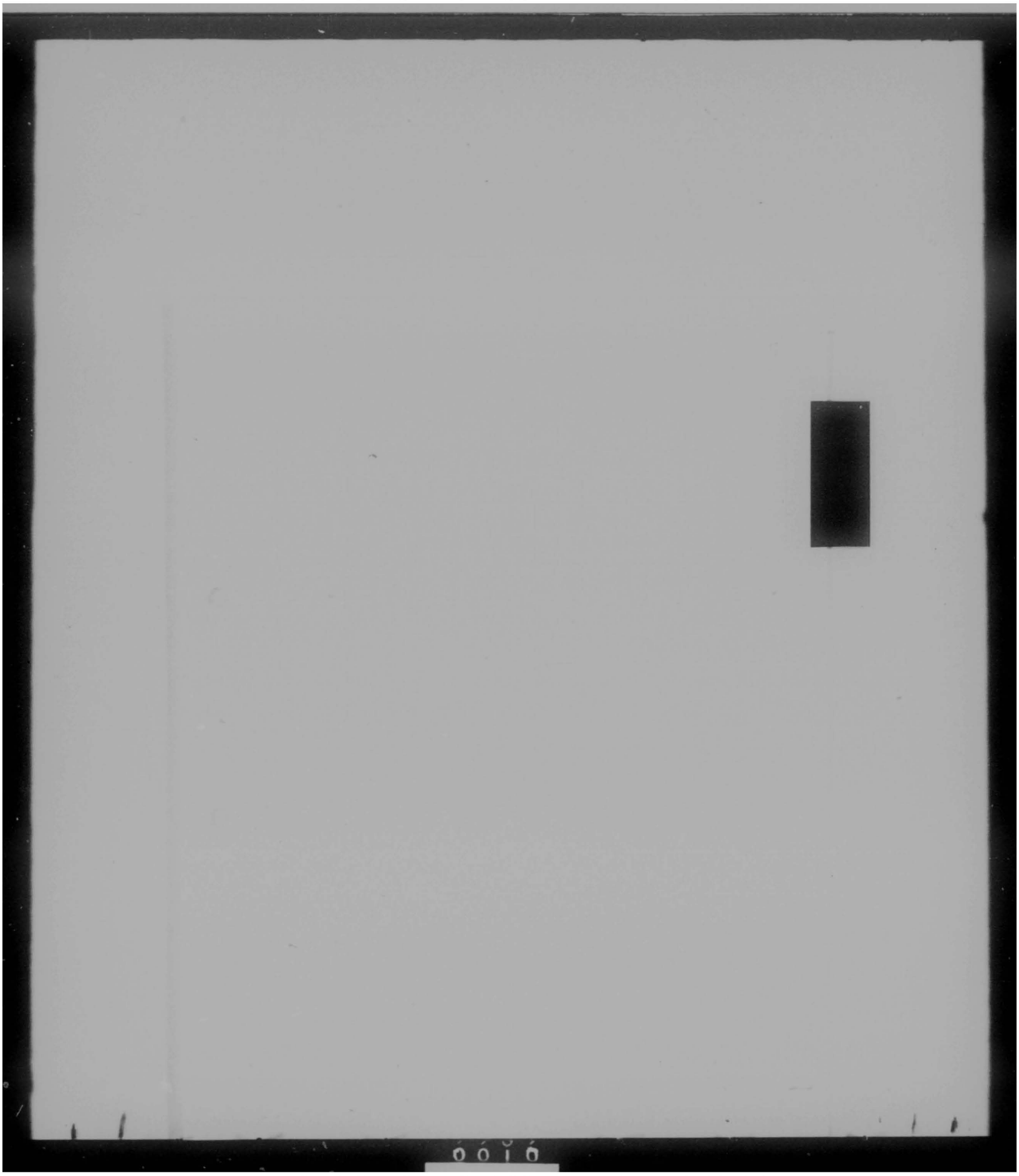

ORGANIZATION AND ADMINSTRATION

M I S S I O N

There were no chahges in the mission of the 303rd Bombardment Wing, Medium, during the month of October 1954.[1]

O R G A N I Z A T I O N

This history constitutes the twenty-second 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 October 1954 are reflected herein.

C O M M A N D

In conjunction with the O.R.T. (Operational Readiness Test) Inspection of the 303rd Bombardment Wing, Medium, conducted during the period 13 thru 24 September 1954, a report of action taken on discrepancies cited in Section III, basic letter and the inclosures thereto of the Inspection Report[2] was submitted to the Commander 36th Air Division. A complete and detailed report of corrective action taken may be found in the appendix of the history.[3]

Effective 9 October 1954, Colonel Lloyd D. Chapman, 303rd Deputy Commander assumed command of the Wing during the temporary absence of Colonel William J. Wrigglesworth.[4] Colonel Wrigglesworth reassumed command of the 303rd Bombardment Wing effective 18 October 1954.[5]

1/ 303rd Bombardment Wing, Medium, History for July 1954.

2/ USAF Readiness Inspection Report of the 303rd BW, 24 Sept 54, Appendix H, History for September 1954.

3/ 303rd BW Report of Corrective Action taken on ORT Inspection Report, Appendix B.

4/ GO 23, Hq 303rd Bombardment Wing, 9 Oct 54, Appendix C.

5/ GO 24, Hq 303rd Bombardment Wing, 18 Oct 54, Appendix D.

Effective Friday, 1 October 1954, the duty hours of the 303rd Bombardment Wing, Medium were changed to 0730 to 1630 Monday through Friday and 0730 to 1130 on Saturday. 6/

COMPTROLLER

There was no significant change in the number of Airmen required specialties during the month of October, however, the change in the method of computation of Airmen MIRS revealed a lower MIRS percentage for the direct support skills than for indirect. The maximum score is forecast for both direct and indirect support categories.

The four month cumulative AWOL rate for the 303rd Bombardment Wing remained unchanged. There were three personnel AWOL during October for a four month total of 12. The maximum score is forecast.

There was one disabling military injury during October for an estimated loss of 58 man days. There were 11 first aid treatments administered and no civilian injuries incurred. There were two ground accidents involving military aircraft. A b-47 tire blew out while being inflated and a KC-97 wing tip tank was accidently released and dropped to the ramp during periodic inspection. The total cost of ground accidents to aircraft was $3,275.

There were 36 separations of regular airmen during the month of October of which 13 reenlisted. The four month cumulative terminations and reenlistments were 142 and 69 respectively.

A total of 4352 hours of MTD instruction was accomplished by the 303rd Bombardment Wing personnel in October. The previous three months utilization were slightly below the 3500 hour standard.

6/ Ltr, Hq 303rd BW to Staff Sections, "Change in Duty Hours, 29 Sept 54, 303MDR, Appendix E .

There were no reports of survey registered during the month of October 1954. The average cost and number of surveys remain unchanged at $600 and 12 surveys.

Flying hours utilized as a percent of required for September and October are as follows:

	B-47		KC-97		Total
	Sep	Oct	Sep	Oct	
Flying Hours Required	1748	1704	659	687	4798
Flying Hours Utilized	1374	1325	616	644	3959

One major aircraft accident occurred in October in which one B-47 aircraft was lost and one crew member fatally injured. During the four month period considered, 7637 hours were logged for an accident rate of 13.0 per 100,000 flying hours.

The Wing accomplished a total of 220 RBS radar scored runs during the month of October for a CEA of 1919 and a CEP of 1450. The average Index on 367 runs accomplished during the two month period was 53.6 percent. Forty RBS Visual record runs were accomplished during the month. The CEA was reduced from 1325 in September to 1029 in October. The October CEP was 900. The average proficiency index on 77 runs completed during the two month period was 54.1 percent.

Twenty-three cruise control legs were flown in KC-97 aircraft in October and 10 in September. The average capability raw score on the 33 runs was 1.5 percent.

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Night Celestial Navigation for the month of October accomplished by the 303rd Bombardment Wing was as follows:

	B-47		KC-97	
	Sep	Oct	Sep	Oct
Legs Flown	33	62	14	22
CEA	16	15.5	11.3	10.8

All air refueling hook-ups attempted by the 303rd Bombardment Wing during the month of October were successful. Of the 72 rendezvous attempted in the 303rd Air Refueling Squadron a total of 67 were successful.

The Combat Ready Crew status as of 31 October 1954 was as follows:

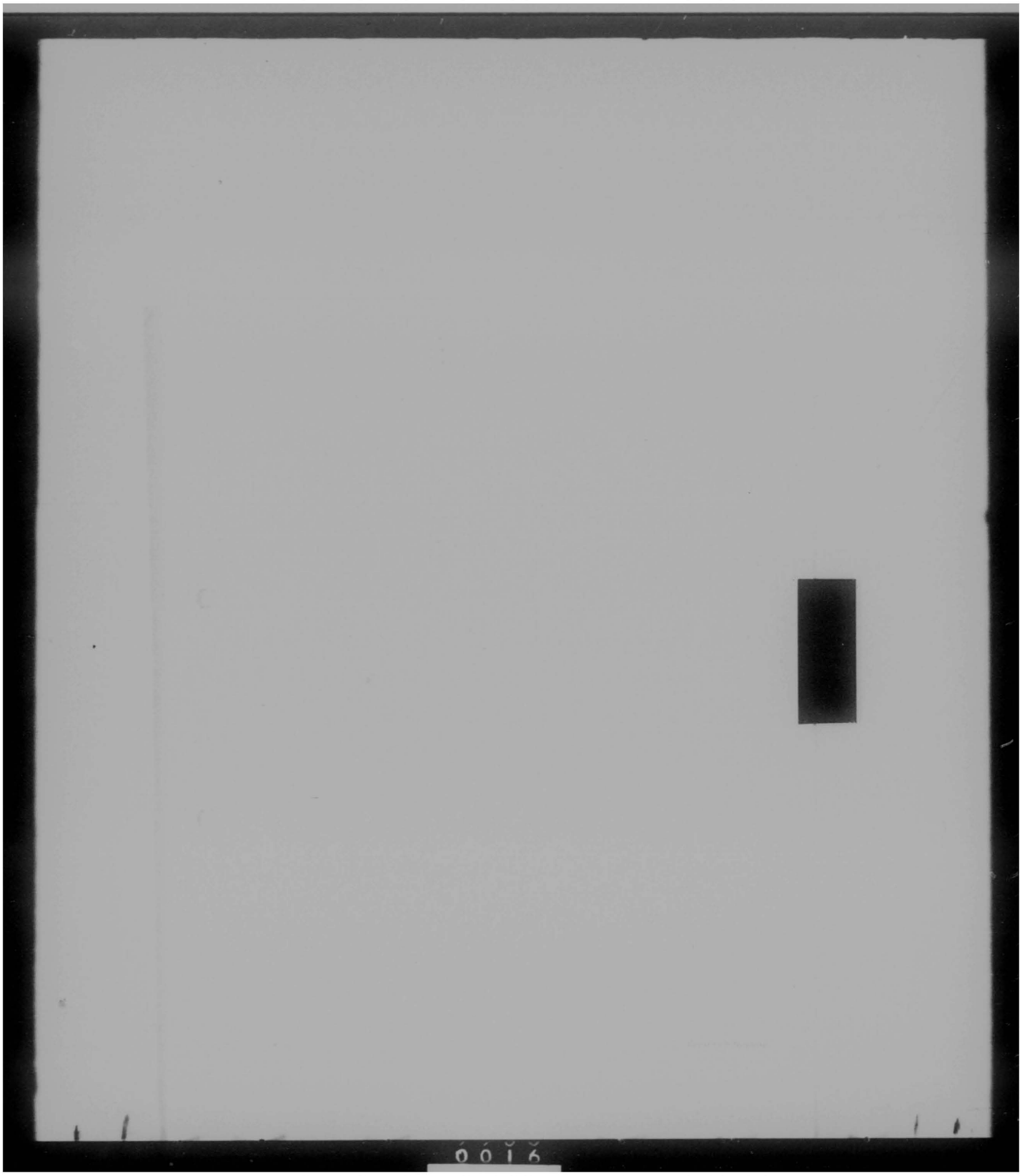
	B-47	KC-97
Select Crews	6	
Lead Crews	18	
Combat Ready Crews	12	18
Non Ready Crews	14	6
Total	50	24

As a result of deficiencies incurred in physical conditioning training since entry into the program, the minimum score is forecast.

CHANGES IN KEY PERSONNEL

There were no changes in key personnel of the 303rd Bombardment Wing, Medium, during the month of October 1954. 2/

2/ 303rd Bombardment Wing Key Personnel Roster, October 1954, Appendix A.



PERSONNEL

COMBAT CREW RESOURCES

"Combat Crew Resources" of the 303rd Bombardment Wing for the month of October 1954 were as follows:

Combat Crew Resources (B-47)

AFSC	1245	1234B	1525
Assigned	82	38	54
Less Staff Personnel	12	6	10
Total Crew Personnel	70	32	44

Combat Crew Resources (KC-97)

AFSC	1234	1534	43271D	29353	43159
Assigned	54	30	37	26	77
Less Staff Personnel	2	1			
Total Crew Personnel	52	29	37	26	77

OFFICER

The month of October a total of 12 officers were lost as the result of Oversess and Zone of Interior assignments. Officer losses were as follows: 1-0011C to Hq Comd USAF; 1-1054 to James Connally AFB, Tex; 1-1245 to Dropped from rolls (deceased); 1-1534A to Camp Kilmer, N.J.; 4-1525B, 2 to Smoky Hill AFB, Kans, 1 to Forbes AFB, Kans, 1 to Mt Home AFB, Idaho; 1-2051 to 303rd Air Base Group; 1-3216 to 303rd Air Base Group; 1-6424 to Parks AFB, Calif; 1-7024 to James Connally Air Force Base, Texas.

Officers of the 303rd Bombardment Wing entered the following courses of Instruction during the month of October: 12 to Advance Survival Training; eight to Adv Flying School (Med Bomb Jet); 1 to Obsr Course (B-47); three to KC-97 MTD Refresher; two to KC-97 Flt Simulator; three to KC-97 Familiarization; and two to MTTU Trng, West Palm Beach, Floridia.

AIRMEN

During the month of October the 303rd Wing headquarters received the October Cycle Promotion for Airmen. Accompanying the quotas was the customary message which closed certain career fields for this cycle. Copies of this 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 and appointed officers and airmen as members of the 303rd Bombardment Wing Promotion Board.[1] The quotas received for the October Cycle Promotion Period were as follows:

M Sgt 4 T Sgt 9 S Sgt 27 A/1C 62 A/2C 74

Organizations within the Wing submitted Data Sheets, Form 20s and Service Records on the airmen recommended for promotion. This information was used by the promotion board to determine the most qualified and eligible for promotion.[2] All promotion quotas were utilized.

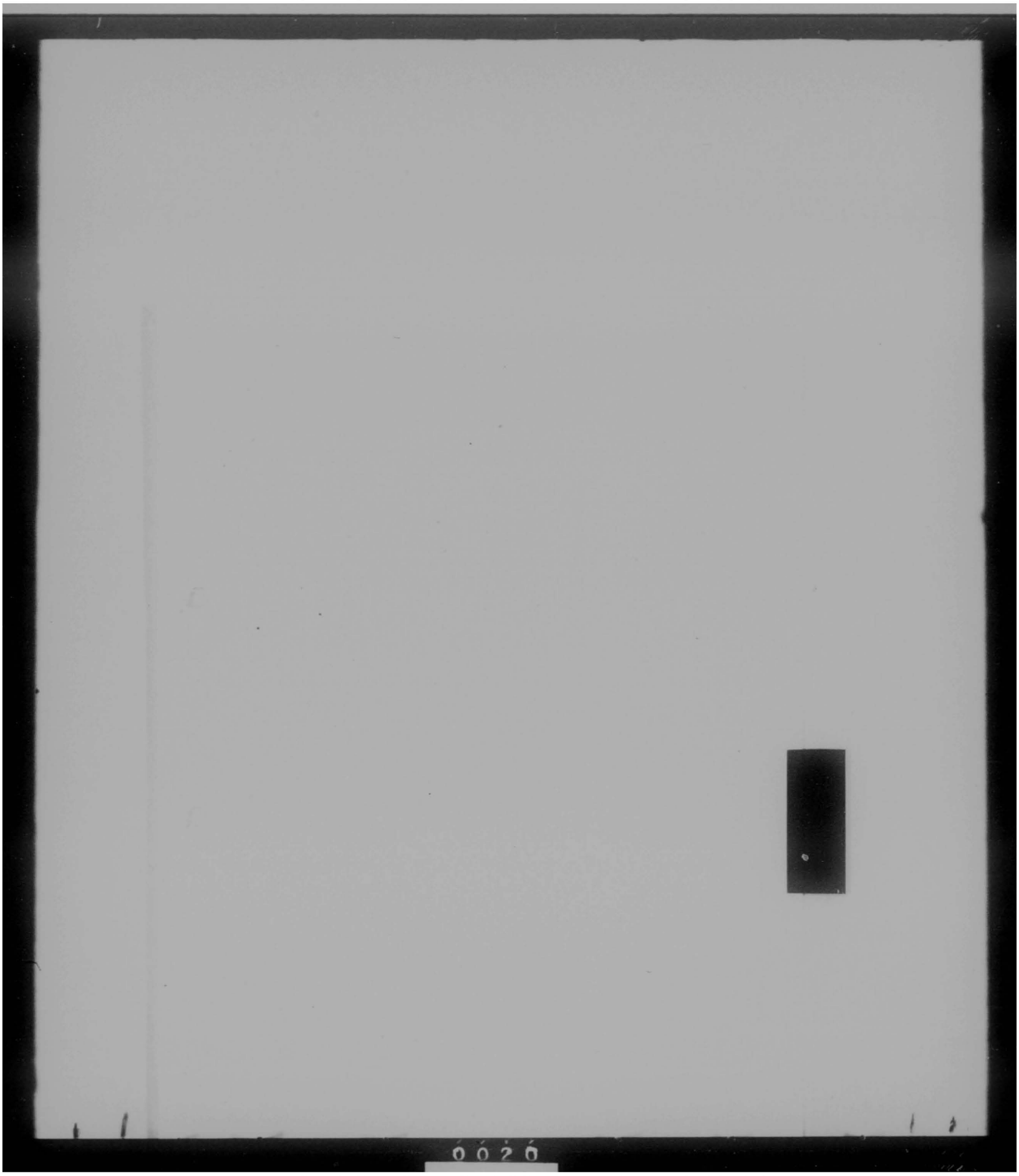
The following Mandatory Technical School Quotas were received during the month of October 1954.

CRSE NUMBER	TITLE	NUMBER OF AMN TO ATTEND CRSE	LOCATION OF CRSE
43171	J-47 Engine Mech Crse	6	Chanute AFB, Ill
42350	KC-97 Instl Crse SS42350-6	1	Chanute AFB, Ill
60350/70	SS60350-1	1	F. E. Warren AFB, Wyo
43151 -42550	B-47 Acft Maint Pkg Tng	31	Amarillo AFB, Texas
43154B	J-47 Acft Maint Pkg Tng		Chanute AFB, Ill

The MIRS percentage for this reporting period was 62.3 percent.

1/ SO 196, Hq 303d Bombardment Wing, par 1, 11 Oct 54, Appendix F.

2/ SO 199, Hq 303d Bombardment Wing, par 1 & 2, 14 Oct 54, Appendix G.



OPERATIONS AND TRAINING

ASSIGNED MISSIONS, EXERCISES, AND PROJECTS

During October which was a 50-8 training month for the 303rd Bombardment Wing and a month showing marked improvement, the 303rd accomplished a total of 260 record RBS runs. Two hundred and twenty of these runs were record radar with a CEA of 1919 feet and CEP of 1450 feet. Not only is this an improvement of record radar runs in quantity but also quality showing a reliability factor of 86 percent. The record visual RBS improved though it stayed approximately the same in number having 40 runs with a CEA of 1029 feet and CEP of 900 feet. These 40 record visual runs displayed a reliability factor of 93 percent. Four and five tenths percent of the record radar and seven and five tenths percent of the record visual RBS runs were gross errors.

One hundred and three actual visual releases were scored for a CEA of 630 feet and CEP of 610 feet. The gross error rate for these 103 runs was 1.8 percent.

In the navigational phase the 303rd Bombardment Wing flew 20 record day celestial legs for a CEA of 18.3 NM with the average time between the last LOP and/or MPP and final ETA being 20.5 minutes. Sixty-two night celestial legs were flown for a CEA of 15.4 NM with 24.3 minutes being the average time between the last fix and final ETA. Seventeen nautical miles was the CEA for 43 record grid legs. A decrease of day celestial legs was shown but an increase in both night celestial and grid legs was accomplished.

0022

The 303rd Air Refueling Squadron navigational accomplishments consisted in the making of 22 record day celestials for a CEA of 16 NM with 23 minutes being the average time between the last LOP and/or MPP and final ETA, 22 record night celestial legs for a CEA of 10.7 NM with the average time between the last fix and final ETA being 30.6 minutes, and three record legs were flown for a CEA of 11 NM.

On the 6th and 7th of October the 303rd Bombardment Wing flew mission "Skylark" a Unit Simulated Combat Mission directed by 15th Air Force Operations Order 140-54 and implementated by 303rd Operations Order 140-54.[1] Detailed flight planning was accomplished on 3 and 4 October, with General Briefing accomplished on 5 October 1954. The purpose of this mission was to: determine current radar bombing, night celestial, grid navigation, and air refueling capability of this wing; to determine the radar offset bombing accuracy of B-47 crews, immediately following a grid leg utilizing the post polar position of the K-System; and to determine the capabilities of Reconnaissance Technical Squadron Photo Interpreters to plot bomb impact points from radar scope photos. The results of the mission were as follows: 38 radar RBS runs for a CEA of 2483 feet and CEP of 1895 feet; 24 night celestials for a CEA of 17.7 NM; 23 grid navigational legs for a CEA of 13.4 NM; 16 Camera attacks; and 20 IBDA's.

Critique for this mission was accomplished on the 9th of October.

The mission was considered satisfactory CEA and CEP wise; however, unsatisfactory due to the number of malfunctions experienced.[2]

1/ 303rd Bomb Wing Operations Order 140-54, 28 Oct 54, Appendix H.
2/ 303rd Bomb Wing B-47 and T-47 Report, Appendix I.

On 15 October 1954, 303rd Bomb Wing Operations Order 257-54, GLOBE TROTTER MISSIONS, implementing SAC Letter 50-1 was prepared and distributed.[3/] This Operations Order scheduled the wing to fly fifteen long range sorties between 19 October and 1 December 1954 for the purpose of familiarization of aircrews, maintenance personnel, and operations staff personnel in very long range B-47 operations. Each mission will be a minimum of twenty hours in duration, with three radar RBS runs, one of which will be accomplished twelve or more hours after take-off. These runs will be made under radar record run criteria as outlined in inclosure 4 to SAC Regulation 50-4. However, at the IP the crew may elect to make a record or malfunction run and will so indicate to the RBS detachment in accordance with SAC Regulation 50-4. All runs will be accomplished at a minimum altitude of 35,000 feet MSL.

Two celestial navigation legs and one grid navigation leg will be accomplished and scored in accordance with SAC Reg 51-11. All celestial navigation legs completed by crews undergoing this training will be replotted in accordance with paragraph 7, SAC Reg 51-11, 28 May 1954.

Three air refuelings will be accomplished approximately three, seven, and fifteen hours after takeoff. The amount of fuel scheduled for transfer on each refueling will be that required for successful completion of the mission.

The rendezvous for one of the required air refuelings will be

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3/ 303rd Bomb Wing Operations Order 257-54, 14 Oct 54, Appendix J.

performed over water at least 100 NM from land. Radar or radio aids will not be used for navigation purposes by the receiver for 100 NM prior to the start of rendezvous (approximately 250 N.M. from the tanker), or by the tanker for the last 100 N.M. prior to reaching the orbit point or during orbit. B-47 radar will be placed in BEACON function during rendezvous and the rendezvous will be made with tanker-receiver equipment only.

A mission will not be considered complete unless it is of 20 hours or more duration during which one radar RBS run 12 hours or more after take-off and three air refuelings are accomplished. Although the missions are planned to include celestial and grid navigation legs and two additional radar RBS runs, non-completion of those items does not require that the mission be reflown.

A total of eight missions were scheduled during the month of October and the remainder to be completed in November. Of the eight scheduled, seven were successfully completed, one aborted due to tanker abort from the 93rd Bombardment Wing at Castle. Tanker support for these missions was furnished by 12th Air Division, 93rd Bombardment Wing, and the 813th Air Division. To date this type mission has not presented any unsurmountable problems; however, valuable planning data is being assembled for use in planning similiar missions in the future.

A total of nine "Fly Trap" missions were scheduled by the 303rd Bomb Wing during the month of October. These missions were flown in conjunction with the test program of calibrating the airborne early

warning radar equipment of the RC-121 type aircraft. These missions were normally of 11 hours duration and the refueling support was furnished by the 93rd Bombardment Wing at Castle Air Force Base, California. Of the nine missions scheduled, three were cancelled by McClellan Air Force Base, California prior to aircraft taking off, three were incomplete because of an abort of the RC-121 aircraft prior to completing the scheduled runs leaving three missions complete as scheduled. These missions will be continued during the months of November as required.

FLYING TRAINING GENERAL

358th Bombardment Squadron

Flying time for the 358th Bombardment Squadron totaled 438 hours for the month of October 1954. Missions performed as directed by higher headquarters included; GLOBETROTTER (three sorties) totaling sixty-one hours, S&S Evaluation (six sorties) totaled thirty-nine hours and twenty minutes. Two crews were utilized on the S&S mission. Performance averages for the 358th Bombardment Squadron for the month of October included: six-hundred seventy-one CEA on thirty-three releases; fourteen and six-tenths for twenty-four celestials; seventeen and three-tenths for day runs; and twenty-seven rounds of ammunition in gunnery practice. Flying aircraft to AMC depot for INAN and drag angle modification accumulated a total of twenty hours and fifty-five minutes.

In conjunction with 303rd Bomb Wing Operations Order 140-54, 1/ the 358th Bombardment Squadron was required to dispatch 10 B-47 aircraft to attack designated targets on 6 and 7 October 1954. The purpose of the

1/ 303rd Bomb Wing Operations Order 140-54, 28 Oct 54, Appendix H.

exercise was to determine the current radar bombing, night celestial navigation, grid navigation, and air refueling capability of combat ready B-47 Wing of the 15th Air Force presently stationed in the ZI, also to determine the radar offset bombing accuracy of B-47 crews immediately following a grid navigation leg utilizing the post polar position of the K-system, and to determine the capabilities of Reconnaissance Technical Squadron Photo Interpreters to plot bomb impact points from radar scope photography obtained by bombardment wings.

The 22nd and 320th Bombardment Wings from the 12th Air Division also participated in this exercise.

On 19 October, 22 October and 28 October 1954, the 358th Bombardment Squadron in conjunction with 303rd Bomb Wing Operations Order 257-54, dispatched one B-47 aircraft on each day on a very long range training sortie, for the purpose of familiarizing aircrews, maintenance personnel, and operations staff personnel in very long range B-47 operations. Each mission was scheduled for a minimum of Twenty hours in duration in which one radar ECS run 12 hours or more after take-off and three air refuelings were accomplished, In connection with this exercise twelve B-47 aircraft of the 358th Bomb Squadron were loaded for overwater mission, which consisted of A-1 survival kits, B-5 vests, A-1 exposure suits, and four man life rafts. The "GLOBE TROTTER" missions will continue through the month of November and be completed 1 December 1954. Results of these missions will be available in December 1954 Historical Report for the 303rd Bombardment Wing, Medium.

359th Bombardment Squadron

During the month of October the major activities of the 359th Bombardment Squadron consisted of accomplishing missions directed by higher headquarters. In accordance with 15th Air Force Operations Order 140-54 and implemented by 303rd Operations Order 140-54 (Sky Lark) [5] the 359th dispatched five aircraft on October 6th and dispatched four of the five aircraft directed for the second days flight. The fifth aircraft aborted due to weather which prevented take-off, on October 7th.

In conjunction with 303rd Bomb Wing Operations Order 257-54, [6] "GLOBE TROTTER" the 359th Bomb Squadron dispatched one B-47 aircraft on a very long training sortie on the following dates: 20 Oct, 26 Oct, and 29 October 1954.

Captain Lewis H. Dunagan, 359th Bomb Squadron flew aircraft 52298 for a continuous flight of 20:20 hours duration on 20 October 1954, [7] and Lieutenant Colonel Merle Johnson flew aircraft 52150 for another 20:20 hour flight on 28 October 1954 in connection with the "GLOBE TROTTER" missions.

On 18 October 1954, at 2350 hours the squadron lost aircraft No. 51-2437. [8] The aircraft was being flown by a crew from the 360th Bomb Squadron and was on a transition training flight at the time of the fatal accident. During the four hour pilot proficiency mission on 18 October 1954, takeoff was scheduled for 2000 hours and was accomplished

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5/ 303rd Bomb Wing Operations Order 140-54, Appendix H.
6/ 303rd Bomb Wing Operations Order 257-54, Appendix J.
7/ Photograph of aircraft No. 52298 Crew, Appendix K.
8/ Major aircraft accident report involving B-47B S/N 51-2437, Appendix L.

at 2019 hours, with the crew practicing GCA, VOR approaches, DF steers until 2330, at which time 2437 entered the pattern and shot one touch-and-go landing which was without incident. Observing witnesses stated the final approach of the second landing appeared to be normal until just prior to touchdown. At this time the aircraft assumed an extreme nose high and left wing low attitude. The left wing dragged the ground causing the aircraft to slew to the left and skid to rest 130° from its landing path. The aircraft instantly burst into flame from the leading edge of the wing forward.

The Co-pilot was at the controls and was making an approach for a touch-and-go landing on runway 12. The final approach was normal until just prior to touchdown, at this point, for some unknown reason the co-pilot pulled the control column full back. The aircraft commander advised the co-pilot that he was taking over and applied forward pressure on the control column and advanced power to approximately 60 percent. The co-pilot pushed the throttles full open, applied full right rudder and full left aileron and froze on the controls.

The aircraft commander was physically unable to regain the controls from the co-pilot. The left wing struck and dragged the ground causing the aircraft to slew to the left and subsequently crash.

It is assumed the fire was caused by impact and rupturing of the forward auxiliary fuel tank. Due to the tower operator sounding the crash alarm before the actual crash; crash equipment was at the aircraft

in less than two minutes after the crash occurred. For this reason the fire was put out before the main tanks had caught, but not before the nose section was completely destroyed by the fire. 2/ The Co-pilot, (Captain Stanley Perry) was killed: the aircraft commander, (Captain Berger) escaped with minor injuries, and the crew chief, (M Sgt Nye) escaped without injury. A complete and detailed report of the Major Aircraft Accident involving aircraft B-47E - S/N 51-2437, on 18 October 1954 is on file Headquarters 15th Air Force, March Air Force Base, California.

The 359th Bombardment Squadron total of B-47 type aircraft now numbers 16.

The 359th Bomb Squadron sustained a total of twenty-two aborts during the month of October. Of these, fifteen were accredited to the "K" system and the other seven to various mal-functions which prevented successful completion of scheduled missions. Although the aborts were decisive in holding the squadron back in its total flying time for the month, October 1954 ended with a total of 436:40 hours, which reflects a substantial increase over Septembers total.

360th Bombardment Squadron

During the month of October, the 360th Bomb Squadron flew a total of 446:10 hours and accomplished 66 sorties. Combat Crews of the 360th completed a total of approximately 40 percent of SAC Regulation 50-8 training and our eight lead and select crews completed approximately

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2/ Photographs of aircraft accident involving B-47E - S/N 51-2437, Appendices M thru Z.

53 percent of SAC Regulation 51-20 training. During October there were available seventeen crews. Of these two were select, six lead, four ready, and five non-ready. One crew was upgraded from lead crew to select crew, S-41-AO.

A total of two "GLOBE TROTTER" missions were flown in accordance with 303rd Bombardment Wing Operations Order 257-54, during the month of October, each of which totaled twenty hours in flying time. On the 6th and 7th of October the 360th participated in operation "SKY LARK" in which eight aircraft flew for a total of 73:35 hours.

Three B-47 aircraft of the 360th Bomb Squadron were ferried to the Douglas Plant in Tulsa, Oklahoma for modification purposes. One aircraft was deployed to Fairchild Air Force Base, Washington for a TDY period of four days.

One major aircraft accident occurred during the month of October. [10/] On a routine pilot proficiency mission on 18 October at 2350 hours aircraft No. 51-2437, a 359th Bombardment Squadron aircraft was being flown by one of our crews. The aircraft crashed on the runway killing one crew member and injuring another.

The total assigned strength of the 360th Bombardment Squadron as of 31 October 1954, was one hundred and eighty-three as compared to one hundred and eighty-five at the end of the preceding month.

Three officers received Spot promotions to Lieutenant Colonel and one officer received Spot promotion to Major.

10/ Major aircraft accident report involving B-47E - S/N 51-2437, Appendix L.

303rd Air Refueling Squadron

During the month of October the 303rd Air Refueling Squadron flew a total of 653 hours which was 15 more than required.

In accordance with 303rd Bombardment Wing Operations Order 140-54, operation "SKY LARK"[11], the AR Squadron provided 18 KC-97 aircraft on 6 October and 18 KC-97 aircraft on 7 October 54, to provide pre-target refueling of B-47 aircraft.

Aerial refueling support was excellent throughout the mission and all refueling attempts were successfully completed except for one B-47 air abort caused by an apparent fuel leak after receiving 8500 pounds on the first day. All other refueling attempts were successful. A total of 27 refuelings were accomplished with an average fuel transfer of 33,977 pounds each. On the last day of the mission there were five tankers airborne which did not transfer fuel. One of these was the airborne commander, weather ship and airspare. The other four were recalled as a result of cancellation of the last four B-47 aircraft due to weather. These five tankers had no receivers. All tanker aircraft were considered effective on both days of the mission.[12]

Strategic Air Command Letter 50-1, 27 August 1954, outlined a training program to develop and maintain a very long range bombing capability in all B-47 wings of the Strategic Air Command. In the event a surprise attack is made against the United States, initial retaliatory strikes from this continent would probably be required of those wings

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11/ 303rd Bomb Wing Operations Order 140-54, Appendix H.
12/ Hq 303rd Bomb Wing B-27 and T-27 Report, Appendix I.

which are located at their home bases. If advanced staging bases were made untenable by the enemy, strikes from Zone of Interior bases might be necessary. The long range training program will develop a capability to meet such a condition.

In accordance with SAC Letter 50-1 and implemented by 303rd Bomb Wing Operations Order 257-54, "GLOBE TROTTER" which scheduled the wing to fly fifteen long range sorties between 19 October 1954 and 1 December 1954 for the purpose of familiarizing aircrews, maintenance personnel, and operations staff personnel in very long range B-47 operations, the 303rd Air Refueling Squadron provided one KC-97 tanker for air refueling on the following dates: 19 Oct, 20 Oct, 21 Oct, 22 Oct, 26 Oct, 27 Oct, 28 Oct, and 29 October, the remainder of the long range sorties are scheduled for 2 Nov, 3 Nov, 4 Nov, 5 Nov, 9 Nov, 10 Nov, and 11 November 1954. Results of these missions will be available in the November History of the 303rd Bombardment Wing, Medium.

DIRECTORATE OF OPERATIONS

Operational Plans

During the month of October, nine "Fly Trap"missions were scheduled by the 303rd Bomb Wing. These missions were flown in conjunction with the test program of calibrating the airborne early warning radar equipment of the EC-121 type aircraft. The missions were normally of 11 hours duration and the refueling support was furnished by the 93rd Bombardment Wing at Castle Air Force Base, California. Of the nine missions scheduled, three were cancelled by McClellan Air Force Base,

California prior to aircraft taking off, three were incomplete because of an abort of the KC-121 aircraft prior to completing the scheduled runs, leaving three missions complete as scheduled. These missions will be continued during the month of November as required.

303rd Operations Order 140-54 implementing Fifteenth Air Force Operations Order 140-54, an evaluation mission was flown on the 6th and 7th of October 1954. Detailed flight planning was accomplished on 3 and 4 October, with General Briefing accomplished on 5 October 1954. Critique was accomplished on the 9th of October 1954. The mission was considered satisfactory C&A and C&P wise, however, unsatisfactory due to the number of malfunctions experienced. Special emphasis has been placed on A&E maintenance.

In accordance with 303rd Bomb Wing Operations Order 257-54, GLOBE TROTTER, implementing SAC Letter 50-1, a total of 15 Globe Trotter missions were scheduled to be completed prior to 1 December 1954. Eight missions were scheduled during the month of October and the remainder to be completed in November. Of the eight scheduled, seven were successfully completed, one aborted due to tanker abort from the 93rd Bombardment Wing at Castle Air Force Base, California. Tanker support was furnished by the 12th Air Division, 93rd Bomb Wing, and the 818th Air Division. To date this type mission has not presented any unsurmountable problems; however, valuable planning data is being assembled for use in planning similar missions in the future.

On 21 October 1954 Amendment Number Three to 15th Air Force Operations Plan 40-54 was received and the 303rd Bomb Wing Operations Plan 40-54 amended to coincide with the Fifteenth Air Force Plan. The 303rd amendment is to be distributed the early part of November.

SAC ZEBRA Operations Plan 43-54 was also received during October and the 303rd Bomb Wing Operations Plan 43-54 implementing this order is in the process of being made up. Completion date of the 303rd Bomb Wing Operations Order will be approximately 15 December 1954.

On 29 October 1954, Dr. Oldham from Headquarters Strategic Air Command presented a briefing to the Commander, 303rd Bombardment Wing and planning staff on the problem and difficulties encountered in delivery of atomic weapons. This information was very enlightening to the planning staff since this is the first time information has been made available using the B-47 type aircraft as the bomb carrier.

The newly announced Fifteenth Air Force policy of one wing mission each month has over-taxed the capabilities of the Plans Branch and work on SWP plans have been curtailed at times to meet the current operations order requirment. Reorganization and reallocation of personnel under this concept is the only solution.

SDM and Communications

Operations Order 140-54 (SKY LARK) directed a simulated radar bombing mission against industrial type targets in Denver, Colorado; Spokane, Washington; and Los Angeles, California on the 6th and 7th of October 1954.

Communications flimsies for the bombardment squadrons and the air refueling squadron were prepared. Communications procedures to be utilized during the mission were outlined in the flimsies.

All crews participating in the mission were briefed on the communications procedures to be followed, and all B-47 crew members were interrogated subsequent to their landing at Davis-Monthan Air Force Base.

The air traffic control procedures established for the mission were satisfactory as briefed. All CAA reports required were transmitted by the first and last aircraft of the bomber stream on both 6 and 7 October with no difficulties being reported. The results of the long distance test of the HF capability were definitely unsatisfactory. Eighteen aircraft flying the mission were equipped with operational HF equipment and of these aircraft four were able to submit a total of only nine position reports to the designated control stations. All crews concentrated on using the best operating frequency, based on published radio wave propagation data, but the majority reported very weak or no reception of signals from MacDill or Andrews. All other available frequencies were utilized with no better results, although the majority of the crew reported that the messages could have been delivered to closer stations with only the normal difficulties resulting from heavy traffic on the best operating frequencies. An analysis of the radio logs shows that the majority of the successful

delivered messages were transmitted during the early morning hours using 6738KCS. It is not believed that the results of this test are conclusive proof of the on range capability and additional tests are recommended. Returning crews reported that the RBS sites did not abide by the call in procedures as specified in the operations order. Requesting the observers name, rank and serial number as well as the normally coded portions of the initial call resulted in confusion of the bomb run as crews were briefed to use the abbreviated procedures specified. The communications procedures established for air refueling were entirely satisfactory with no reported communications failures. Crews reported a marked improvement in communications discipline during the rendezvous and refueling operation.

A time study of all teletype messages dispatched by the 303rd Reports Control Team was made. In station handling time by Base Communications personnel was considered satisfactory and a definite improvement over previous missions.

The long range bombing missions accomplished during the month of October in accordance with 303rd Bomb Wing Operations Order 257-54, were part of a training program to develop and maintain a very long range bombing capability in all B-47 wings of the Strategic Air Command.

A communications flimsy was prepared outlining the procedures to be utilized during the mission and those crews participating in the mission during the month of October were briefed prior to their departure

and interrogated subsequent to their landing at Davis-Monthan Air Force Base.

Lack of high frequency radio equipment, on six out of eight aircraft that have flown this mission thusfar, did not allow a true evaluation of high frequency transmitting capability. The 303rd Bombardment Wing is losing aircraft equipped with 18S-4 high frequency radio equipment and receiving newer aircraft without any high frequency transmitting capability. The high frequency transmitting capability of the 303rd Bombardment Wing has been impaired by the new aircraft received from the ERAN program.

The Communications office has instituted a program for the evaluation of the electronic air refueling rendezvous equipment.

Forms have been distributed to the three bombardment squadrons and the air refueling squadron and are filed subsequent to a refueling mission. Results completed by the bombardment squadrons allows an evaluation of the APS-23 and APN-11 equipment. Results from forms completed by the air refueling squadron allows an evaluation of the APN-76 and APN-12 equipment.

Results obtained from air refueling forms show a marked improvement in rendzvous capability utilizing the APN-76/12 combination.

There was no ECM activity in the 303rd Bombardment Wing during the month of October since the Wing is not equipped with any ECM capability.

Intelligence

In the early part of October the Intelligence Division was reorganized in accordance with prescribed SAC organization directives. The Intelligence Division, therefore now comprises three branches which are subordinate to the Chief, Intelligence Division. These are the Combat Intelligence Branch, the Target Intelligence Branch and the Intelligence Administration Branch. Before this reorganization the Target Intelligence Branch was directly responsible to the Wing Observer rather than to the Chief, Intelligence Division. This arrangement was reported as a major irregularity by the team from the Inspector General's office during the Readiness Inspection conducted in September 1954.

The reorganization required no movement of personnel or equipment inasmuch as the Target Intelligence Branch has occupied the Intelligence Division building for some time.

No action had been taken on the various work-orders submitted to the Air Installations Office in August 1954. During the last week of the period covered in this report AIO representatives did visit the building for another preliminary survey of the requested work but no work was accomplished and their estimates of when work will be done were inconclusive. All of these work - orders are designed to improve the security of this building, T-2432, which is so poorly constructed that armed guard protection is currently required during other-than-normal duty hours.

A telephone request to the AIO concerning replacement of broken exterior asbestos shingles was honored late in October. Approximately 50 shingles were replaced and the appearance of the building was considerably improved for a short period. However, presently there are approximately 15 more cracked and broken shingles. This seems to be the inevitable consequences of nailing brittle shingles to a flimsy building which flexes with every suggestion of wind.

During the month of October the Administration Branch again presented to combat aircrews a lecture on Anti-aircraft Artillery and Guided Missiles. Training aids used during this presentation were prepared by personnel of this branch. The general reaction of the receipients to these discussions seems to be greater respect for the capabilities of AAA and missiles. The lecturer is a recent graduate of the Flak School at Fort Bliss and was able to present current information on the considerable progress made in the anti-aircraft warfare fields.

As is standard, the Administration Section played its proportionate part of the Intelligence participation in the "SKY LARK USCM", 303rd Bombardment Wing Operations Order 145-54. The Officer in charge assisted in the preparation of the briefing and served as an interrogator on each of the three nights of the de-briefing. One NCO performed throughout the mission as a clerk on the Reports Control Team while the other NCOs assisted in the briefing and de-briefing.

The Chief, Intelligence Division, during the USCM and the "GLOBE

TROTTER" mission, performed his additional duty as Chief, Reports Control Team. The Administration Branch also furnished one NCO as clerical assistant for each of the reporting phases of the GLOBE TROTTER excercise.

A revised method for maintaining consolidated records of combat crew target study in formation was established by this Branch during the month of October. Names of all aircraft commanders are listed on a large chart with each name followed by detailed records of time spent on various phases of target study. This method provides a concise record of comparative accomplishment at a glance.

At the request of the 36th Air Division Adjutant, an inventory was made of all TOP SECRET material in the custody of the Intelligence Division. Two officers representing the Division Adjutant attended the inventory which was conducted by 1st Lt James A. Yarnell, OIC of the Administration Branch and TOP SECRET Control Officer for the Intelligence Division. All material was accounted for satisfactorily.

Estimates Section

Activity within this section was highlighted by its participation in the SKY LANE USCM flown 6, 7 and 8 October. As is usual, this section arranged for the "Fox Hole" briefing auditorium, laid out the seating plan, secured Air Police guards, prepared and operated the training aids and cleaned the interior of the building following the general briefing of 5 October. Also an officer of this section presented the Intelligence portion of the briefing.

After each of the tanker and bomber landings personnel of this section, augmented by officers and airmen from the Administration Branch and the Operational Intelligence Section, interrogated and served refreshments to the crews of the mission aircraft. Sixty-two combat crews were interrogated for intelligence information. The tanker (KC-97) crews reported no simulated enemy reaction as their refueling mission was accomplished in the vicinity of Davis-Monthan AFB, their home base. The B-47 crews reported 25 fighter encounters which comprised 42 passes. The identified fighters were seven F-86's and two F-89's. Unidentified attacking fighters numbered 34. B-23 and B-24 reports were submitted which covered this simulated enemy reaction in detail.

Interrogations were conducted at the 303rd Air Refueling Squadron Operations building while B-47 crews were interrogated in the 369th Bomb Squadron Operations briefing room. This arrangement is favorable to the tanker crews as it precludes the use of buses to transport these large crews to a place of interrogation other than their own. Among the disadvantages resulting from this arrangment is the lack of control over traffic in the interrogation room. The tanker crews and other refueling squadron personnel, unlike the interrogators, are on home ground and tend to disregard instructions which can be interpreted as restrictive to their movement.

During these debriefings, as during all others, this section was

charged with providing refreshments for combat crews. Although it seems to be traditional that Intelligence functions as an off-shoot of Food Service at such times, it is questionable whether this is a satisfactory arrangement. Intelligence personnel have neither the training or equipment to serve food under hygenic conditions. A small amount of food poisoning could incapacitate a significant number of combat aircrews and seriously affect the combat potential of this organization.

There is no doubt that serving refreshments during debriefing directly affects morale and improves the quality and quantity of information extracted from combat crews. Therefore, aside from hygenic consideration, it seems that the production of information would improve if refreshments were served by suitably trained personnel equipped to provide a more varied and attractive fare. Under present conditions, the Intelligence Division is reduced to serving one kind of cookies which, as the frequency of missions increases, have become disappointingly repetitious to aircrew members.

This problem will be discussed in November with supervisory Operations personnel in the hope of finding a more satisfactory solution.

Considerable progress was made toward refinement of transparency briefing aids to be used in conjunction with the SWP, 15AF Operations Plan 50-54. A Gnomonic chart which is relatively uncluttered has been photographed and made into a basic map with which strike route and

enemy flak, radar and fighter overlays are combined and projected in the bal-optican. This new basic map replaces a map which was far too cluttered with printed information for effective projection.

The enemy reaction overlays, mentioned above, were reaccomplished with particular attention devoted to clarity of presentation.

During October changes to the SAC Combat Reporting Guide, (SAC Manual 55-3, 55-3A and 55-3D) were received. These changes include new formats for intelligence reporting. Therefore new interrogation forms and work sheets were devised to correspond to these formats. The greatest change in this respect was the deletion of the B-24, Enemy Reaction Narrative Report. The essentials formerly contained in that report are now included in the revised B-29 Report. These new reporting procedures are to be effective on 1 November 1954.

On 29 October an operations analyzer from Headquarters SAC, Dr. Oldham, visited the Intelligence War Room and presented a brief study concerning mission planning problems encountered when using high-output nuclear weapons. General Ohman, Colonel Wrigglesworth, members of their staff and selected B-47 crews attended and participated in the very interesting duccussion which followed Dr. Oldhams remarks.

Operational Intelligence Section

The work load in this activity was abnormally heavy during the month of October and this load was further magnified by a temporary

shortage of duty personnel. One officer assigned to the section was sent TDY to the Flak School, Fort Bliss, Texas, and the OIC was on leave during the latter part of the month, Second Lieutenant P. M. Bishop was assigned to the section early in the month and showed promise of being a valuable asset to the training program. However, after eight days, Lieutenant Bishop was re-assigned to Headquarters 303rd Air Base Group when it was determined that he had been erroneously assigned to the 303rd Bombariment Wing.

A total of thirty-six hours of lectures were given during the month of October which included 20 hours of Psychological Warfare and 16 hours of Intelligence subjects; New lectures were prepared for Psychological Warfare, Anti-Aircraft Artillery and Guided Missiles. Training aids of a standard type to support these lectures were prepared. These aids are postive transparencies which are projected by the baloptican. Twenty-five such slides were completed and a filing system for maintenance of these slides was initiated.

Preliminary evaluations of 1955 Survival training activities were made in conjunction with the base Survival Training program, on the basis of this study it appears that the current phase scheduling of Intelligence Survival Training inadequately prepares aircrews for Advanced Survival School and does not maintain their proficiency after completion of Advanced Survival School.

Tentative approval for supervising Intelligence Survival subjects

on Basic Survival School Courses was obtained from Lieutenant Colonel A. L. Keith, CIC 26th Air Division Ground School. With this approval in hand the cirricula of the Basic Survival School and the Survival Refresher School were studied to eliminate any duplication and to determine how best to interweave Intelligence Survival subjects into these curricula.

Beginning on 2 January 1955 the Operational Intelligence Section will be required to lecture accordingly to the following schedule:

Basic Survival School:	9 hrs each class.
Survival Refresher Sch:	9 hrs each class.
Intelligence Subjects:	6 hrs each week.
Psychological Warfare:	7 hrs each week.

In view of the large number of subjects to be prepared and presented to classes which include other than 303rd Bomb Wing Personnel, it is contemplated that some of these requirements will be shared with the 43rd Bomb Wing Intelligence when that organization has returned from their period of overseas TDY.

A new filing system to more closely suit the requirements of this section was instituted. Files were divided into the following categories:

Administration

Projects

Combat Crew Lectures

Intelligence Personnel Lectures

Lecture Background Material

Combat Crew Lectures

Intelligence Personnel Lecture

Unclassified Periodicals

Blank Forms

Training Slides

This system should facilitate research for lecture preparation and maintenance of records.

The Operational Intelligence Section has been handicapped by a lack of information on incoming and outgoing Wing personnel. Accurate information on the status of combat crews and staff personnel currently checked out in tactical type aircraft must be maintained in order to complete the quarterly Training Report (15AF Reg 50-2) and the Combat Crew Date Report (SAC Reg 35-24). Coordination with all squadron commanders was effected which should insure that all incoming clearances are seen by this section. A monthly status report was also requested from these commanders. This system is to be used subsequent to 31 October 1954.

The P-2 Program was continued throughout the month and attempts were made to enlist the aid of the squadron operations officer in the establishment of a firm schedule of interviews for those concerned. Such a schedule depends largely on the resumption of a five-day flying week. If this does not materialize, shorter range P-2 Program schedules will be arranged.

Target Intelligence

Activities for the month of October were much the same as those during the month of September. About the time that last minute preparations were being made for Operations "SKY LARK", 15th Air Force Operations Order 140-54, new plans were being made for the wing mission, Operations "GREEN POINT", (15thAF Operations Order 145-54), to be flown on 3 November 1954. Likewise, at the end of October, planning was initiated on another wing mission scheduled for 2 December 1954. Upon receipt of information that Little Rock, Houston and Dallas would be targets for November, the Target Section assembled available materials from the section files which included radar scope and visual photos, and ultrasonic prediction plates on each of the three city complexes.

Combat crew mission folders were prepared during the first week of October and issued to the squadrons before 23 October. This allowed the individual observers, participating in the mission an opportunity to study folder materials for at least 10 days prior to the strike date. Sufficient target materials were available to assure a complete presentation of each target complex.

Target study for Operations "GREEN POINT" commenced initially with the three individual squadron target study officers on approximately 11 October. Due to an insufficient number of radar film to distribute to squadron target study officers, much of the Phase 1 work had to be accomplished in the wing target study facilities. Again, as was the case

in September, the Base Photo Lab did not have sufficient duplicating film to enable reproduction of sufficient quantities of selected radar rolls (35mm), in order that the squadrons could have the same target study materials in quantity and quality. According to the Base Photo Lab Chief, most of the duplicating materials allotted for the current six months period were expended by the 303rd Bomb Wing Target Section for duplication of certain select runs in Wing Mission flown around the 15th through 18th of that month, (Operation SKY LARK). This istuation has come up in the past and augmentation of material of a duplicated nature has been accomplished as follows: The DIT, 15th Air Force, has suggested that all duplication requirements of the wing be sent to the 15th Reconnaissance Technical Squadron. This would be a good arrangement, except that ordinarly such requirements are of a hurried nature, and times so that it would be unlikely that work could be accomplished at March AFB, and still be returned to Davis-Monthan Air Force Base for timely use.

A complete inventory was made of available domestic target materials on all RBS Site Complexes in the continental USA and forwarded to 15th AF, DITM. The purpose was to insure that this unit has all the maps, charts and mosaics on hand in quantities of 50 each on each RBS cities. The inventory revealed that in many cases sufficient numbers of the items were on file, although their dates rendered the article obsolete. This was determined, by checking charts and mosaics referenced

in SAC Regulation 50-13, covering RBS cities. The inventory should inform DITM, not only the number of items that we need to bring the files up to required level, but also the glaring need of more vintage charts and mosaics. This particular point could mean a great deal, particularly when pin-point targets are designated, and an old map or mosaic is used for plotting.

A great deal of target study was accomplished in the Wing Facilities on Operation "GREEN POINT" targets. It amounted to approximately 196 hours for the 24 observers, from all three bombardment squadrons. This closely approximates an average of 8:25 hours per man. It does not include many more hours of target study obtained by the observers individually or under supervision in their respective squadrons.

Another project was started and is still in the process of being worked on which concerned the screening of all RBS Radar runs made by the squadrons on the five primary targets cities assigned to this wing, Denver, Sacramento, Phoenix, San Francisco and Los Angles, to select the best photo cover (35mm) for submission to DIT, 15th AF. The purpose is to prepare for this wing folders on each of the referenced target cities.

On Operation "GREEN POINT", much closer adherence was made to SAC Regulation 50-13 throughout the entire mission. Phases I,II and II were followed closely and though there are still a few rough points to smooth over, compliance with the requirements of this regulation are and will be carried out in all future missions. There is one recommendation in the

regulation that each observer be tested for familiarity with aiming points and off-set aiming point by indicating their location on a photo placed over a light table. We have modified this requirement to the extent that in lieu of a light table we require the observer to indicate these points on the projected frame in the Recordak Film Reader machine. It's merely a technicality and should not subject the section to criticism for non-compliance.

There were no personnel changes in the Target Intelligence Section during the month of October, from the standpoint of transfer, however, one officer and one airman have been assigned to the section to work in the vault. This will prove a most valuable and wise arrangement and enable those few in the target section to devote more time and effort to the development of target materials for wing efforts.

Gunnery

In conjunction with the Operational Readiness Inspection of the 303rd Bombardment Wing conducted during the month of September 1954, aerial gunnery was listed as satisfactory, however, the fire-out rate was below the desired average. The fire-out rate discrepancies were caused by a combination of co-pilot inexperience, material failure and maintenance malpractice. The following steps were taken to correct this situation:

1. Co-pilots are being scheduled and a follow up made to insure attendance at the [redacted] range and other allied gunnery courses.

2. The Wing Directorate of Operations is maintaining daily records on gunnery scheduled versus accomplished. Discrepancies are analyzed and the cause immediately brought to the attention of personnel concerned.

3. Tactical squadron commanders and the Armament and Electronics Squadron Commander have been instructed to place command emphasis on preventive maintenance of the gunnery systems.

During the month of October a total of 25 Aerial Gunnery sorties were accomplished with an average fire-out percentage of 80 percent.

Co-pilots of the wing completed a total of 84 hours of proficiency training on the T1A Tail Radar Gunnery Trainer, and 22 co-pilots of the wing completed 0Q Gunnery excercises.

Munitions

During the month of October the Munitions Officer compiled a a graph to denote the percentage of Quarterly Gunnery Requirements accomplished weekly by 303rd Bomb Wing personnel. Booklets to indicate crew weekly percentage accomplishment of SAC Regulation 50-8 requirements was also compiled.

Biological Warfare Lectures were prepared and presented for a period of five hours at 36th Air Division Ground Training School, and RADIAC Instrument lectures prepared to be presented in November.

During the month of October the Munitions Section was moved from the 303rd Wing Headquarters to a office in building T-1593, and plans were also completed for the Armament and Electronics Maintenance Squadron to store and maintain Wing RADIAC Instruments.

Special Weapons

In conjunction with the Operational Readiness Inspection of the 303rd Special Weapons Section conducted during the month of September 1954, an intensive program was initiated to clean all 20MM weapons in the wing. This project was completed during the early part of October. Weapons are now being cleaned after each firing, in accordance with applicable directives. In addition, all weapons are being inspected and, if necessary, cleaned at each post-flight inspection, in order to satisfactorily maintain this program.

A study on ammunition alignment procedures was completed early in October and it was found that improper settings for link tolerances on the aligning settings were being made. This was corrected and the results will be determined as soon as sufficient time has elapsed to gather conclusive data.

Requirements of preventive maintenance, periodic cleaning and post-flight inspection have been reviewed, clarified and published as a Maintenance Instruction Letter.[13/] This has been made a special subject for the Maintenance Standardization Team and Quality Control Inspectors.

13/ Maintenance Instruction Letter 8-12, Hq 303rd Bomb Wing, 1 Oct 54, Appendix AA.

In addition to the refresher training classes held for combat crews, the Special Weapons Section was able to initiate and/or complete several projects which had been pending for some time.

A complete inventory of the Classified Document account was completed. All documents were on hand or accounted for. Also the Classified Supply account was physically inventoried with the assistance of the 390 Supply section. No discrepancies were found in this account. A work order was submitted requesting re-work of one of the classrooms to provide individual mock-up booths to facilitate training on the Universal trainers. Action is expected on this request during the coming month.

A Wing Operational Memo was prepared and forwarded for necessary coordination within effected Wing agencies. This memo is intended to outline special weapons training requirements and to delegate individual responsibilities for the accomplishment of these requirements.

Ground Training

The new Ground Training scheduling system was put into operation during the month of October and a requirement placed on each Bombardment Squadron for two crews per week (5 days) to be on detached service to Division Ground Training. A daily follow-up system is now being implemented to insure maximum ground training and synthetic trainer accomplishments. The increased emphasis on such training will enalbe the wing to maintain a higher level of combat readiness at all times.

Some difficulty has been encountered with the necessary recording in this office due to the shortage of clerical personnel. In order to speed up return of training completions to the squadrons, the system has been slightly changed. The units are required to submit training commitments in duplicate. Both copies will be recorded and returned to the 36th Air Division Ground Training Office. The original will be immediately returned to the squadron concerned while the duplicate will be retained in this office and records made therefrom.

During the month of October it became evident that quarterly requirements in Special Weapons were not being accomplished according to schedule. Squadrons were advised that such requirements were to be completed by the end of November 1954. Arrangements were made between this office and the Special Weapons section to make their facilities available for supervised study at any time between Monday and Friday of each week. Loadings are being conducted all day on Fridays. This plan would have enabled the 303rd Bomb Wing to complete the requirements in the required time, however, at the present rate of completion this does not seem likely. One Sunday class has already been conducted and additional week-end classes will be scheduled if necessary.

Overall ground training accomplishments have been low during the training quarter. In spite of repeated reminders from this office, personnel are not being released for training by the Squadron Commanders. Ground Training Officers have been asked to state on the commitment

to training form, where any quota has not been filled, that no personnel are available to fill that quota. This form is subsequently reviewed and signed by the Commander assuring his knowledge and approval of the below standard commitment.

During the first week in November this unit, along with Division Ground Training, will move into Building T-2400, 303rd Wing Ground Training will be located in Room 5, The telephone number will remain the same (243).

Flying Safety

On 15 October a wing flying safety meeting was held which was conducted by the Safety Division of the Bureau of Mines. The demonstration presented was on "Static Electricity" and "The Magic of Fire". Approximately 40 percent of the Wing personnel were in attendance.

All Flying Safety Publications (Flying Safety Magazine, Combat Crew, and Aircraft Accident Maintenance Review) were distributed to all squadrons throughout the 303rd Bombardment Wing during the month of October. Technical Orders received on B-47 and KC-97 aircraft were also sent to applicable squadrons in the wing.

The 303rd Bombardment Wing suffered a major aircraft accident on 13 October 1954 involving B-47A - S/N 51-2437.[14/]

Aircraft B-47A, 2437 was ordered on a four hour pilot proficiency

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14/ Major aircraft accident report involving B-47A-S/N 51-2437, Appendix 1.

mission on 18 October 1954. Takeoff was scheduled for 2000 hours and was accomplished at 2019 hours, with the crew practicing GCA, VOR approached, DF steers until 2330, at which time 2437 entered the pattern and shot one touch-and-go landing which was without incident.

Observing witnesses stated the final approach of the second landing appeared to be normal until just prior to touchdown. At this time the aircraft assumed an extreme nose high and left wing low attitude. The left wing dragged the ground causing the aircraft to slew to the left and skid to rest 180 from its landing path. The aircraft instantly burst into flame from the leading edge of the wing forward.

The Co-pilot was at the controls and was making an approach for a touch-and-go landing on runway 12. Testimony and statement from the aircraft commander indicate the following action: The final approach was normal until just prior to touchdown, at this point, for some unknown reason the co-pilot pulled the control column full back. The aircraft commander advised the co-pilot that he was taking over and applied forward pressure on the control column and advanced power to approximately 60 percent. The co-pilot pushed the throttles full open, applied full right rudder and full left aileron and froze on the controls. The aircraft commander was physically unable to regain the controls from the co-pilot. The left wing struck and dragged the ground causing the aircraft to slew to the left and subsequently crash.

It is assumed the fire was caused by impact and rupturing of the

forward auxiliary fuel tank. Due to the tower operator sounding the crash alarm before the actual crash; crash equipment was at the aircraft in less than two minutes after the crash. For this reason the fire was put out before the main tanks had caught, but not before the nose section was completely destroyed by the fire. 15/

The primary cause of this accident was pilot error on the part of the co-pilot, by inducing a dangerous aircraft attitude by a sudden backward movement of the control column at a critical period in the flare out.

The aircraft commander's corrective actions were made ineffective by:

a. The co-pilot's failure to relinquish control of the aircraft.

b. The co-pilot's resisting his efforts to move the control column forward.

c. The co-pilot's sudden application of full open throttle and resistance after crash was imminent, to retarding the throttles.

d. The co-pilot's resistance, or ground contact resistance, to removing full left aileron.

There were no mechanical malfunctions or materiel defects in the aircraft engines or aircraft systems that contributed to this accident.

Weather was not a contributing factor in this accident.

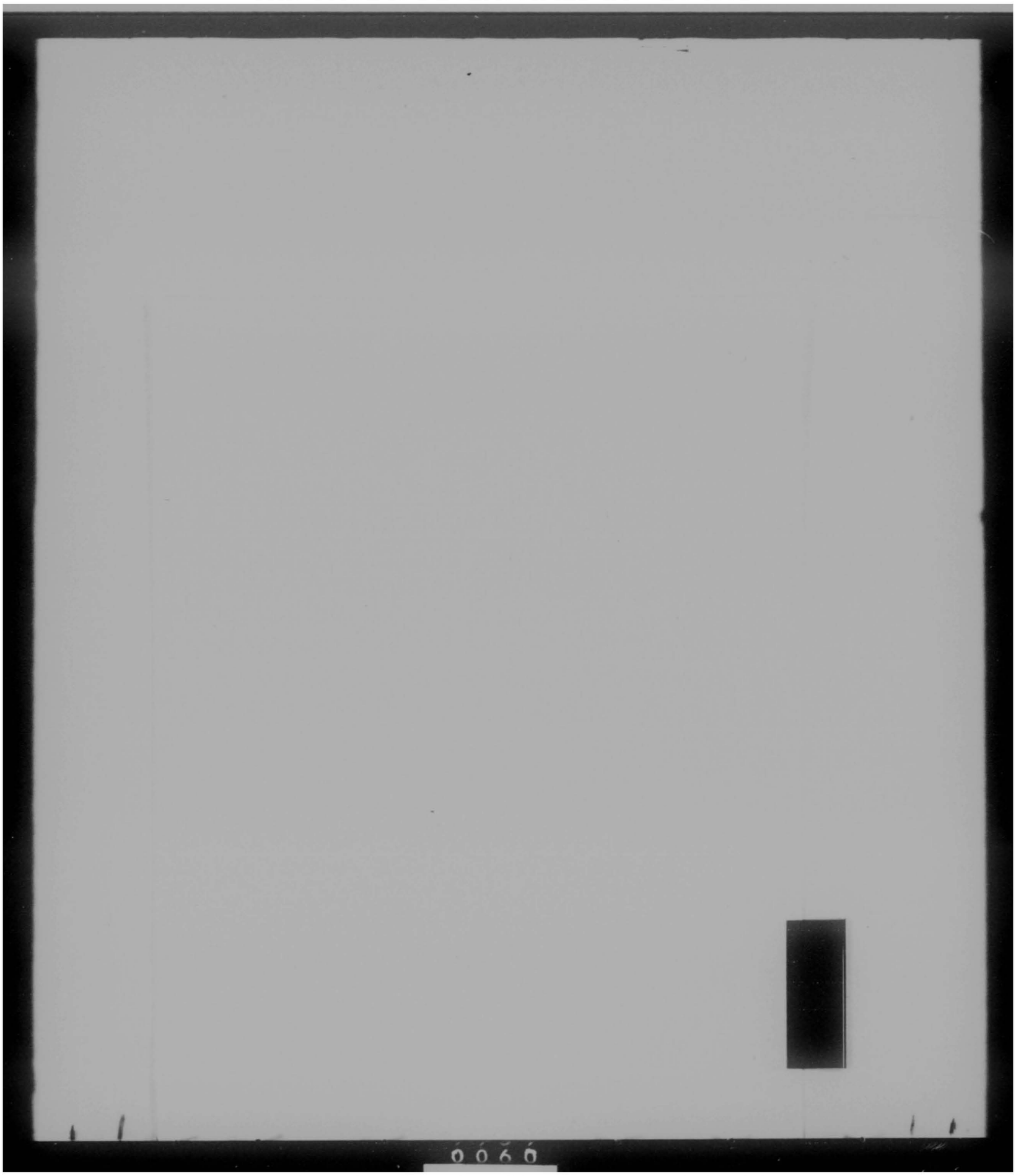
No failure in supervisory functions contributed to this accident.

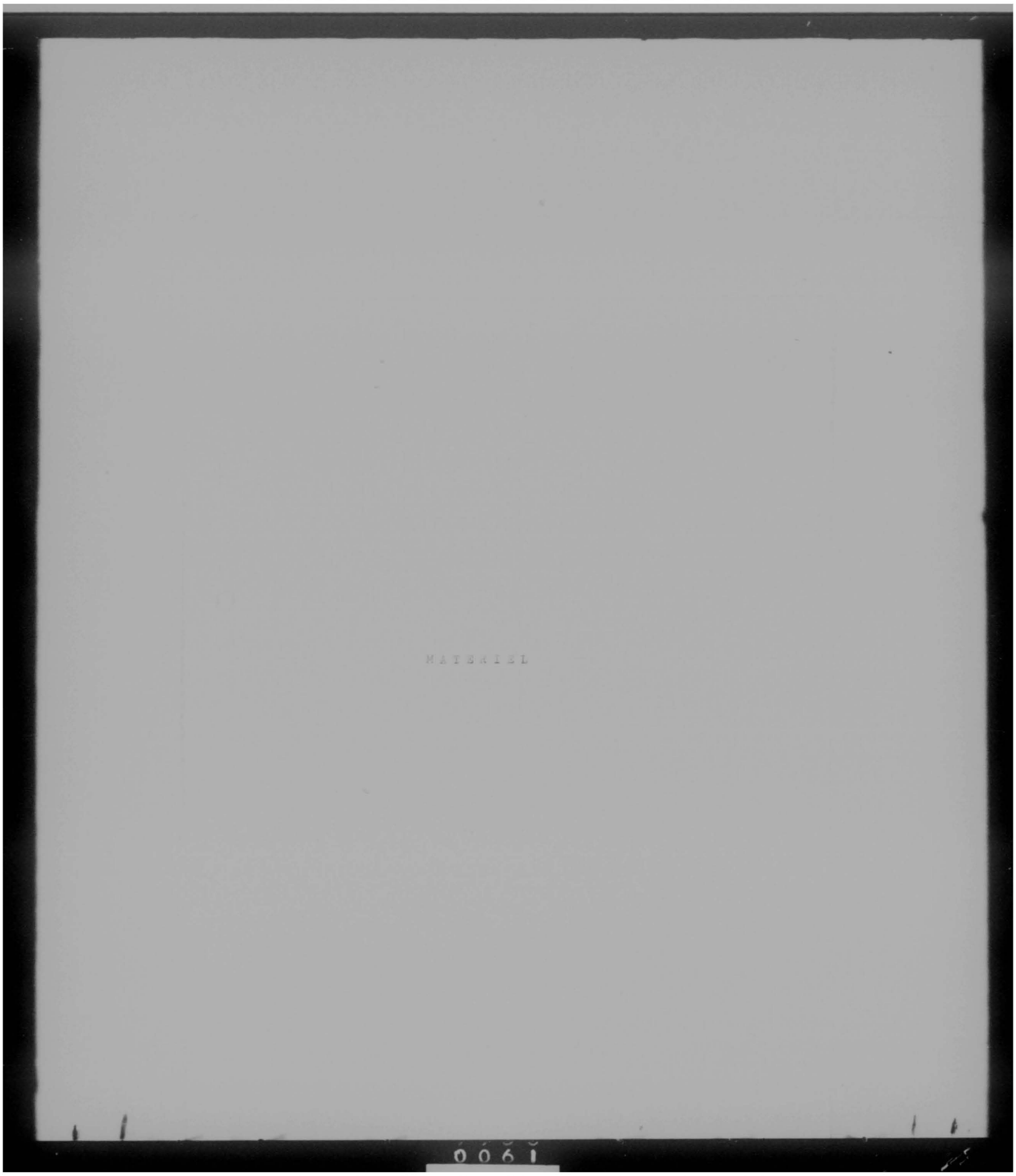
15/ Photographs of aircraft accident involving B-47E - S/N 51-2437, Appendices M thru Z.

Under the provisions of Strategic Air Command's Flying Safety Brochure for 1954, crew LO3AO, Aircraft Commander, Major Theodore W. Held, 358th Bombardment Squadron, was selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for October 1954. 16/

This crew was formed in December 1952 and completed B-47 transition and combat crew training at Wichita in May 1953. Since that time they have flown a total of 389 accident free, violation free hours as a crew. Major Held's crew made lead in March 1954 and has never been on probation. This crew was recently selected to represent the 303rd Bombardment Wing in the Strategic Air Command Bombing and Navigation Competition.

16/ Ltr, Hq 303rd Bw to COMDR SAC, "Flying Safety Crew of the Month", 15 Oct 1954, 303rd BOOOOS, Appendix BB.





MAINTENANCE

3043rd Armament Electronics Maintenance Squadron

On 6 and 7 October 1954, a relatively poor wing mission was contributed to low quality A&E Maintenance. On 10 October, the 15th Air Force A&E Maintenance Standardization Team visited the A&E Maintenance Squadron to determine the effectiveness of A&E Maintenance. In general it was determined that A&E maintenance was not of an acceptable standard, not due to lack of proficiency of the personnel concerned but rather due to lack of support from other activities. These include last minute substitution of aircraft on the flying schedule, lack of pre-issue and bench stock supplies, and lack of concern for A&E problems by non A&E key personnel, etc.

As a result of this visit, and subsequent support from other activities a concentrated effort improved these areas as follows:

1. Material Control Branch was reorganized and pre-issue and bench stock items as a result were received in a much faster manner.

2. A&E Maintenance expediters were assigned to each Radio Vehicle to expedite A&E maintenance.

3. A flight line officer was assigned to each Bomb Squadron. He works directly with the Engineer Officer, and takes action to solve such problems as lack of power which prevent maintenance personnel from accomplishing their job.

In personnel assignment, the Maintenance Supervision and Flight Line Section is 87 percent up to strength number-wise but only 68 percent skill wise. The most critical fields are Auto-pilot and Radio.

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Bomb-Navigation, Weapons, and Gunnery personnel are extremely short in the higher skill levels and over strength in lower levels.

An aggressive training program in now in effect to rectify this situation.

Unit Supply

During the month of October an inspection of Unit Supply was conducted by 36th Air Division Inspectors. All discrepancies on UPAREAL, AF Form 538, and AF Form 1120 are in the process of being corrected, also AF Form 446 has been initiated as the standard Custody Receipt in accordance with existing regulations.

The re-binning mentioned in last months report, of all property in Unit Supply has been completed, and all excess property is being turned in to Base Supply as quickly as possible.

All discrepancies, all turn-ins, and all corrections in this account should be completed by 30 November 1954.

Special Weapons Branch

This section is manned in accordance with SAC Programming Plan 14-54 and is authorized one officer and eleven airmen. As of 31 October 1954, there was one officer and twelve airmen assigned.

During the month of October personnel of the Special Weapons Section performed two training operations consisting of assembly of four K-555's. Proficiency of technicans and quality of work was observed. This section assisted personnel from SAAMA Kelly AFB in their quarterly calibration of equipment. Section equipment assigned to Special Weapons was all brought up to date and equipment assigned to Weapons Release

Section was called for and calibrated at the same time.

All of the K-595's assigned to this section and the K-595's assigned to the 303rd Bomb Wing were modified in accordance with TO 11N-F6-411. All personnel participated in this operation. Also during the month of October, the Special Weapons Section assembled and tested approximately fifteen K-555's to be used by the 3908th Strategic Evaluation Squadron.

Preliminary work was accomplished on packing of all K-553's after receipt of a TWX informing us of their pending shipment.

Periodic Maintenance Branch

During the month of October, periodic inspections were completed on four B-47's and four KC-97's. At the close of the month five B-47's were undergoing periodic inspections, four of which were in post dock and one in dock.

As a result of a visit by 15th Air Force on 30 October 1954, then men and one officer are now assigned to the Periodic Section. Specialist dispatch for dock aircraft is now controlled by the Flight Line Branch.

303rd Field Maintenance Squadron

The authorized strength of the 303rd Field Maintenance Squadron is 377 airmen and seven officers. There were 381 airmen and nine officers assigned this organization as of 1 October, and 378 airmen and nine officers assigned as of 31 October 1954. No permanent change of station for airmen was received from higher headquarters in October.

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Field Maintenance Office

On 9 October 1954, a Master Sergeant was assigned to the Field Maintenance Office to take over the training end of Field Maintenance. His official title is known as Field Maintnence Training Supervisor. From the maintenance angle, he schedules, maintains reports, and disseminates training information pertaining to all phases of training involving the maintenance activity. This covers, OJT, special, formal and ground training.

Two new charts have been added to the Field Maintenance Office to give aid in eliminating confusion and guess-work. One chart shows the status of all Field Maintenance Transportation at a glance. This chart not only covers the Specialist Dispatch trucks, but also covers information as to the status of tugs, and cranes. The other chart covers reports, at a glance it enables you to see the name of the report, the type and due date. Also along these lines a more compact suspense file has been set up to cover reports, schools and training needs.

During the month of October it became very evident that a tighter control was needed on work orders. Somewhere along the line, too many work orders (AF Form 48) were being misplaced. This consumed too much time in locating the misplaced work orders and resulted in the loss of many manhours. Now a new log book system has been established to log work orders to the shops and the completed or cancelled work orders

back to Maintenance Control. In conjunction with this, the Field Maintenance Office is now placing a time stamp on the back of all work orders going to the shops, which indicates that the work order has been entered in the log book. All shops have been instructed not to accept any work orders not having this stamp. This insures a control on all work orders being received by this organization. In turn the Field Maintenance Office will not log a completed Local Manufacture or Reparable Work Order, which has used parts or materials, back to Maintenance Control until it has been cleared by them. This is indicated by a stamp of Materiel Control placed on the face of the work order. Since the start of the new work order control system, a total of 83 work orders have been logged to the shops, 119 completed, and six cancelled work orders have been logged back to Maintenance Control.

Along with the new system of control on work orders, a new log has been established on daily distribution. The old type log sheets that were utilized have been discarded and a log book initiated to take their place. This log book is divided into sections, taking care of logging all incoming and outgoing distribution of an important nature. Magazines, daily bulletins, memos, posters, certain papers, some penciled information, work orders and reports that have other controls are not logged in this book. The distribution log book was placed into effect 18 October and as of 31 October, a total of 292 pieces of distribution have been logged through this office.

Specialist Dispatch Section

During the month of October, this section experienced several difficulties and also underwent a drastic change.

The main difficulties concerned vehicles and drivers such as the late arrival of vehicles due to their being out of commission due to flat tires, dead batteries, and motor pool inspections.

Another difficulty is the non-availability of specialists at night and during the noon-hour for work on A-1 priority SJRs. Along this same line, some sections are not notifying the dispatchers when specialists leave the shop for line work, breaks, and afternoons off. This causes a false picture in the Maintenance Control Office as to the actual availability of specialists for line work.

Due to the complexity of specialist dispatch for SJRs and dock work (pre-planned inspection), this section was enlarged to include two specialist dispatchers for SJRs and one dispatcher for scheduled and unscheduled maintenance in the docks plus vehicle dispatch. This is during normal duty hours; on the early night shift there is one dispatcher and one driver to take care of unfinished work. The late night shift is one "dispatch-driver" to handle any 1-A priority SJRs that may come up prior to early morning missions plus transient aircraft. Therefore, it is felt that this section must have a minimum of five permanently assigned dispatchers and leave the section head free to attend dock meetings, maintenance and squadron conferences, liaison between shops and liaison between Field Maintenance and Maintenance

Control Offices. A minimum of five dispatchers does not take into consideration manhours lost because of leaves, passes, sick call, squadron duties, wing duties, and base duties. It is therefore evident that this section must have six permanently assigned dispatchers and a section head to run efficiently. This section should also have at least six day drivers and one night driver permanently assigned.

A specialist dispatch driver must be as consciencious in his duties as any aircraft specialist because without expediency in the delivery of an aircraft specialist an aircraft may be cancelled from its mission. This section, because of the lack of permanently assigned drivers, must rely on aircraft specialists who are reluctantly given to us as drivers. A person who is working out of his permanently assigned duty is not usually too interested in his job; therefore, there is bound to be a breakdown in efficiency and morale.

It was decided at a meeting held with the branch officer that the branches would control the passes and leaves of the drivers that they assign to this section. This means that practically every airman that possess a driver's license will at one time drive for this section. Our drivers in this section must be continually briefed on changing rules and directives; also, all airmen assigned to the squadron do not know the base well enough to be sent right out and new drivers must be given a chance to ride with an experienced driver to learn the location of practically every shop and installation on the base.

Material Control Section

During the month of October a total of 110 Base Supply Work Orders were received of which 21 were completed and 89 remain open, Local Manufacture and line generated work orders totaled 110 for the month with a total of 44 completed and 66 remaining open.

The Sheetmetal Shop is dropping further behind in schedule due to the heavy influx of work orders received from Base Supply. This factor of parts, complying with 66-15, and work being received on SJIs (Line Instruction Slips) further complicate the problems in the sheetmetal shop.

A very serious storage problem exists in this section, the area is so small and amounts of items stored there are so large, that it becomes a major project to remove an article. Approximately one month ago a letter was initiated and sent through channels concerning this problem.

During the month of October extensive and vigorous action was taken on all Ground Power parts on requisition to Base Supply. All needed parts were received with the exception of two each AC Voltage regulators (S/N 4213), and AC Generator (S/N 4213-2800-14). Action in accordance with SAC Regulation 67-3 was requested on these two items.

A large number of engine accessory parts were transferred to the Local Purchase Store. With the shortages of Local Purchase Funds, all

items requested had to be approved by the Base Material Officer. All requests were approved.

Liquid Neoprene, which has been on backorder for over three months, has not been received as yet. Local Purchase store states that it has been purchased and shipped. There was no date given as to when it could be expected.

An effort was made in October to bring the pre-issue and bench stocks up to strength. A survey was made but was discontinued after it was found that Supply Liaison was also working on the same problem. Most of the shops have an adequate pre-issue supply, but as yet the bench stock is very poor. One reason for this is due to the changes in the stock replenishment request submission times. It was changed at least four times in October. Parts were ordered for Aircraft No. 51-2418 orginally on 6 October 1954. When no action was forthcoming it was found that the paperwork had been bottled up in Base Supply. The parts were re-ordered on 15 October and approximately 90 percent of the 15 major items were received in two days. The only items still required are items which will constitute a work stoppage. These items should be received in the very near future.

Fabrication Branch

The primary mission of the Fabrication Branch is to provide detailed maintenance on metal, fabric, plastic and wood, to supplement

other maintenance squadrons in the 303rd Bombardment Wing. This branch also manufactures parts or special tools that are not obtainable through supply channels. This maintenance and manufacture is accomplished by the use of lathes, drills, shapers, sheet metal tools, welders, fabric and painters. A secondary function is the complete maintenance and dispatch of all ground powered equipment operated for the Wing as outlined in SAC Regulation 66-6.

During the month of October the Sheet Metal Shop received a total of 130 SJAs; of which 12 were cancelled, 19 are still open, and 99 completed. Out of 155 shop work orders received, four were cancelled, 70 were completed, leaving 94 open. This shop received 31 dock repairs of which all were completed. Thirteen small repairs were received, brought in on one-hour repair.

A total of 98 work orders were completed by the Welding Shop during October. Several jobs are awaiting necessary materials; the back log for the Welding Shop is presently 440 hours.

During October, work orders for the Woodmill have increased 60 percent over the previous month. To date this shop has not been receiving bench stock to the capacity that is required.

The Parachute Shop repacked 989 parachutes and repaired 75 during the month of October. A total of 317 DOCs were also completed. The Life Raft Shop inspected and repacked 144 one-man rafts, 30-man rafts, eight four-man rafts, and 308 B-9 vests. This shop repaired

five rafts, one fuel cell, and complied with 18 TOOs.

At the beginning of October, the equipment status in the Ground Power Section was 60 percent out of commission, and as of 31 October was 90 percent in commission which is an improvement. The Ground Power Section is presently on a 24-hour, seven-day week operating status. A tool and stock room has been added to the section which has proved to be a great aid and improvement.

Power Plant Branch

A total of 15 J-47 engines were repaired during the month of October: 12 each J-47-23, two each J-47-17 for the 19th Fighter Squadron; and one each J-47-23 (transient). One J-47-23 engine was minor repaired for air oil seal and No. four bearing failure. A total of 12 J-47-15 engines were minor repaired for hot sections and technical order compliance on inspection of compressor sections. Three of the 12 required transition liner replacement. Two J-47-17 engines were minor repaired for hot sections and TOO on inspection of compressor section. A total of 18 J-47-25 engines were test run and accepted. Jet engine conditioning conditioning completed a total of 74 work orders.

A total of four R-4360-59B engines were changed during the month due to internal failure, including one transient (KG-97). A total of 15 J-47-25 engines were changed during the month of October, including two on transient aircraft.

Aero Repair Branch

During the month of October, this branch experienced the loss of needed manhours due to the heavy ground training program. The cross-training of personnel in the various sections in now presently in effect.

The Hydraulic Shop processed and completed a total of 243 SJRs, seven dock inspections, and nine TOCs. This shop also supported the 93rd Bombardment Wing.

The Electrical Shop processed and completed a total of 458 SJRs during the month of October, each job required an average of five manhours. A total of 191 batteries were processed also.

A total of 306 SJRs, 14 TOCs from Base Supply, 53 blanket work orders, and 12 Form 43 were processed and completed by the Instrument Shop, this work was accomplished with approximately two manhours each job.

The ERA Room Shop processed and completed 82 SJRs, with an average of 1½ manhours expended per job. A total of 34 TOCs were received; six were completed. Each TOC required 20 to 30 manhours to complete.

The Fuel Cells and Airframe Section completed 16 retraction tests, 11 cable riggings, and one seal change. This section also repaired 17 fuel leaks. Many manhours were lost due to lack of tools, equipment and supplies and arrival of power units.

302rd Periodic Maintenance Squadron

During the period 1 October through 31 October, four B-47 aircraft and three KC-97 aircraft were processed through the maintenance docks and returned to the tactical squadrons. T.O.C.'s were completed on six B-47's and three one-hundred hour post flight inspections were completed assisting the tactical squadrons during the month of October.

The pre-planned inspection concept for periodic maintenance is now in the second month and is a great improvement over the old system of workbooks. The maintenance personnel are being thoroughly checked out on this system. Strategic Air Command Form 264, a part of the pre-planned system, is being utilized as an instrument to determine the need for additional OJT for each mechanic; this form is also being used to check the quality of each individual's work.

The KC-97 Docks have been modified, the outboard hand rails on number one and four engines have been moved outward to eliminate the possibility of damage to the propellors as the aircraft enters or leaves the dock.

Rectifiers have been installed on the B-47 Docks eliminating the need for ground power equipment. This is a time saver, eliminating the lag time formerly experienced while waiting for ground power equipment.

Benches and a speaker's stand have been constructed for the squadron briefing room. The briefing room is utilized for maintenance lectures and pre-dock meetings.

During the month of October, Unit Supply completed the annual tool box inventory. A total of 111 tool boxes were checked for completeness and condition. The tool boxes averaged approximately 96 percent complete and each individual was issued his shortages.

Storage facilities have also been improved in Unit Supply, a new counter and linen storage area has been constructed. Also, new storage space has been built for TAI-21 equipment.

A new storage area has been provided for mobility boxes and they are all properly stenciled, weighed, and marked with Squadron Color.

MAINTENANCE CONTROL

During the first days of the month of October, personnel of the Job Control Section were concerned with supervising the preparation of the Wing aircraft for Operation "BLUE CHIPS". While the mission was in progress, the personnel were required to work longer hours in order to give complete coverage in the control room 24 hours per day. The Officers on the Standardization Team visit from 15th Air Force made constructive suggestions for improving the operation of the control room; one of the most effective was the removal of three of the telephones, thereby centralizing all incoming calls over one telephone. The installation of the headset-boom mike equipment on the radio has also reduced the noise level and resulting confusion. The telephone company has programmed installation of operator headsets for the hot lines to the field maintenance and A&E maintenance supervisors section. The work

order (SAC Form 43) section has already begun preparations to speed up the implementation of the IBM man hour accounting system early in November 1954.

The Aircraft Records Section accomplished routine functions such as maintaining the Form 85's and applicable TO'S pertaining to all B-47 aircraft and KC-97 type aircraft. A number of the Form 85's that were sent out in the previous months were returned to this section as being accomplished and were typed on the Form 60A as being complied with and the date in which the accomplishment took place.

MAINTENANCE STANDARDIZATION TEAM

A total of thirty-one projects were assigned to the Maintenance Standardization Team during the month of October 1954. Twenty-two projects were completed during this period, despite the fact that several Team members were absent from their regular duties during most of the month.

Approximately one hundred-seventy-five maintenance personnel attended classes on B-47 Ejection Seat and Canopy Jettison Systems over a period of two weeks. These classes were held in the B-47 M.T.S. building and personnel were scheduled by the Maintenance Standardization Team in coordination with the Wing Ground Training Office and the B-47 M.T.S. office.

Monitoring the operation of the Supply Expeditor System (SAC Manual 65-2) within the Wing was given a high priority by this office. It had

been requested by the 36th Air Division Commander's office that certain deficiencies existing in the Supply Expeditor Operation be corrected as soon as possible. Through daily observation and investigation several progress reports were submitted by this office to the Chief of Maintenance.

Recommendations by Team members for eliminating deficiencies that existed were included in these reports and eventually resulted in a more efficient Supply Expeditor System operation.

Surveying the organization, manning and personnel skill level of the Central Motorized Equipment Shop, 303rd Field Maintenance Squadron was another priority project for the Maintenance Standardization Team's attention. A great deal of time was expended in compiling pertinent information and statistics covering all phases of this particular maintenance activity. A detailed written report was prepared and submitted to the Chief of Maintenance as requested.

The A&E members of the Team spent considerable time with a visiting 19th Air Force A&E Standardization Team during the early part of the month. Our local team members received many excellent pointers on how they can substantially assist in making the A&E maintenance activity more efficient and effective within the wing.

A survey of the O...T. Gunnery missions was made by the Team's Gunnery System member and a detailed written report was prepared and submitted to the Chief of Maintenance as requested. Recommendations

for increasing the number of 100 percent complete gunnery missions were included in this report.

Testing of B-47 aircraft mechanics proficiency by use of W.E.M.P. (written Evaluation of Mechanic Proficiency) test booklets was delayed due to non-receipt of the complete set of B-47 Stanine Score Charts. These charts were received during the last week in October and the test will be given as soon as possible during the month of November.

The Maintenance Standardization Team has initiated a program to revise a new Wing Engine Conditioning Program in accordance with a new manual titled, "Power Plant Branch Field Maintenance Squadron". This is SAC Manual 66-1, dated September 1954. Revision of the program is expected to be completed at an early date in November.

QUALITY CONTROL SECTION

During the month of October, two special projects were accepted by the Quality Control Section. A project on the service test of Cline Electric voltage regulator magnetic Amplifier controlled, for KC-97 aircraft was accepted for test. Another project was accepted on the service evaluation test of A115 and AC 271 massive electrode spark plugs in R-4360-59 and 59B engines. As the equipment and parts are received and these projects put into effect this section will indicate the progress being made each month in the history.

During the month of October the Quality Control Section performed a total of 44 inspections on aircraft.

W.ING LOGISTICS

During the first part of October, two Mobility Readiness Inspections were performed. An Unsatisfactory rating was given the 303rd Field Maintenance Squadron, and a rating of Good was earned by the 303rd Periodic Maintenance Squadron.

On 20 October 1954, Confidential Message DM2M 4079, from Commander, Fifteenth Air Force was received which directed 303rd Bombardment Wing staging excercises to Loring Air Force Base on/or about 1 February 1955, involving 32 B-47's, and to Harmon Air Force Base involving 14 KC-97 aircraft.

Two days after receipt of the above mentioned message, mobility officers of the units concerned were contacted and instructed to forward logistics requirements to the logistics officer for consolidation prior to submitting first 15-UL4 report to Commander Fifteenth Air Force.

A 21 October 1954, the Logistics Officer departed on five days TDY to Harmon Air Force Base with a survey party headed by Colonel Jones of the 36th Air Division.

The survey party was sent to gather information concerning progress of the Northeast Air Command in preparing Ernest Harmon AFB for support of the SAC Harmon Task Force. A formal report was submitted by the survey party for the 36th Air Division Commander's information and as a basis for action that he deems necessary.

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On 29 October 1954, the first 19-UL4 report concerning the February excercise was submitted to the Commander, Fifteenth Air Force, ATTN: DmCM. Total personnel for Loring AFB would be 282; cargo, all requiring support airlift, would be 17,495 pounds. For Harmon AFB, there would be 296 personnel required, and 38,343 pounds of materiel, 25,251 pounds of which would require support airlift.

During the latter part of October, personnel of the Logistics Section were assisting the Harmon Task Force personnel in formulating the Mobility Annex to Harmon Task Force Operations Order 41-54A.

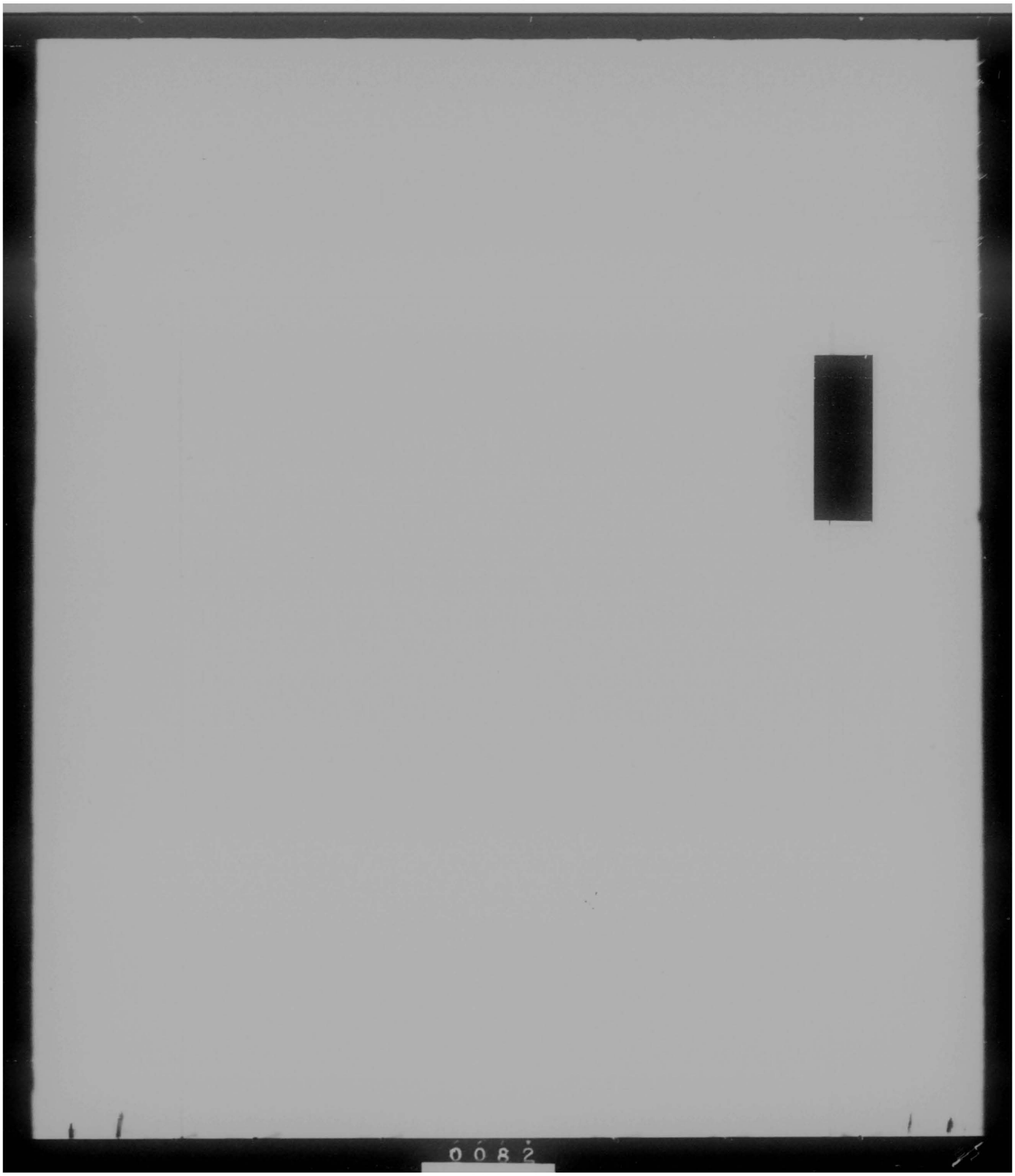
WING SUPPLY SECTION

During the month of October this section received the UAL In-use Inventory Report forms, completion of the report resulted in a voluminous expenditure of manhours. The authorizations contained in the report had to be corrected to agree with the revisions of AOL's 20-00-24, 20-00-34, and 20-00-36. The stock numbers and nomenclature of all items authorized, on hand, substitutes and overages had to be researched for accuracy and completeness. Unit prices had to be brought up to date to agree with the latest stock lists.

The completed report was utilized to prepare the 1120 cards for all the organizations within the Wing. The 1120 cards were prepared for the Bombardment Squadrons, Headquarters Squadron Section and Field Maintenance in this office with the assistance of a man from each squadron.

Complete information required for the 1120 cards was entered on all cards. Again, research of authorizations and stock lists placed an increased burden in this office and the unit supplies within the wing.

Numerous experienced supply enlisted personnel have been discharged resulting in an even more critical shortage of competent supply men. Wing-wide the overall effectiveness of the unit supply sections is slowly regressing which can be attributed primarily to the shortage of supply personnel, the ever increasing burden of time consuming reports, and the constant changes in accounting procedures.



LIST OF APPENDICES

II. Operations Memo 55S-14, Hq 303rd Bomb Wing, 1 Oct 54.

JJ. Operations Memo 60-3, Hq 303rd Bomb Wing, 20 Oct 54.

KK. Regulation 51-1, Hq 303rd Bomb Wing, 19 Oct 54.

LL. Maintenance Instruction Letter, 00-2A, Hq 303rd BW, 1 Oct 54.

MM. Maintenance Instruction Letter, 00-1, Hq 303rd BW, 8 Oct 54.

NN. Maintenance Instruction Letter, 00-13, Hq 303rd BW, 11 Oct 54.

OO. Maintenance Instruction Letter, 00-14, Hq 303rd BW, 11 Oct 54.

PP. Maintenance Instruction Letter, 00-37, Hq 303rd BW, 7 Oct 54.

QQ. Maintenance Instruction Letter, 00-51, Hq 303rd BW, 7 Oct 54.

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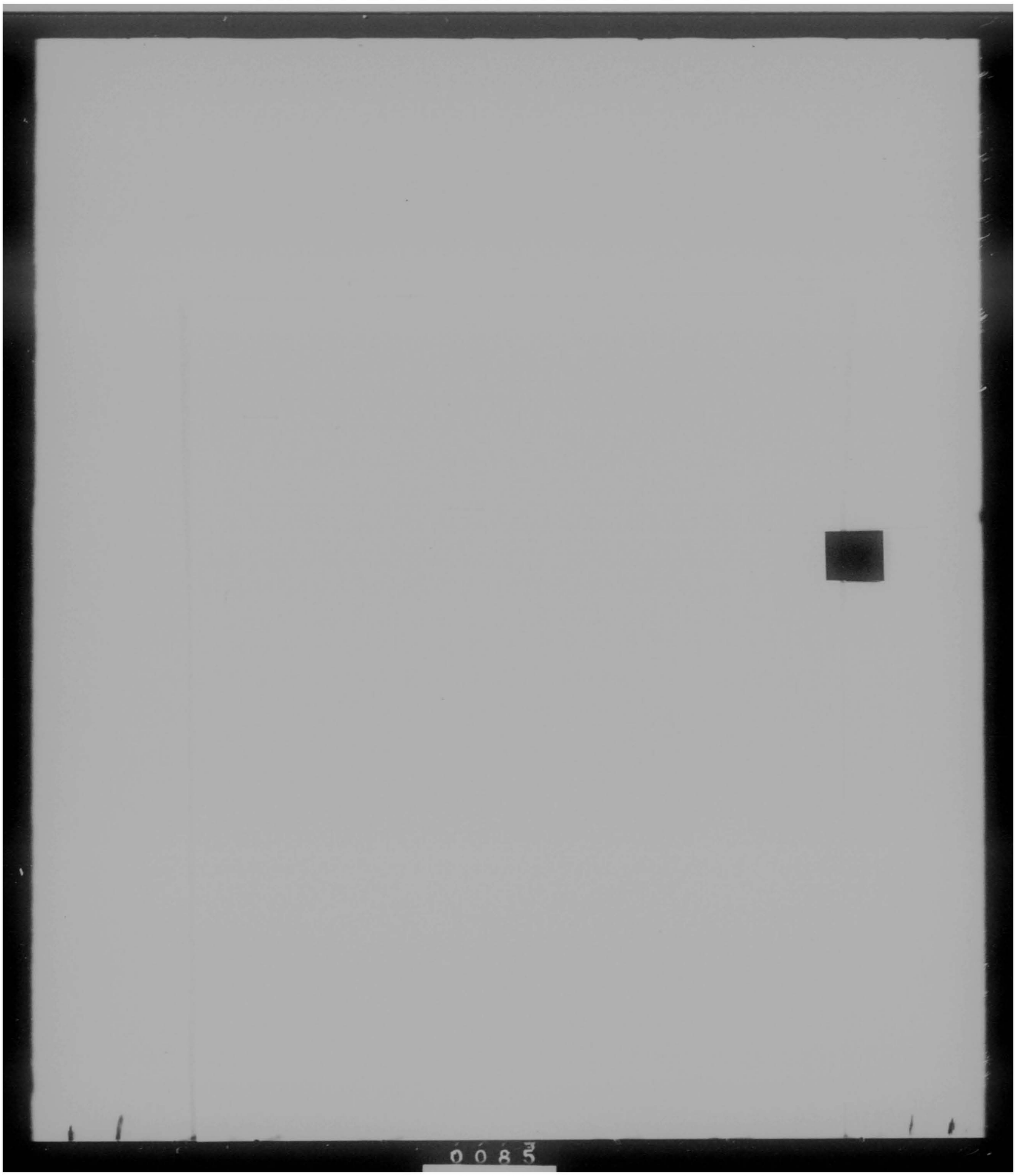
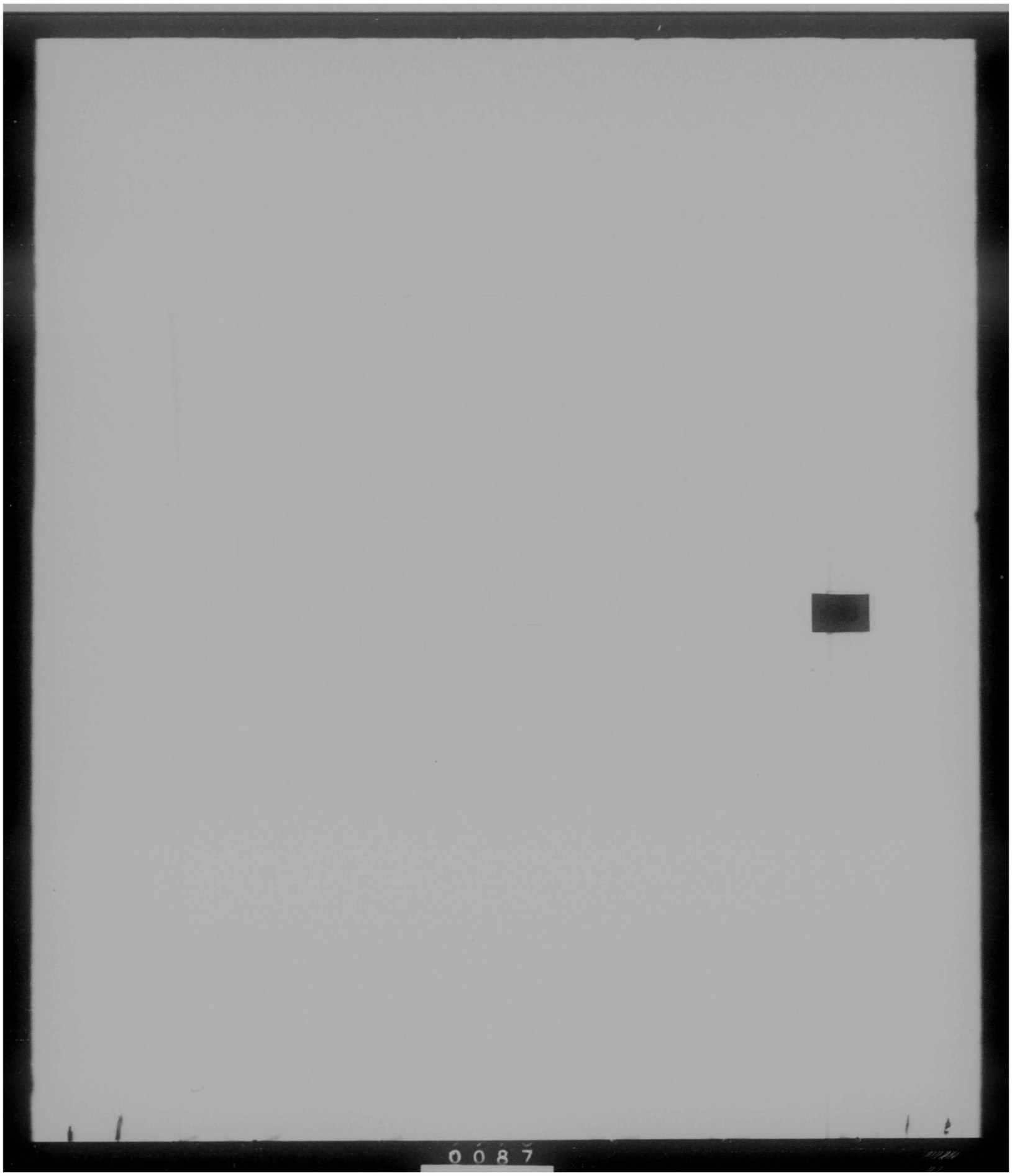


303RD BOMBARDMENT WING, MEDIUM

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	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	MAJOR
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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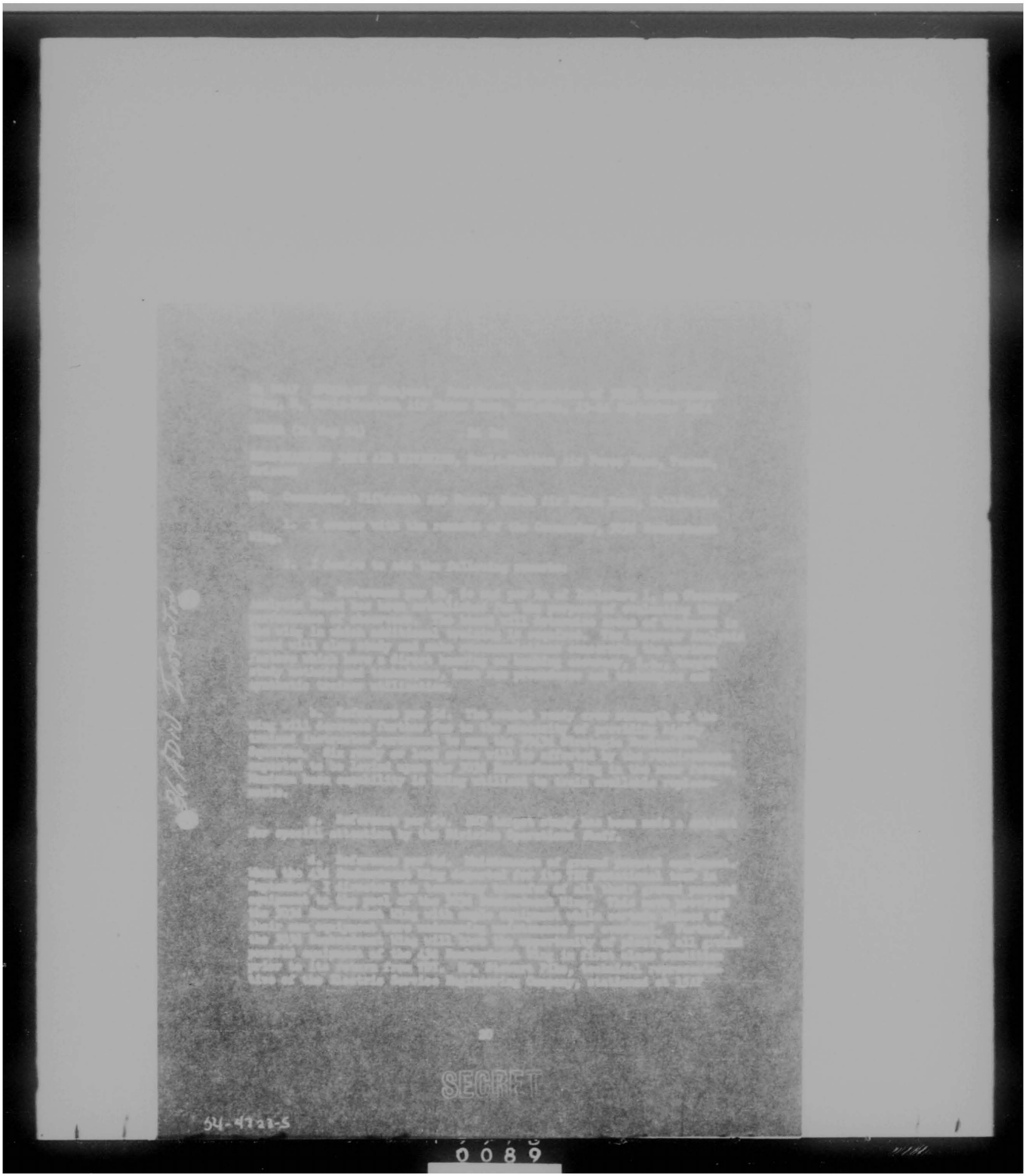

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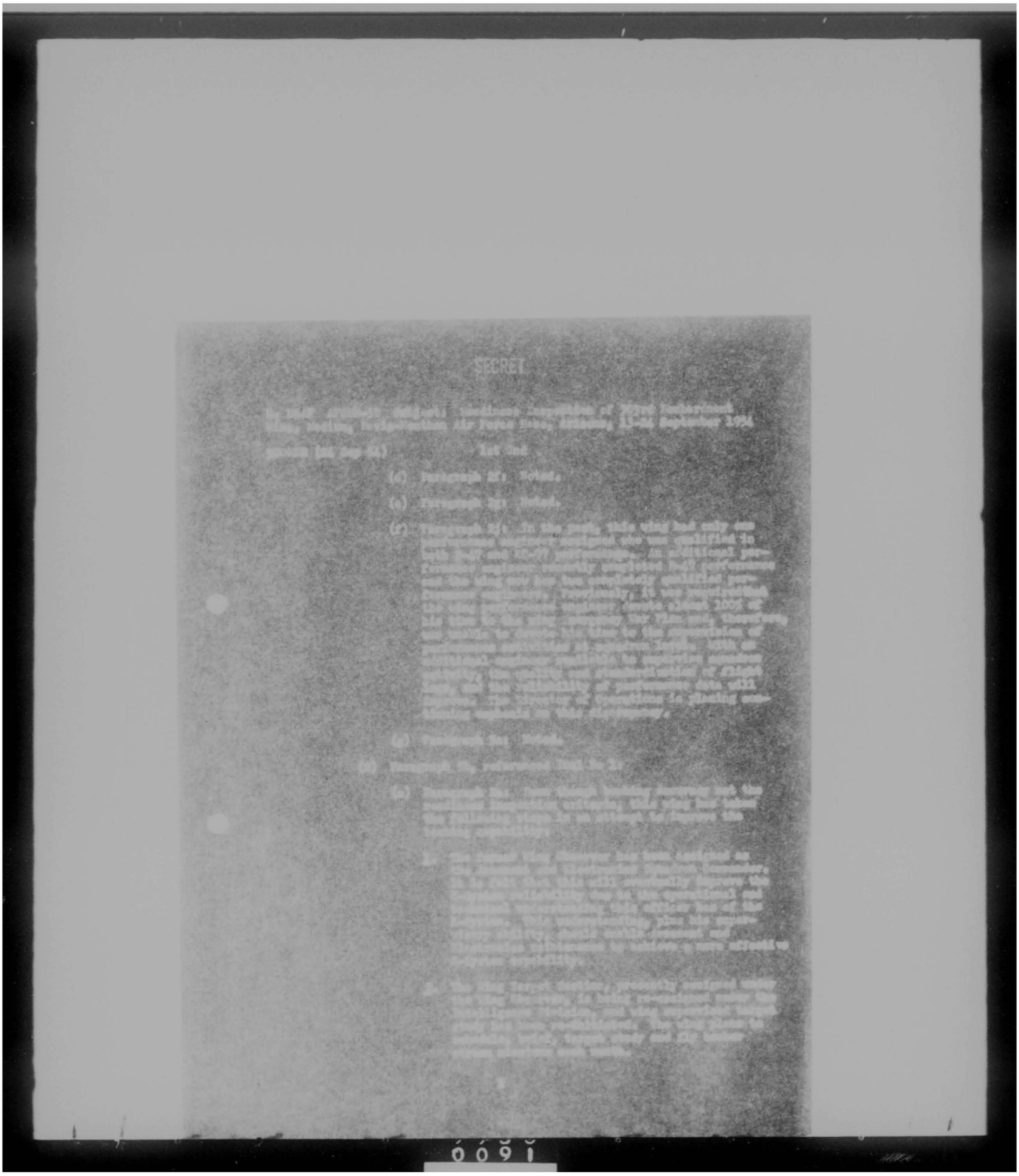

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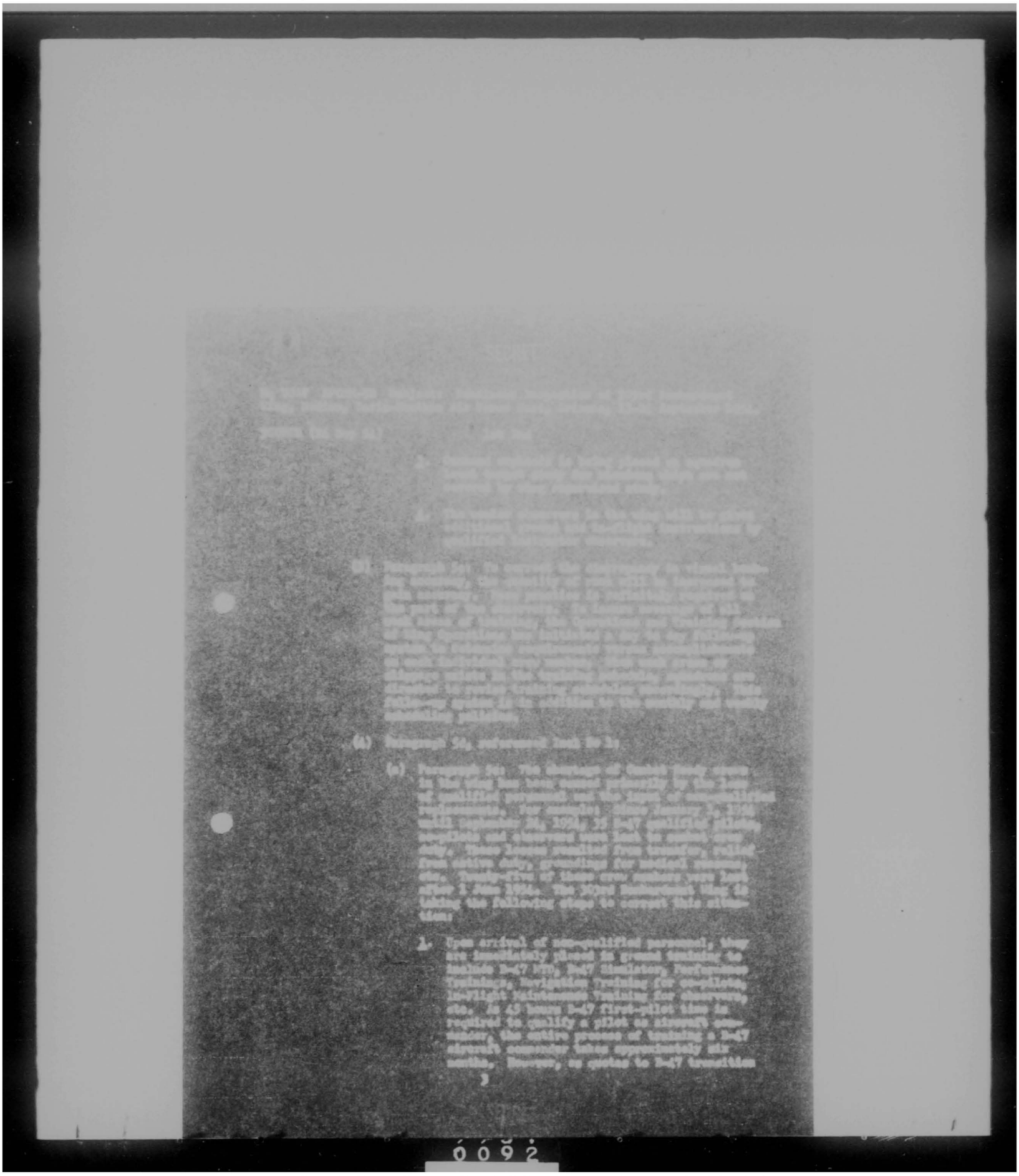

have not been consistently able in the only means of qualifying [illegible] crews [illegible].

2. Squadron commanders have been given priorities of training to be accomplished during the [illegible] month to insure that flying time is being properly utilized and that non-ready crews are receiving their share of flying training each month.

3. Squadron commanders have been directed to qualify additional instructor personnel to aid in an accelerated upgrading program for non-ready crews.

4. Squadron commanders have been directed to fly [illegible] mission each day, this flying time to be used primarily for the transition of non-ready crews.

5. B-47 transition quotas have been requested for all non-qualified personnel. At the present time, the wing has 77 combat ready crews. It is estimated that the wing will have 38 crews by 15 October 1954.

(9) Paragraph 5e, referenced Incl No 1:

(a) Paragraph 4: Placing the Target Section under the Intelligence Division, as mentioned in Paragraph 1a(2)(a)2 preceding, will improve both target materials handling and maintenance of target materials. A priority schedule is being established to insure that crews receive required EWP target study. The command emphasis presently being placed on proper scheduling techniques will also aid this program.

b. Reference Paragraph 6:

(1) Paragraph 6a, referenced Incl No 2:

(a) Paragraph 3: Many factors have affected the capability of wing maintenance to deliver additional B-47 training sorties. High ACCP rates, critical shortages of ground power for armament and electronics maintenance, low skill levels of armament and

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Hq USAF AFCIN-3D Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

3OOMER (24 Sep 54) 2nd Ind

electronics maintenance personnel, harassing fuel leaks and a high rate of J-47 engine changes caused by compressor rub, resulted in limited aircraft availability. An additional factor affecting the wing flying hour output is the high runway temperature which affects the optimal runway length. This resulted in an average loss of thirty minutes per training sortie. The following action has been initiated to increase the effectiveness of wing maintenance and provide additional sorties for the conduct of flying training.

1. A squadron maintenance plan is being prepared daily for each tactical squadron, emphasizing priority assignment and electronics maintenance and setting forth scheduled reporting times for specialist dispatch. This schedule will provide for effective utilization of available power units and decisively increase specialist utilization.

2. A program has been established for the positive control of radio vehicles in each tactical unit. This program incorporates a flag system and specialists and/or parts control register for each aircraft. Delays in reporting aircraft status and job completion have been drastically reduced.

3. A master parts listing has been provided all maintenance activities and has effectively reduced delays encountered in parts request and delivery.

4. Delivery of parts directly to affected aircraft has been instituted and is being utilized in conjunction with a newly constructed aircraft parking plan which was completed on 9 October 1954.

5. In addition to the above procedures, an increase in parts output will be realized through scheduled replacement of selected aircraft for transition and proficiency flights.

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Hq USAF AFCHM-SB Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 19-24 September 1954

3COMAR (24 Sep 54) 1st Ind

5. Aircraft Forms 263 will be brought up to date by 31 October 1954. Continuing emphasis has been placed on this program.

7. Weight and balance personnel are presently attending school for this function. On completion of school, 5 October 1954, a vigorous weight and balance program will be initiated. All aircraft will be brought up to date by 1 January 1955, and continuing emphasis will be placed on this program.

8. The Director of Operations, through the Wing Ground Training Officer, has instigated a comprehensive on-the-job training program utilizing contractor technicians to their maximum capabilities. This program will be fully implemented by 11 October 1954.

(2) Paragraph 6b, referenced 1nd No 2:

(a) Paragraph 9: Shortages of test equipment, parts, and inadequate shop space do adversely affect the capability of C-E maintenance.

1. The training program instigated by the Director of Operations, Paragraph 1b(1)(a)8 preceding, will incorporate specialist training by field engineers. This will familiarize specialists with general maintenance practices.

2. The critical shortage of radio, radar and I-System specialists has been brought to the attention of higher headquarters. In the interim, the training program referenced in Paragraph 1b(1)(a)8 will help alleviate these shortages.

3. All necessary items of test equipment are now on order. The critical shortage of ANPT parts for HF antennas and C-E components has been brought to the attention of Base Supply Officer; he is taking aggressive supply action to procure these items.

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To USAF AFCUR-IG Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

d. The limited and overly crowded shop space problem has been brought to the attention of the Master Planning Board. This problem has received top priority on the agenda for this board.

e. Radar reflectors for range calibration and bore sighting have been locally manufactured and will be installed by 20 October 1954.

f. Ground refrigeration units are presently being reconditioned by field maintenance personnel and will be available for use by 29 October 1954.

g. Budgetary limitations presently preclude the installation of a dust-free ventilation system in the Armament and Electronics maintenance shops. However, a new Armament and Electronics building is to be made available in the 1956 Public Works Project which will alleviate the present unsatisfactory condition.

h. Necessary work orders have been submitted to provide adequate lighting for the Armament and Electronics maintenance shops. These lights will be installed by 22 October 1954.

(3) Paragraph 6e, referenced Incl No 2:

(a) Paragraph 10: An intensive program was initiated 20 September 1954 to clean all 20MM weapons in the wing. This project will be completed 6 October 1954. Weapons are now cleaned after each firing, in accordance with applicable directives. In addition, all weapons will be inspected and, if necessary, cleaned at each post-flight inspection, in order to satisfactorily maintain this program.

1. The fire-out rate on weapons should be greatly improved through the training instigated, (reference Paragraph 1a(1)(c)1 and 2 preceding.) In addition, a study on ammunition alignment procedures has just been completed. It was found that improper settings for link tolerences on the aligning machine were being made. This has been corrected and results will be determined

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as soon as sufficient time has elapsed to gather conclusive data.

2. Requirements of preventive maintenance, periodic cleaning and post-flight inspection have been revised, clarified and published as a Maintenance Instruction Letter. This has been made a special subject for the Maintenance Standardization Team and Quality Control Inspectors.

3. Camera equipment maintenance records are now being properly maintained.

(4) Paragraph 4d, referenced Incl No 3:

(a) Paragraph 13: A program for the correction of ground power maintenance deficiencies has been established. The following action has resulted:

1. The ground power equipment section was in the process of moving to more suitable location at the time of inspection. This move has since been completed and the new facilities have greatly enhanced the efficiency of this section and eliminated the very undesirable conditions previously existing.

2. A change in officer supervision and ground power NCOIC has greatly increased the operational efficiency through effective maintenance scheduling, establishment of parts requirements, and effective supervision.

3. A system of daily and weekly reporting to the Chief of Maintenance of the ground power status has been established for the purpose of providing immediate follow-up on unsatisfactory maintenance and supply difficulties.

4. Technical assistance has been received from 13th Air Force which has increased the maintenance know-how in repairing critical parts, such as AC and DC regulators.

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Hq USAF AFCDW-5B Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

3COMMR (24 Sep 54) 1st Ind

5. A critical problem existed in the availability of transportation for pick-up and delivery of ground power equipment to meet inspection and maintenance criteria as well as operational needs. The best interest of the wing has been served by removing heavy duty tugs from tactical units and assigning these vehicles to the ground power section for operation and control, with a simultaneous requirement to man a tug within each flight line area with a ground power maintenance man to provide flight line inspection, servicing, towing and minor maintenance of all ground power equipment on dispatch to the unit.

6. A contributing factor to unfavorable impressions gained by the CFT inspectors was the unknown status of all ground power being turned over to the 303rd Bombardment Wing by the rear echelon personnel of the 43rd Wing. Much of this equipment had been towed to the 303rd ground power yard and was in process of inspection and transfer. This transfer has since been completed, and a concerted effort is being made to place all equipment in a serviceable status for the return of the 43rd Wing.

7. All parts shortages are now on requisition and SAC Regulation 67-3 action has been taken on all requests over 30 days old. Further, all applicable requisitions have been assigned associated AOCP priorities.

8. Assistance has been requested by Base Supply on stock lists for the new Marathon Units.

9. On-the-job training being organized (reference Paragraph 1b(2)(a)8 preceding) will alleviate the low experience level of the powered ground equipment maintenance personnel.

10. Work Orders have been submitted to Air Installations for connecting air compressor to air manifold lines and electrical outlets. The spark plug cleaner, authorized power tools and test

9

0098

SECRET

Hq USAF ARCHV-5B Subject: Readiness Inspection of 3Cyrd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

3COMWR (24 Sep 54) 1st Ind

equipment are unavailable at the present time.

11. Necessary publications, filing cabinets and other office equipment are now in use.

(5) Paragraph 6e, referenced Incl No 1:

(a) Paragraph 1: While the B-47 malfunction rate was excessive, all but four of these malfunctions were determined to be material failures.

1. The four correctable malfunctions were caused by frosting of the optics, which has been corrected by changing the dessicant on each post-flight inspection. Normally, this dessicant is changed depending upon the degree of color change caused by moisture absorbtion.

2. As a matter of interest, all airborne malfunctions but one could have completed their missions under emergency conditions. In the interest of maximum safety, these aircraft commanders aborted.

e. Reference Paragraph 7:

(1) Paragraph 7e, referenced Incl No 3:

(a) Paragraph 1: All outstanding requisitions for 17-3 (hand tools) have been received and issued to organizations. Class 17-C (test equipment) is all on valid requisition and SAC Regulation 67-3 action is being taken where applicable.

(b) Paragraph 1: Supply effectiveness to the maintenance activities with regard to aircraft spares is an area where constant supervision is given toward obtaining acceptable percentage of support. The ATC represents only those items called in through the requisition System. Adequate follow-up on position requisitions and submission of position requisitions have been hampered by lack of personnel in the Accounting Section. This section is authorized 26 personnel

10

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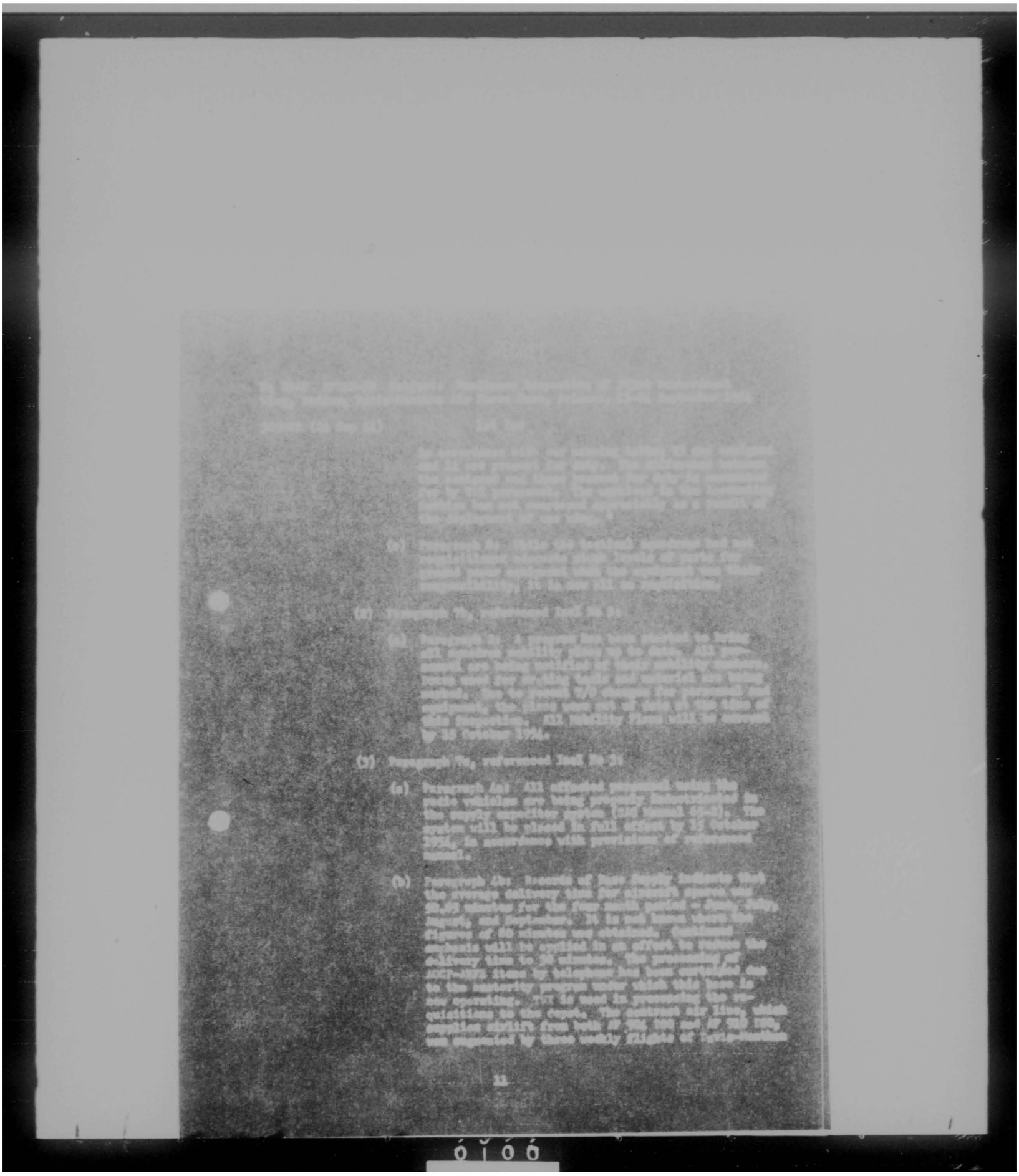

[illegible] September 1954

[illegible]

aircraft by [illegible] The [illegible] provided [illegible] was insufficient in both quantity and time. [illegible] from [illegible] within the depot [illegible] two days after receipt of the [illegible] by the depot. Use of [illegible] approximately two days to this time. "

(c) Paragraph 10: A published [illegible] parking plan was placed in effect on 5 October 1954. All [illegible] are now being delivered to aircraft as specified in [illegible] Manual 65-[illegible]

(4) Paragraph 7c, referenced Incl No 3:

(a) Paragraph 5: Bench stocks have been reviewed and new levels have been set as required. Surplus stocks have been turned in to Base Supply and shortages requisitioned.

(5) Paragraph 7e, referenced Incl No 3:

(a) Paragraph 6: Effective 2 October 1954, the 398th Bomb Squadron Unit Supply had turned in all surplus property. The Wing Supply Officer is personally monitoring the progress of supply discipline and housekeeping in this squadron.

1. All excess property possessed by units will be turned in to Base Supply by 15 October 1954.

2. Sufficient copies of Accounting Forms AF 1120 will be received by 8 October to complete the implementation of the new organizational accounting procedures.

(6) Paragraph 7f, referenced Incl No 3:

(a) Paragraph 7: Consideration is being given to the practicability of establishing a separate supply account for the Division Ground Training Section thereby eliminating one office for processing requisitions. "

SECRET

Hq USAF AFCDP-5B Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

303BW (24 Sep 54) 1st Ind

(7) Paragraph 7g and h, referenced Inst No 3:

(a) Paragraph 8j: The failure of accounting personnel to process requisitions for such an undue length of time is attributed to the shortage of personnel in this section due to dischargees and supply personnel accompanying the 42nd Bomb Wing, returning to the United Kingdom. In addition, the requisitions received from the Ground Powered Maintenance Section were processed through with all other requisitions rather than having been separately screened and given priority processing. This situation has been corrected with the following steps taken:

(b) Special requisitions have been submitted on all requirements for ground powered equipment.

(c) A special section has been established to screen, submit and maintain close follow-up on ground powered requisitions.

(d) Use of the Grid Test System programmed for completion in the near future should materially improve the ground power situation.

(8) Paragraph 7i, referenced Inst No 3:

(a) Paragraph 9: Repairable items in the camera repair shop will be repaired and returned to organizations by 29 October 1954.

1. Spares for camera maintenance are now on proper requisition.

2. Repairables in the Engine Power Plant Branch have been processed and turned in as required. Additional emphasis has been placed on this subject by all supervisors in the wing.

(9) Paragraph 7j, referenced Inst No 3:

(a) Paragraph 10: The J-47GE-27B flyaway engines will be completely assembled by 8 October 1954.

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0102

SECRET

Hq USAF AFCHM-SB Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

303BW (24 Sep 54) 1st Ind

(b) Paragraph 10c. All excess from the B-47 flyaway kits have been turned in to Base Supply. Inasmuch as the approved revised listing for B-47 flyaway kits had not been received as of this date from Hq SAC and Hq Fifteenth Air Force, suspected excess items from the flyaway kits are not used to prevent ACCP and AOPE. Immediately upon receipt of new B-47 FAK listings, excesses will be turned in. *

(10) Paragraph 7h, referenced Ind No 3:

(a) Paragraph 10c. All flyaway kit shortages are now on valid requisitions. *

(11) Paragraph 7i, referenced Ind No 3:

(a) Paragraph 11a. Mobility survival equipment inspections and requisitions were accomplished by 20 September 1954.

1. Life rafts are now properly stowed and have been inspected as required.

2. Continuing emphasis is being placed on this subject by the commander of the 303rd Air Refueling Squadron.

(12) Paragraph 7m, referenced Ind No 3:

(a) Paragraph 13: Noted. *

(13) Reference paragraph 12, Ind No 3: A survey by the Manpower Section, Fifteenth Air Force has substantiated the requirement of 133 personnel in the POL Section.

4. Reference Paragraph 8:

(1) Paragraph 4a, referenced Ind No 4:

(a) Paragraph 2:

1. This wing is authorized nine Deputy Officers, AFSC 0430, with seven officers assigned by January in this field. Of these, only one is considered

24

[illegible]

[illegible] (21 Sep 54) 1st Ind

to be fully qualified for his assigned duties. The remaining officers assigned are primarily recent ROTC graduates who have had no formal military training in the supply field and are due for release from active military service during the calendar year of 1955. Requisitions have been submitted to 36th Air Division for qualified personnel to meet existing manning requirements. On 19 July 1954, an officer requisition was submitted for one [illegible], grade of Captain. On 18 September 1954, a requisition was submitted for two [illegible]'s, grade of Captain.

b. The recent assignment of three qualified aircraft maintenance officers, AFSC 4344, is helping to alleviate existing manning shortages of qualified personnel in this field. Numberwise, this wing is overstrength in this AFSC, but in most instances the assigned personnel are lacking in qualification. Eleven officers, AFSC 4344, are authorized. Nine are assigned by primary and fourteen by duty. Of those assigned, by primary and duty, only five are considered fully qualified. A requisition for three qualified 4344's was submitted to 36th Air Division on 18 September 1954.

(2) Paragraph 8b, referenced Incl No 4:

(a) Paragraph 3: A serious shortage of technicians in both Airborne Electronic Maintenance and K-Systems maintenance fields exists within this wing. This situation will become more aggravated within the next few months due to discharges from the military service. Higher headquarters has been advised of this situation and requisitions for additional personnel have been submitted to 36th Air Division. Last requisition was submitted September 1954.

(3) Paragraph 8c, referenced Incl No 4:

(a) Paragraph 6: This situation exists primarily because of a shortage of qualified supervisory officer personnel. This wing is authorized nine personnel

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[illegible] Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

[illegible] (24 Sep 54) 1st Ind

officers, AFSC 7324, and has one officer, AFSC 7324, assigned who is considered fully qualified. On 18 August 1954, a requisition was submitted for two 7324's, grade of Lieutenant. On 18 September 1954, a requisition to 36th Air Division was submitted for five 7324's, grade of Lieutenant. In addition, a system has been set up and will be in operation by 31 October 1954, whereby members of the Wing Personnel Staff will make periodic inspections and administrative visits to the personnel section of each squadron of this wing. The purpose of these inspections will be to point out to the squadron personnel staff errors in procedures and methods of maintenance of personnel records, and to recommend procedures for correct maintenance of these records.

(3) Reference paragraph 8, Incl No 4: A flight line fence is to be provided by Project 23-54. This project has been approved but is not yet funded. "

e. Reference Paragraph 9:

(1) Paragraph 9a, referenced Incl No 5:

(a) Paragraph 1: The Director of Operations is placing emphasis on radar and visual bombing and B-47 pilot proficiency missions. Reference preceding paragraph 1b(1)(a).

(2) Paragraph 9b, referenced Incl No 5:

(a) Paragraph 2: See Paragraph 1e(1)(a) above.

(b) Command emphasis has been placed on KC-97 pilot proficiency missions and standardization board activities. Aircraft scheduled for refueling missions are being turned around the same day for pilot proficiency missions. The KC-97 Standardization Board has published a schedule to insure that all board discrepancies are corrected. The schedule is published one month in advance and crews scheduled for board activities are not scheduled for any activities that will conflict with the board schedule.

0105

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Hq USAF RCS-5B Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

3CGMIR (24 Sep 54) 1st Ind

(3) Paragraph 9a, referenced Incl No 5:

(a) Paragraph 4: Scheduling procedures have been changed by 30th Air Division and a requirement placed on each squadron for two crews per week (5 days) to be on detached service to Division Ground Training. A daily follow-up system is now being implemented to insure maximum ground training and synthetic trainer accomplishments. The increased emphasis on such training will enable the wing to maintain a higher level of combat readiness at all times.

1. A relatively new Wing Ground Training Officer has been assigned this duty. He will be assured of permanency in this assignment within the capability of the wing.

2. Standardized ground training records will be installed and current by 15 October 1954.

(4) Paragraph 9d, referenced Incl 5:

(a) Paragraph 6: A closely supervised on-the-job training program will be instigated by 15 October 1954.

1. On-the-job training officers will be appointed by 8 October 1954 in each organization.

2. AF Form 623, Formal On-The-Job Training Record, will be maintained current commencing with the program beginning 15 October 1954.

f. Paragraph 10, referenced Incl No 6: Alterations to the 303rd Wing Headquarters Building are to be included in a project of the 1956 Maintenance and Operations Program.

(1) A project for construction of adequate field maintenance shops has been assigned top priority on the next Master Planning Board meeting.

g. Reference Paragraph 11, referenced Incl No 7:

(1) Paragraph 1: Stabilization of personnel assignment for key staff officers and commanders is being stressed

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0106

within the capability of the wing. With this stabilization, greater emphasis is being placed on supervision, coordination and inspection.

(2) Paragraph 3: Noted.

b. Reference Paragraph 12:

(1) Paragraph 12a, referenced Incl No 8:

(a) Paragraph 1: Additional training for 803d Supply Squadron personnel and 303d Armament and Electronics Squadron personnel, as outlined in SAC message DMSO 4309, 23 September 1954, is now in effect. Additional training to increase the coordination between combat crews and other agencies concerned during loading operations will be accomplished not later than 15 October 1954.

(b) Paragraph 6: Check sheet training and cross-training will be accomplished in the training course cited in Paragraph 12b(1)(a) preceding.

1. A Special Weapons Assemblyman, AFSC 46190, has been requisitioned from the 36th Air Division.

(2) Paragraph 12b, referenced Incl No 8:

(a) Paragraph 4: It is realized that the shortage of two Special Weapons Officers does represent a serious factor in the ability of the Special Weapons Section to present the amount of training desired for wing personnel. Personnel assignment requests for these two vacancies have been submitted to 15th Air Force. Until these vacancies have been filled, the presently assigned Special Weapons Officers will continue to make training available to fulfill SAC Regulation 50-8 requirements. The assignment of one Special Weapons Officer to each tactical squadron will enable the special weapons program to be stepped up to the point where minimum training accomplishments can be attained.

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Hq USAF AFCIG-3B Subject: Readiness Inspection of 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona, 13-24 September 1954

303CMDR (24 Sep 54) 1st Ind

(3) Paragraph 12c, referenced Incl No 8:

(a) Paragraph 3: The method of positioning the M-1 trailer under the B-47 bomb bay (using a hydraulic jack to lift the front end of the trailer and move the trailer under the bomb bay), while not specifically mentioned in T.O. 01-47-16, is in wide use by AFDS loading teams and has been verbally approved by 15th Air Force Special Weapons and Armament and Electronics Maintenance Officers.

(4) Paragraph 12d, referenced Incl No 8:

(a) Paragraph 1: See Paragraph 1h(1)(a) preceding.

1 Incl
Cy Incl 1 w/d

WM J WRIGGLESWORTH
Colonel, USAF
Commander

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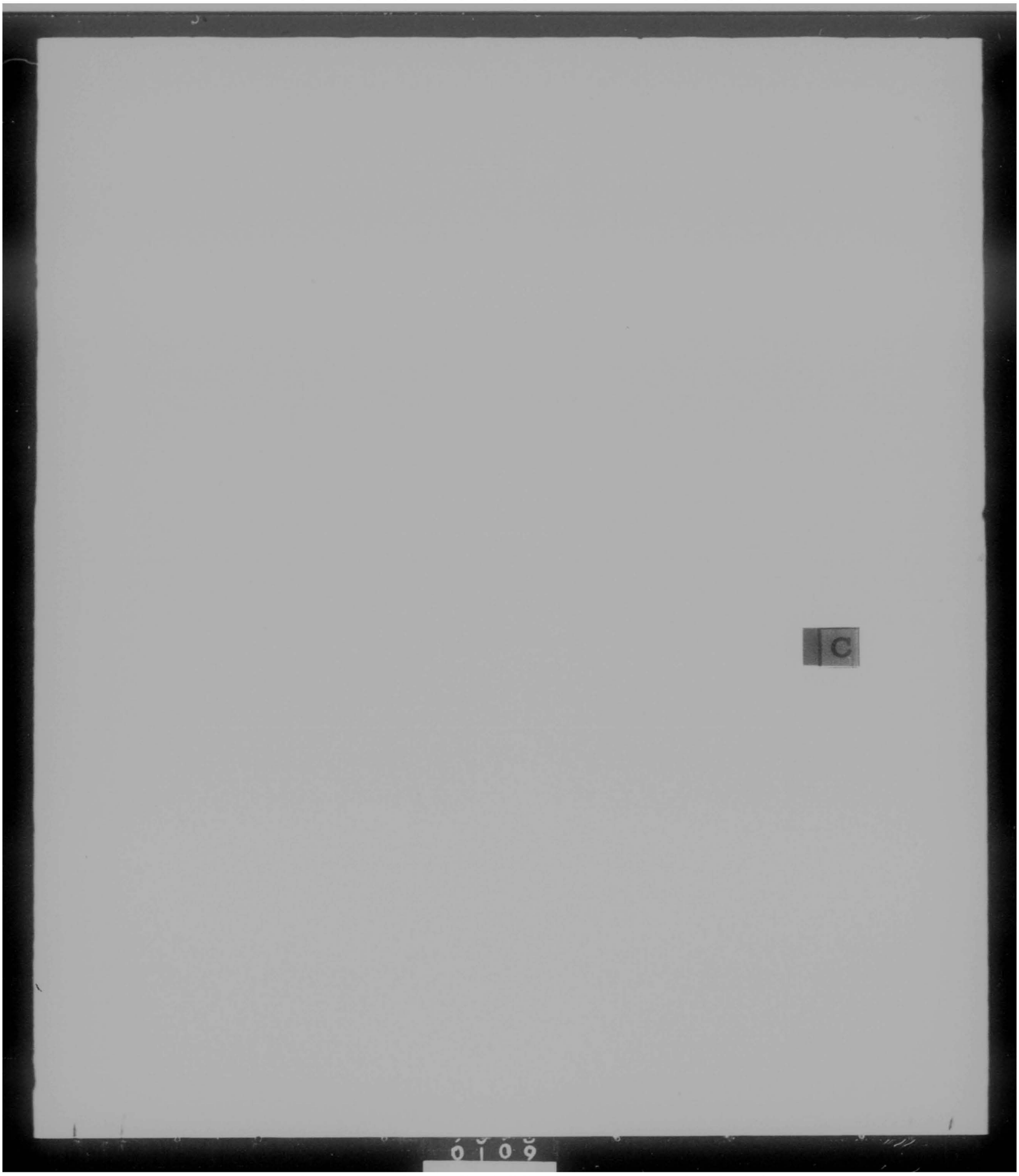


HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 23)

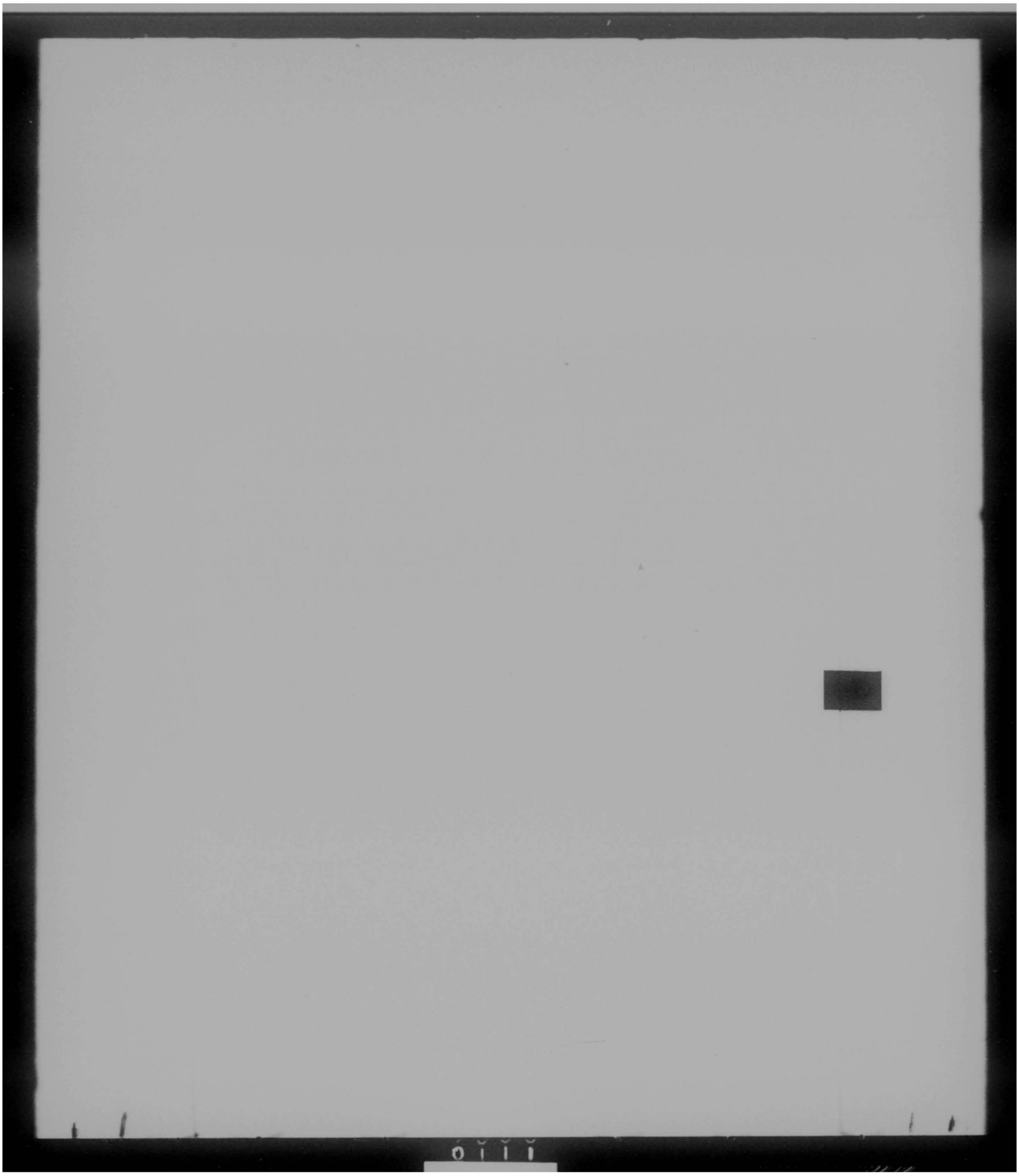
9 October 1954

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 8931, United States Air Force, Regular Air Force, effective this date.

Lloyd D Chapman

LLOYD D CHAPMAN
Colonel, USAF
Commander

0116



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

GENERAL ORDERS)
NUMBER 24)

18 October 1954

1. Under the provisions of Paragraph 4, AFR 24-1, 10 November 1950, the undersigned hereby reassumes command of the 303d Bombardment Wing, Medium, effective this date.

W. J. WIGGLESWORTH
Colonel, USAF
Commander

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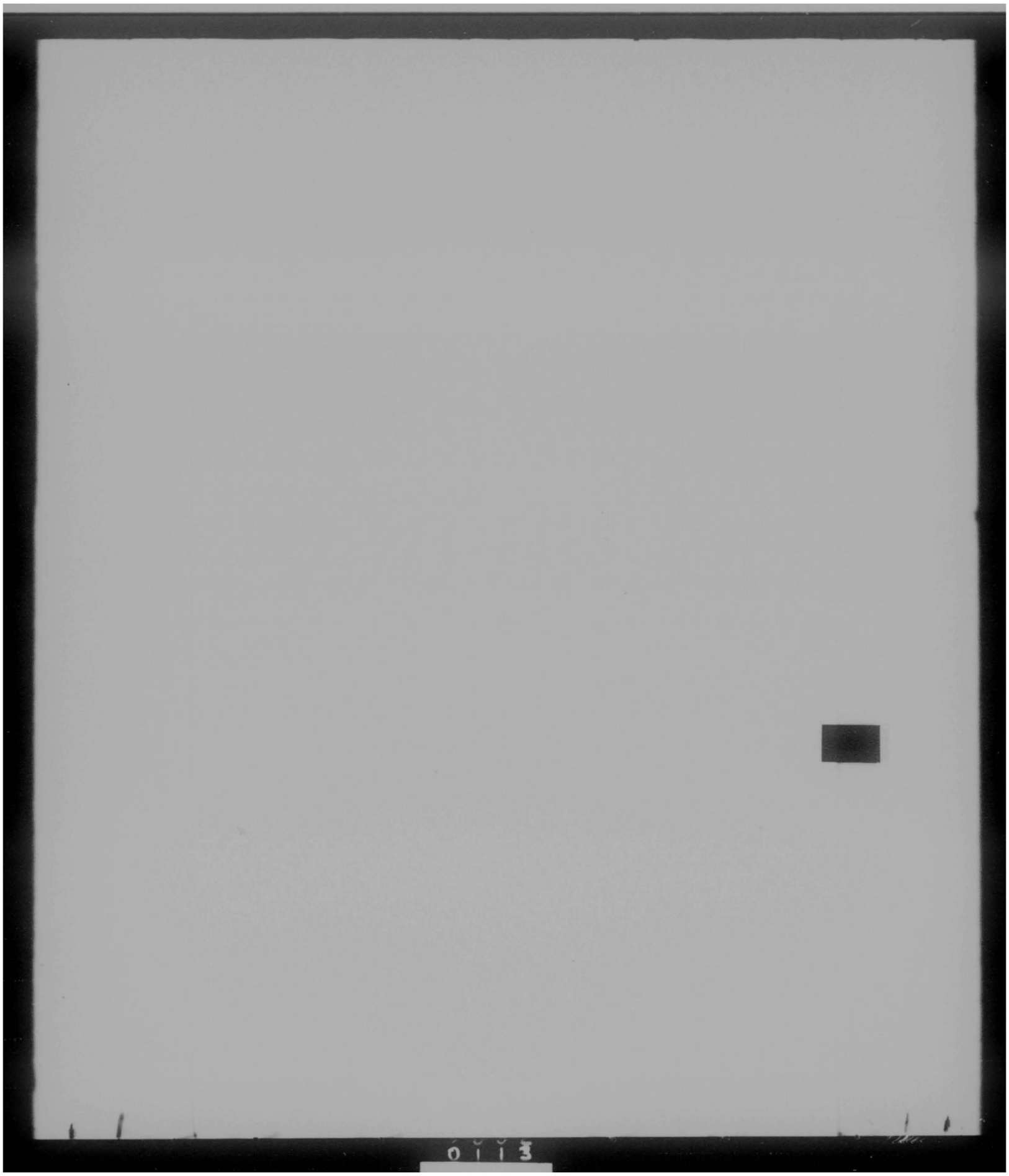


HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

3COMB 29 September 1954

SUBJECT: Change in Duty Hours

TO: Director of Operations
Director of Personnel
Director of Materiel
Comdr, Headquarters Squadron Section
Comdr, 358th Bombardment Squadron
Comdr, 359th Bombardment Squadron
Comdr, 360th Bombardment Squadron
Comdr, 303rd Field Maintenance Squadron
Comdr, 303rd Periodic Maintenance Squadron
Comdr, 303rd Air Refueling Squadron
Comdr, 303rd Armament Electronics Maintenance Squadron
Comdr, 303rd Tactical Hospital

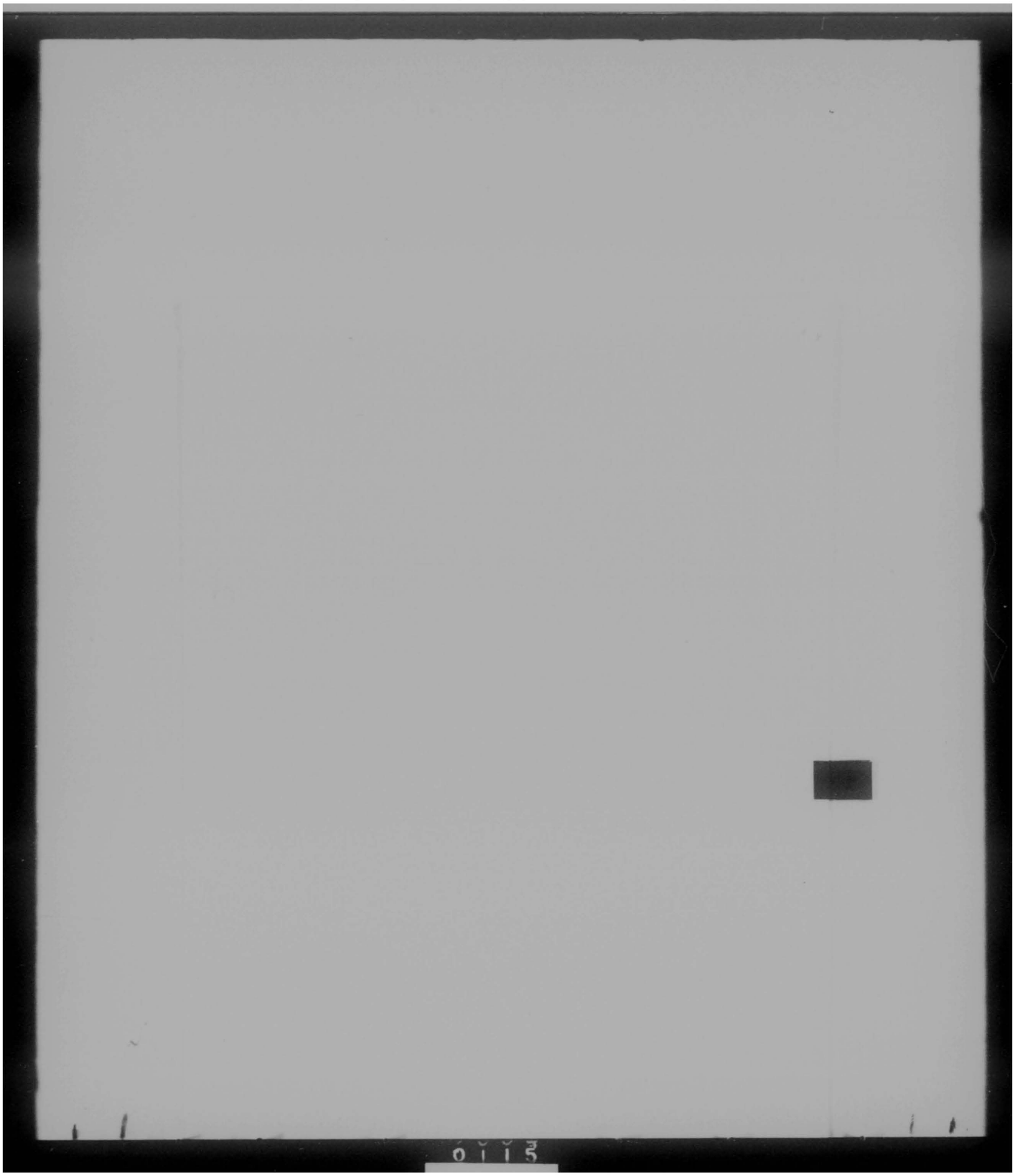
Effective Friday, 1 October 1954, the duty hours of this command will be 0730 to 1630 Monday through Friday and 0730 to 1130 on Saturday.

BY ORDER OF THE COMMANDER:

John D. Hampton

JOHN D. HAMPTON
Captain, USAF
Adjutant

0114



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

SPECIAL ORDERS)
NUMBER 196)

11 October 1954

1. FNO&A USAF(AFRes)(RegAF) orgn indicated 303d Bomb Wg M aptd members of the "303d Bomb Wg Promotion Bd."
(* Indicates Pres.) (** Indicates Recorder.)
Susp bd aptd per par 1, SO 156, this hq cs.

Hq 303d Bomb Wg M
*LT COL ELDRIDGE G SHELTON JR 8 8374
**CAPT JOHN D HAMPTON AO 718 948
1ST LT DAVID G KLINGENBERGER AO 2 250 969
MSGT SETH M HUNTLEY AF 18 051 471

358 Bomb Sq M
LT COL PHILIP A FITTER 8 0054
MSGT CLAYTON H BODINE AF 39 487 895

359 Bomb Sq M
LT COL HERBERT W REINHARDT 6 6874
MSGT ORVEL G HOWE AF 6 570 005

360 Bomb Sq M
LT COL ROBERT A MAUCHER 10 9024
MSGT ROY A HORNER AF 6 987 532

303d Fld Maint Sq
MAJ DONAL B CUNNINGHAM 13 7614
MSGT HARRY R TURBY AF 6 849 116

303d Pdc Maint Sq
MAJ MERTON V SMITH 10 3944
MSGT LEROY MANN AF 18 025 019

303d AEM Sq
LT COL HERBERT M LIGHT 18 1284
MSGT WILBERT J McCLEARY AF 39 229 109

303d AREFS
LT COL RUFUS A WARD 10 5854
MSGT RAY C CLAUSE AF 16 016 232

303d Tac Hosp
CAPT KENNETH L DE HAVEN AO 2 280 455
TSGT FRANKIE SHARP AF 6 986 943

2. Par 2 SO 192 this hq cs as pertains to trf of MAJ (1525B) WILLIS E BRADY AO 724 193 USAF(AFRes) fr 359 Bomb Sq M 303d Bomb Wg M to 360 Bomb Sq M 303d Bomb Wg M w/EDCSA: 8 Oct 54, is revod.
AUTH: AFR 35-59, dtd 9 May 52.

(cont)

0116

SO 196 Hq 303d Bomb Wg M (SAC) DMAFB Tucson, Ariz 11 Oct 54 (cont)

3. TSGT WILLIAM L PATRICK AF 18 048 334 USAF 303d Fld Maint Sq 303d Bomb Wg M awarded Permanent NCO Gr of TSGT w/DOR: 9 Jan 53.
AUTH: AFR 39-29, dtd 31 Mar 54.

4. TSGT WALTER L STROH AF 18 045 700 USAF 43d Fld Maint Sq 43d Bomb Wg M atchd 303d Fld Maint Sq 303d Bomb Wg M awarded Permanent NCO Gr of TSGT w/DOR: 1 Aug 52.
AUTH: AFR 39-29, dtd 31 Mar 54.

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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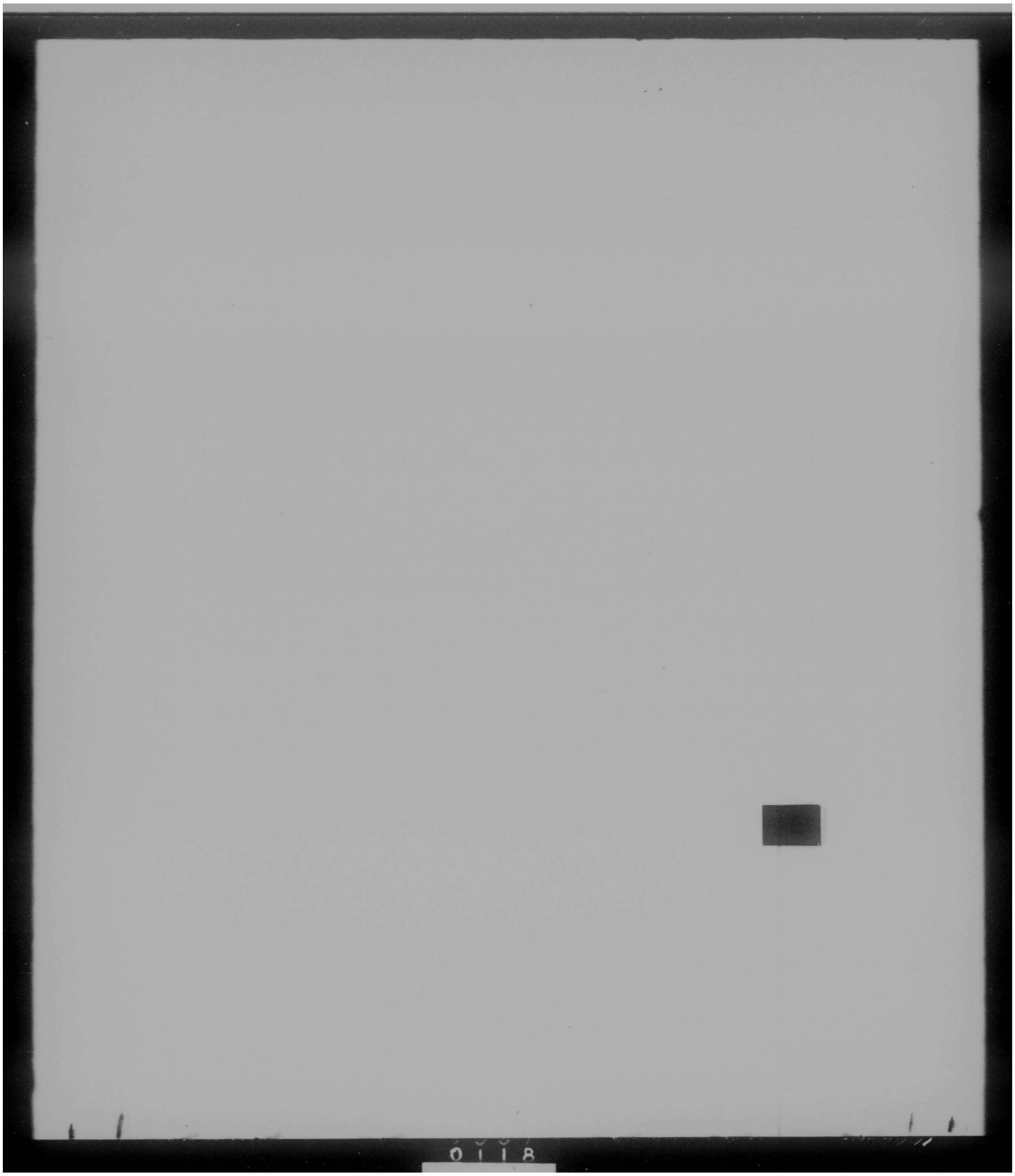

HEADQUARTERS 303D BOMBARDMENT WING, MEDIUM (S.C)
Davis-Monthan Air Force Base
Tucson, Arizona

SPECIAL ORDERS)
NUMBER 199)

14 October 1954

This Special Order consists of paragraphs 1 thru 3 inclusive. Classified Paragraphs NONE included in this compilation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

JOHN D HAMPTON
Captain, USAF
Adjutant

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3 - B & F O

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

SPECIAL ORDERS)
NUMBER 199)

14 October 1954

E X T R A C T

1. FNA USAF orgn indicated 303d Bomb Wg M aptd to temp (unless otherwise indicated) gr in USAF w/DCR 1 Oct 54.
AUTH: AFR 39-29, dtd 31 Mar 54, SAC Reg 39-6, dtd 21 Apr 53, & 15AF Msg DPRPP 9887, Subj: Allocation of Oct 54 Amn Prom Quotas, dtd 1 Oct 54.

Aptd temp gr of Master Sergeant (Pay Gr E-7)

Hq 303d Bomb Wg M
TSGT CARL E PETERSON AF 7 030 103

360 Bomb Sq M
TSGT RAY H LONG AF 6 880 964

303d AFM Sq
TSGT ARNOLD W ROLLIN AF 20 142 372

303d ARFS
TSGT LAWRENCE P CRIPE AF 17 169 387

Aptd temp gr of Technical Sergeant (Pay Gr E-6)

358 Bomb Sq M
SSGT LOU E GOBLE AF 17 299 075

360 Bomb Sq M
SSGT GORDON L MOORE AF 18 380 581

303d Fld Maint Sq
SSGT NORMAN L HENSLEY AF 33 916 248
SSGT CARY W STANLEY AF 15 25[illegible] 131

303d Pdc Maint Sq
SSGT HAROLD D CATES AF 19 370 096

303d ARFS
SSGT KENNETH L JACKSON AF 18 298 391
SSGT TEDDY H JONES AF 14 279 662
SSGT LESTER E NEWMAN AF 14 220 714
SSGT WALTER L BLAIRE AF 19 367 724

Aptd temp gr of Staff Sergeant (Pay Gr E-5)

Hq 303d Bomb Wg M
A/1C ROBERT A JONES AF 15 464 103

358 Bomb Sq M
A/1C RUSSELL L FREELAND AF 16 391 806

(cont)

0120

359 Bomb Sq M

A/1C	DON S CAMPBELL	AF 17 343 156

360 Bomb Sq M

A/1C	PAUL FALCON	AF 18 410 401

303d Fld Maint Sq

A/1C	FRANCIS L SNODGRASS	AF 18 405 470
A/1C	ROBERT J CR[illegible]	AF 16 377 432
A/1C	JOSEPH E SLAMM JR	AF 12 331 855
A/1C	JOSEPH B MCKENSIE	AF 6 688 233
A/1C	JOSEPH R KOVALIK	AF 13 397 897
A/1C	JAMES H HUBBARD	AF 14 436 091
A/1C	BILLIE J FLETCHER	AF 13 417 072
A/1C	JAMES L GAMBLE	AF 13 384 936

303d Pdc Maint Sq

A/1C	RALPH F HEIL	AF 15 463 812
A/1C	GRIGGS RICHARDSON	AF 14 438 414
A/1C	CLARK H FUQUA	AF 13 415 032
A/1C	ROBERT J MAHER	AF 17 347 944
A/1C	ERNEST W HEIMSOHN	AF 12 365 541

303d AEM Sq

A/1C	VIRGIL F COOK	AF 17 299 036
A/1C	RONALD L CAMPBELL	AF 17 274 316
A/1C	JAMES R MONTANEY	AF 19 392 636
A/1C	ROBERT K PLOMONDON	AF 17 321 951
A/1C	TRAVIS W STRICKLAND	AF 14 344 122
A/1C	KENNETH J ZEHNER	AF 12 333 179
A/1C	LEO [illegible]	AF 13 367 421

2. A/B CAMILLO [illegible] DIFEBBO AF 33 586 742 USAF Hq 303d Bomb Wg M aptd to Perm gr of Airman First Class (Pay Gr E-4) in USAF w/DOR 1 Oct 54.
AUTH: AFR 39-29, dtd 31 Mar 54, SAC Reg 39-6, dtd 21 Apr 53 & 15AF Msg DPRPP 9087, Subj: Allocation of Oct 54 Amn Prom Quotas, dtd 1 Oct 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

JOHN D HAMPTON
Captain, USAF
Adjutant

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

SPECIAL ORDERS)
NUMBER 199) 14 October 1954

E X T R A C T

3. FNA USAF orgn indicated 303d Bomb Wg M aptd to temp (unless otherwise indicated) gr in USAF w/DOR 1 OCT 54.

AUTH: AFR 39-29, dtd 31 Mar 54, SAC Reg 39-6, dtd 21 Apr 53, & 15AF Msg DPRAP 9807, Subj: Allocation of Oct 54 Amn Prom Quotas, dtd 1 Oct 54.

Aptd temp gr of Staff Sergeant (Pay Gr E-5)			ORGN
A/1C	JACQUES S DeMENDEL	AF 19 430 660	303rd Air Refl Sq
A/1C	EDWARD D COFFMAN	AF 19 366 451	303rd Air Refl Sq
A/1C	DEAN E HURD	AF 17 330 242	303rd Air Refl Sq

BY ORDER OF THE COMMANDER:

JOHN D HAMPTON
Captain, USAF
Adjutant

OFFICIAL:

John D Hampton
JOHN D HAMPTON
Captain, USAF
Adjutant

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3 - B&F O

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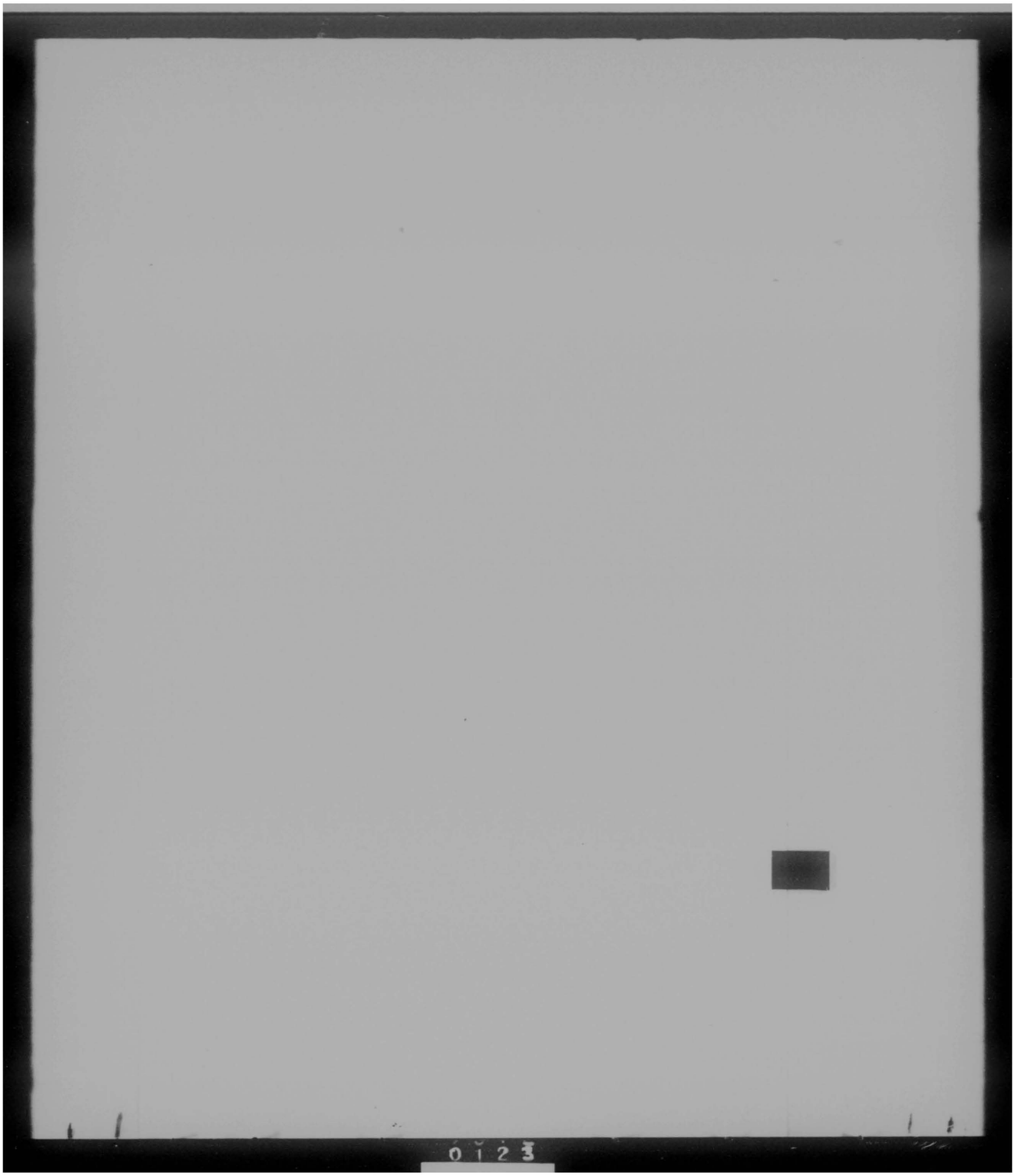

CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
28 September 1954

OPERATIONS ORDER 140-54

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. Naucher
303rd Air Refueling Squadron	Lt Col Rufus A. Ward
303rd A&EM Squadron	Lt Col Herbert M Light, Jr.
303rd Field Maintenance Squadron	Maj Donald B. Cunningham
303rd Periodic Maintenance Squadron	Maj Merton V. Smith
803rd Air Base Group	Col Robert C. Whipple

1. GENERAL SITUATION: A requirement exists for the 303rd Bomb Wing to participate in a Fifteenth Air Force B-47 evaluation mission, nickname "Sky Lark".

a. Intelligence.

(1) Maps and target materials: WACs, sectional, and other route charts as desired; series 100 and 25 Target Complex Charts; Series 50 Target Area Analysis, Radar, and radar scope photos of Denver, Spokane, and Los Angeles target complexes. Additional target materials may be used as desired.

b. Friendly Forces

(1) 11th RBS Squadron

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(a) Provide radar bomb scoring at Denver, Colorado; Spokane, Washington; and Los Angeles, California, on 6 and 7 October 1954.

2. MISSION: This Wing and the 22nd and 320th Bomb Wings from the 12th Air Division will conduct a simulated radar bombing mission against industrial type targets in Denver, Colorado; Spokane, Washington; and Los Angeles, California, on 6 and 7 October 1954 using tactics contained in this Operation Order.

a. The purposes of this exercise are:

(1) To determine the current radar bombing, night celestial navigation, grid navigation, and air refueling capability of combat ready B-47 Wings of 15th Air Force presently stationed in the ZI.

(2) To determine the radar offset bombing accuracy of B-47 crews immediately following a grid navigation leg utilizing the most polar position of the K-system.

(3) To determine the capabilities of Reconnaissance Technical Squadron Photo Interpreters to plot bomb impact points from radar scope photography obtained by bombardment wings.

(4) To determine maintenance capability.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron: Dispatch 10 B-47 aircraft to attack the designated targets on 6 and 7 October 54 in accordance with the schedule in Annex B.

b. 359th Bombardment Squadron: Same as a.

c. 360th Bombardment Squadron: Same as b.

d. 303rd Air Refueling Squadron: Provide 18 KC-97 aircraft on 6 October 54 and 18 KC-97 aircraft on 7 October 54, in accordance with schedule in Annex B, to provide pre-target refueling of B-47 aircraft. One tanker will be designated as spare. Airborne Commander and two tankers will be ground spares.

e. 303rd A&EM Squadron: Provide personnel and equipment to accomplish the requirements of this operations order as directed by the Director of Materiel, 303rd Bombardment Wing.

f. 303rd Field Maintenance Squadron: Same as e above.

g. 303rd Periodic Maintenance Squadron: Same as f above.

h. 803rd Air Base Group:

(1) Provide maximum security of aircraft and vital facilities at Davis-Monthan Air Force Base during the preparation for and execution of this mission.

(2) Provide in-flight lunches:

a. 6 October - 15 B-47 crews and 18 KC-97 crews

b. 7 October - 15 B-47 crews and 18 KC-97 crews

X. GENERAL INSTRUCTIONS:

(1) This operations order is effective upon receipt.

(2) This Wing will dispatch 15 B-47's on 6 October and as many B-47's on 7 October as aerial refueling capability and RBS time will permit.

(a) Aerial refueling capability and crew availability will limit the number of B-47's to be dispatched on 7 October to 15 .

(b) An aircraft completing the mission the first night will not be rescheduled the second night unless no other aircraft is available.

(c) An aircraft flying the mission both nights will be charged as a maintenance abort for the second flight but the crew's results for that flight will be scored.

(d) Scoring of combat crews is of first priority, and an aircraft will be flown again and a maintenance abort accepted if non-availability of other aircraft make it necessary.

(3) Routes: See Annex B.

(4) Bombardment Phase.

(a) Initial Points

1. Denver--Colorado Springs, Colorado.

2. Spokane - Moscow, Ida.

3. Los Angeles - Santa Barbara, California.

(b) Targets

1. Denver - Denver Medical Depot, Denver, Colorado. Aiming point - Chimney 80 feet north of the north end of the administration building (RBS Tgt D.) Ground elevation 5210 feet. An IDEA Run will be accomplished on this run.

2. Spokane - Farmers' Union Grain Company, Spokane, Washington. Aiming point - southwest corner of tallest part of terminal extending above grain elevators (RBS Tgt F). Elevation of top of target is 2082 feet; ground elevation is 1905 feet.

3. Los Angeles - California Walnut Growers Association Building, Veron, California. Aiming point - northwest corner of building (RBS Tgt J). Ground elevation is 182 feet.

4. Mandatory GPI points for each Target will be designated in Observers Flimsy.

(c) Bombing Altitudes: Minimum altitude of 35,000 feet with altitude separation of 500 feet and 10 minutes between aircraft and a minimum of 25 minutes between aircraft at the same altitude.

(d) B-47's will be spaced 10 minutes apart at Control points. Control points will be made good plus or minus two minutes.

(e) Bomb load (for scoring purposes only): One simulated bomb in accordance with paragraph 9d, SAC Regulation 50-4, 16 April 1954.

(f) Method of Bombing:

1. Denver: Radar Record Offset: All Observers from this Wing will use Stapleton Airport (RBS Tgt "B") for an offset aiming point.

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2. Spokane: Radar Record Offset - All Observers from this Wing will use as an offset aiming point the most north easterly tank of the Phillips Oil Tank Return.

3. Los Angeles: Radar practice offset bombing utilizing post polar position of the K-System. All Observers in this Wing will use the following offset aiming point: Vindale Tank Return.

4. Malfunction runs will be considered as radar aborts.

(g) Twelve hours prior to take-off of the first aircraft of each unit, the following information will be forwarded to RBS sites being utilized in this mission: Aircraft call sign, unit, type aircraft, equipment type, crew number, operator's name, rank, and serial number. The unit, type aircraft and equipment type will be encoded in accordance with Supplement I, SAC Regulation 50-4. All other information in the message will be sent in the clear. The information sent by TWX will not be transmitted to the site by the aircraft with the exception of aircraft call sign and crew number. IP and target will not be given by the aircrew, as all aircraft will be using the same IP and target. TWX call sign of detachments which will be utilized in mission are as follows: Det 1, Denver,

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Colorado, Call Sign: DN 322; Det 2, Marywood, Calif, Call Sign: LA 734; Det 7, Spokane, Washington, Call Sign: SP 207.

(n) Participating crews will complete SAC Form 284, "Radar Scope Photo Log", as specified in SAC Reg 95-11, Observers Photo Logs, 30 Mar 54.

(i) Squadron Commanders will take positive action to insure that optical assistance is not available and is not used on the bomb runs.

(5) Navigation Phase

(a) One record night celestial navigation leg and one record grid navigation leg will be flown and scored in accordance with SAC Regulation 51-11.

(b) Navigation method switch of the Polar Navigation Unit will be in the Polar position for the grid navigation leg.

(c) Steering of 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 MPPs and/or dead reckoning only.

(6) Air Refueling will be in accordance with Annex B.

(7) Nonready crews will not be required to accomplish record RBS runs and record navigation legs.

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(8) Adherence to flying safety principals will be emphasized. Mission will be planned to insure adequate terrain clearance. Crews will be briefed to avoid all air space restricted areas.

(a) Oxygen discipline will be given special emphasis on crews where there is a fourth crewman.

(9) A Wing Liaison Officer will contact El Paso ARTC regional office approximately five days prior to execution date for the purpose of coordinating mission plans. SAC Reg 55-3 applies.

(10) Route will be coordinated with WADF in accordance with 15AFR 50-19. Flight plans will be filed in accordance with 15AF - WADF agreement.

(11) Squadron Commanders will monitor all phases of mission preparation to insure provision of adequate rest period for all crew members prior to departure on mission. (15AFL 60-1).

(12) Control Tower Officers will be in plice for this exercise as required in SAC Regulations 62-8 and 62-17.

(13) Crews will be briefed on CCA and ITR procedures for alternate or emergency bases.

(14) Aircraft security procedures including anti-sabotage inspections of aircraft prior to flight, will be in accordance with applicable regulations.

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(15) ADIZ penetration procedures will be emphasized.

(16) No press statements will be made.

(17) Reports (Special Bombardment)

(a) One copy of SAC Form 44 completed in accordance with Inclosure 1, SAC Reg 50-42, will be submitted to 15th AF Hq only, ATTN: DOTO, and will arrive no later than 13 Oct 54. Following entries will be deleted for this exercise: 56 thru 69 and 73 thru 77.

(b) Within 10 days after the last mission, radar target photography obtained on this mission plus completed radar scope photo logs will be forwarded to the 15th Reconnaissance Technical Squadron for duplication of radar film and logs.

(c) Photo scored navigation results by crew for each leg will be forwarded to 15AF Hq no later than 12 Oct 54. Causes for each score over 20 NM will be included.

(d) A teletype report will be submitted to 15AF Hq, ATTN: DOTF, not later than seven calendar days after completion of the mission, giving the following information:

1. Creditable 50-8 training scheduled (by type and quantity).

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2. Creditable 50-8 training accomplished.

3. Remarks. To include reasons scheduled training was not accomplished and commander's estimate of per cent of flying hours that were not effective for 50-8 accomplishments.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command: Commander, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Arizona.

b. Communications:

(1) Enroute communications will be in accordance with SACCEI, applicable JANAPs, ACPs, current facility charts, SAC Regulation 50-4 and pertinent directives except as modified herein.

(2) Aircraft call signs will be in accordance with SACDAL.

(3) VHF, UHF channelization will be in accordance with SACCEI and current facility charts.

(4) Identification and recognition will be in accordance with SACCEI plus SAC Reg 55-23.

(5) Authentication will be in accordance with APSAL 5104 ().

(6) Communication control stations for submission of airborne reports will be Andrews and MacDill only. The restriction of Andrews and MacDill is imposed to test long range air/ground capability of aircraft and ground facilities.

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Propagation data will be provided by Wing Communications Officer.

(7) High frequency position reports will be submitted in accordance with procedure "Brave" as contained in Incl 6, SAC Reg 55-11 using ACP 101 ( ) routing indicators addressed to Headquarters Fifteenth Air Force. All ATC and CAA requirements will be met.

(8) Recall nickname for this mission is "Green Water". Void date of this nickname is 10 October 1954.

(9) RBS UHF Frequencies:

	Primary	Secondary
(a) Denver	356.8	258.2
(b) Spokane	258.2	356.8
(c) Los Angeles	258.2	356.8

(10) All RBS sites will guard and transmit on High frequency 4270 kcs.

BY ORDER OF THE COMMANDER:

Ira V. Matthews

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

Annexes:
A - Intelligence
B - Operations

DISTRIBUTION

Comdr 15AF, 1 cy
Comdr 36ADiv, 1 cy
Comdr 303 BW, 1 cy
303d Dir of Mat, 1 cy
303d Dir of Oprs, 1 cy
Chf, Intell Div, 1 cy
Chf, Comm Div, 1 cy
Chf, Obs Div, 1 cy
Chf, Plans Div, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Maint, 1 cy
Comdr 358th BSq, 2 cys
Comdr 359th BSq, 2 cys
Comdr, 360th BSq, 2 cys
Comdr, 303d ARSq, 2 cys
Comdr, 303d Fld Maint Sq, 1 cy
Comdr, 303d Pdc Maint Sq, 1 cy
Comdr, 303d ABS Sq, 1 cy
Weather Detachment, 1 cy
303d Control Room, 1 cy
Unit Historian, 4 cys
Comdr WADF, Hamilton AFB, Calif, 1 cy
Comdr, 34ADiv, Kirtland AFB, New Mex, 1 cy

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
28 September 1954

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 140-54

INTELLIGENCE

Annex A
303 BW M
Ops O 140-54
28 Sep 54

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HEADQUARTERS 303RD BOMB WING M
DAVIS-MONTHAN AIR FORCE BASE
TUCSON ARIZONA
28 SEPTEMBER 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 149-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation. (Omitted)

b. Enemy Order of Battle. (Omitted)

2. INTELLIGENCE REQUIREMENTS:

a. PIR:

(1) Note interceptions by fighter aircraft: time, location, altitude, VFR or IFR, number and type aircraft, markings, tactics, and duration of encounter.

(2) Note abnormal radio activity or jamming: when, where, frequencies, type and strength of signal.

(3) Friendly aircraft in Distress: An accurate report will be kept of any friendly aircraft observed or reported 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.

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3. INTELLIGENCE ACTIVITIES:

a. Navigation, Target, and Prediction Materials: See General Situation para (1) a.

b. Survival Intelligence: (Omitted)

c. Captured Enemy Documents, Materials and Prisoners: (Omitted)

d. Reports and Distribution:

(1) The following reports will be submitted in accordance with SAC Manual 55-8 and 55-8A, Nov 53:

(a) Distribution B:

1 B-2, B-10, B-15, B-17, B-21, and B-27 (submitted after unit's last mission).

2 B-23, B-24 (negative reports not required).

3 B-81

a One report for each bombing period.

b 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.

4 Reports required in accordance with paragraph 6a, SAC Manual 55-8.

(b) All combat reports will contain the flagword "ZIPPO".

(2) The following reports will be submitted in compliance with SAC Manual 55-8D, Apr 54, for air refueling missions:

(a) Distributuin B:

1 T-2, T-10, T-15 (Refueling information will be included on last report)

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T-17, T-21, T-27 (consolidated with B-27).

2 T-23, T-24 (negative reports not required).

3 T-81.

a Submit one report for each bombing period.

b Paragraph 5, Unit Commander's Remarks, need be reported only in last T-81. However, any pertinent remarks affecting each bombing mission may be included in the report for that period.

c Reports required in accordance with paragraph 6a, SAC Manual 55-8.

(3) Target Task Force Identifiers: (Bombers)

(a) FIRST DAY:
140/01 through 140/15

(b) SECOND DAY:
140/21 through 140/35

(c) TANKERS Task Force Identifiers to be prefixed by "T".

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ANNEX B

TO

OPERATIONS ORDER 140-54

OPERATIONS

Annex B
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ANNEX B

TO

OPERATIONS ORDER 140-54

OPERATIONS

1. B-47 deparutre schedule (Control Times will be made good ± 2 minutes.)

SQDN	NO ACFT	T.O.	(TUEBLO) CONTROL PT #1	(44-18N 117-32W) CONTROL PT #2	(35-10N / 120-50W) CONTROL PT #3
		6 October 1954			
358	1	2304Z	0052Z	0340Z	0632Z
359	1	2314Z	0102Z	0350Z	0642Z
360	1	2324Z	0112Z	0400Z	0652Z
358	1	2334Z	0122Z	0410Z	0702Z
359	1	2344Z	0132Z	0420Z	0712Z
360	1	2354Z	0142Z	0430Z	0722Z
358	1	0004Z	0152Z	0440Z	0732Z
359	1	0014Z	0202Z	0450Z	0742Z
360	1	0024Z	0212Z	0500Z	0752Z
358	1	0034Z	0222Z	0510Z	0802Z
359	1	0044Z	0232Z	0520Z	0812Z
360	1	0054Z	0242Z	0530Z	0822Z
358	1	0104Z	0252Z	0540Z	0832Z
359	1	0114Z	0302Z	0550Z	0842Z
360	1	0124Z	0312Z	0600Z	0852Z
		7 October 1954			
360	1	2304Z	0052Z	0340Z	0632Z
359	1	2314Z	0102Z	0350Z	0642Z
358	1	2324Z	0112Z	0400Z	0652Z
360	1	2334Z	0122Z	0410Z	0702Z
359	1	2344Z	0132Z	0420Z	0712Z
358	1	2354Z	0142Z	0430Z	0722Z
360	1	0004Z	0152Z	0440Z	0732Z
359	1	0014Z	0202Z	0450Z	0742Z
358	1	0024Z	0212Z	0500Z	0752Z
360	1	0034Z	0222Z	0510Z	0802Z
359	1	0044Z	0232Z	0520Z	0812Z
358	1	0054Z	0242Z	0530Z	0822Z
360	1	0104Z	0252Z	0540Z	0832Z
359	1	0114Z	0302Z	0550Z	0842Z
358	1	0124Z	0312Z	0600Z	0852Z

Annex B
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2. KC-97 Departure Schedule: First aircraft on each day takes off at 2149Z. Take-off interval is ten minutes.

3. Aerial Refueling:

a. To accomplish heavyweight refuelings for 50-8 credit, that portion of the Tactical Doctrine establishing rendezvous procedures will be deviated from for this mission.

b. Tanker Orbit Point: Tucson VOR

c. Orbit Pattern: Standard Left Hand

d. Fuel Transfer: 40,000# or maximum interval capacity pressure disconnect.

e. Refueling to be accomplished immediately after take-off of B-47.

f. Tankers will be in stack over Tucson VOR with 1000' altitude separation. High tanker will be at 17,000'.

g. Refueling altitude will be 17,000' for all aircraft. KC-97's will climb in stack as high tanker and receiver depart.

h. Tanker will depart VOR 2 minutes before arrival of receiver.

i. After take-off, B-47's will level off at 17,000', turning to pass over VOR at that altitude.

j. Refueling true course 075°, refueling enroute to south tip of Elephant Butte Reservoir.

k. Secondary refueling orbit point: Cochise VOR Refueling enroute to south tip of Elephant Butte Reservoir.

4. Route:

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32-54N 107-18W (Refuel Area)

Albuquerque

Raton

37-36N 103-18W (Dog Leg if needed for CP)

Pueblo (CP)

Colorado Springs (IP)

Denver (RBS Tgt "D")

Ft Morgan - Start Night Celestial

44-30N 103-00W

Boise - End Night Celestial

43-26N 117-21W (Dog Leg if needed)

44-18N 117-32W Control Point

Moscow IP

Spokane (RBS Tgt "F")

Wenatchee Start Grid Leg

41-06N 124-10W

Santa Cruz (End Grid Leg)

Coalinga (Dog Leg if Needed)

35-10N 120-50W Control Point

Santa Barbara IP

Los Angeles (RBS Tgt "J")

Blythe

Davis-Monthan AFB

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STAFF FLIGHT ENGINEERS COMBAT PROFILE FLIGHT PLAN

		No Wind		Take off Study:	
Basic Weight:	89,500	Fuel Grade	115/145	Dist to Clear 50' Obs	8450
Oil:	1,230	Type Aircraft:	KC-97G	Ground Roll Distance	6750
Crew:	1,400	Fuel Density(#/Gal)	6	Braking Dist (Props'	
Ammo 50%:		Landing Reserve	4975 Lbs	Reversed & Brakes)	1900
Misc:			830 Gals	O.A.T.	34°C
Min Land Wt:	92,130	Total Distance (NM)	615	Field Elev	2688'
Fuel:	21,000			Temp	93
JP-4:	40,000			V. Press	.334
Chaff:				Equiv Perf Wt	177,000#
Ammo 50%:					
Taxi Gr Wt:	153,130				

Condition	WUTO	CL-1	CR-1	CL-2	CR-2	CL-3	C-	REF	DESC	LAND
Altitude	2688	11000	15000	15500	16000	16900	17500	17500	10000	2688
Time	25/02	:40	:07	:03	:05	:05	:08	:43	:57	:10
Time (Total)	:02	:42	:49	:52	:57	1:02	1:10	1:53	2:50	3:00
Fuel	1100	4900	470	350	335	585	735	4900	1900	750
Fuel (Total)	1100	6000	6470	6820	7155	7740	8475	13375	15275	16025
Distance	3	137	27	11	19	18	33	185	185	6-
Distance (Total)	3	137	164	175	194	212	245	430	615	6-
Gross Weight	152030	147130	146660	146310	145975	145390	144655	99755	97855	97105
VT (K) AVG		205	232	224	234	225	240	260	195	S

DATE: 28 September 1954

Calculated By: Maj C. C. Gaither

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KC-97 FLIGHT PLAN

NO WIND

FROM: DMAFB	TC	VAR	ALT	T.A.S	DIST	TIME	TOTAL TIME
						T.O.:02	:02
TO:							
Tucson VOR (Orbit Pt)	075	-14	Climb	205	137	:40	:42
Tucson VOR	075	-14	15.0	232	27	:07	:49
Tucson VOR	075	-14	Climb	224	11	:03	:52
Tucson VOR	075	-14	16.0	234	20	:05	:57
Tucson VOR	075	-14	Climb	225	19	:05	1:02
Tucson VOR	075	-14	17.5	248	33	:08	1:10
32-54N 107-18W (End Refuel)	075	-13	17.0	260	185	:43	1:53
DMAFB	257	-13	10.0	195	187	:57	2:50
Land						:10	3:00

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

303 BW B-47E

D-MAFB

													67,627	152,000	
CP "A"	ST ENG, TAXI, T.O ACCELERATE				34° 2688					:03			4200	4200	
										:03			63,427	147,800	
CP "B"	CLIMB TO BEGIN REFUEL TUCSON VOR	CL			14,000					:07			4,600	4,600	
										:10			58,827	143,200	
CP "C"	32-41 N 108-21 W END REFUEL	CR	075	-13½	17,000	.41	260		130	:30			8500	8500	
									130	:40			50,327	34,700	
				ON-LOAD	61,50	GALLONS		@ 6.5 #/GALL.					40,000	40,000	
													90,327	174,700	EMER EQPT
TP-1	32-54 N 107-18 W	CL	075	-13½	22,600	.70	425		55	:08			2400	2400	
									185	:48			87,927	172,300	
CP "D"	33-28 N 107-03 W LEVEL OFF	CL	014	-13½	29,500	.70	400		35	:06			1500	1500	
									220	:52			86,427	170,800	
	35-05 N 106-39 W								100	:14			2670	2670	
TP-2	ALBUQUERQUE	CR	014	-13½	30,500	.74	425		320	1:06			83,757	168,130	
	36-53 N 104-27 W								152	:21			4000	4000	
TP-3	RATON, N.M.	CR	044	-13	30,800	.74	425		472	1:27			79,757	164,130	
									70	:10			1840	1840	
TP-4	37-36 N 103-18 W	CR	052	-13	31,000	.74	425		542	1:37			77,917	162,290	
	38-14 N 104-37 W								72	:11			2900	2900	
CP "E"	PUEBLO - (PRE-IP)	CL	300	-13	34,300	.70	407		614	1:48			74,017	158,290	
	38-49 N 104-49 W								36	:05			935	935	
IP	COLORADO SPRGS	CR	346	-13½	36,000	.70	405		650	1:53			73,082	157,455	
									65	:09½			1670	1670	
TGT	DENVER RBS "D"	CR	353	-14	36,000	.70	405		715	2:02½			71,412	155,785	
	END DESC TO OAT								50	:01			150	150	
CP "F"	40-02 N 104-55 W	VES	073	-14	34,700	.72	415		723	2:03½			71,262	155,635	
BEGIN NITE CRZ →	40-15 N 103-49 W								55	:08			1450	1450	
CP "G"	FT. MORGAN	CR	073	-14	33,500	.74	425		778	2:11½			69,812	154,185	
									258	:36½			6470	6470	
TP-5	44-30 N 103-00 W	CR	007	-14	33,800	.74	425		1036	2:48			63,342	147,715	
END →	43-35 N 116-13 W								573	1:21			13340	13340	
NITE CRZ TP-6	BOISE, IDAHO	CR	265	-16½	35,900	.74	425		1609	4:09			50,002	134,375	
									50	:07			1165	1165	
TP-7	43-26 N 117-21 W	CR	260	-19	36,000	.74	425		1659	4:16			48,837	133,210	268
	(PRE-IP)								52	:07½			1125	1125	
CP "H"	44-18 N 117-32 W	CR	350	-20	36,200	.74	425		1711	4:23½			47,712	132,085	
	46-43 N 117-00 W								145	20½			3020	3020	
IP	MOSCOW, IDAHO	CR	010	-21	36,500	.74	425		1856	4:44			44,692	129,065	88
									65	:09			1325	1325	
TGT	SPOKANE RBS "F"	CR	344	-22	36,600	.74	425		1921	4:53			43,367	127,740	LINE
BEGIN SCIB TP-8	47-26 N 120-20 W								123	:17			2400	2400	
	WENATCHEE, WASH.	CR	256	-22	36,800	.74	425		2044	5:10			40,967	125,340	112
									419	:59			8050	6050	
TP-9	41-06 N 124-10 W	CR	203	-20½	39,500	.74	425		2458	6:09			32,917	117,290	
AND GRID	36-58 N 122-03 W								268	:38			4730	4730	
TP-10	SANTA CRUZ, CALIF	CR	158	-18½	40,000	.74	425		2726	6:47			28,187	112,560	
									46	:13½			1655	1655	
TP-11	36-08 N 120-31 W								2822	7:00½			26,532	110,905	
	COALINGA	CR	121	-17	40,100	.74	425		62	:09			1110	1110	
	(PRE-IP)								2884	7:09½			25,422	109,795	
CP "I"	35-10 N 120-50 W	CR	202	-16½	40,500	.74	425		72	:10			1285	1285	
IP	34-25 N 119-42 W SANTA BARBARA	CR	130	-16	41,000	.74	425		2956	7:19½			24,137	108,510	

0145

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

303BW B-47E

MAFB									67,627	152,000
…G, TAXI, T.O				34°				:03	4200	4200
…LERATE				2688				:03	63,427	147,800
								:07	4600	4600
…B TO BEGIN …EL TUCSON VOR	CL			14000				:10	58,827	143,200
							130	:30	8500	8500
…41N 108-21W …D REFUEL	CR	075	-13½	17,000	.41	260	130	:40	50,327	134,700
									40,000	40,000
ON-LOAD 6150 GALLONS @ 6.5#/GALL.									90,327	174,700
							55	:08	2400	2400
…54N 107-18W	CL	075	-13½	22,600	.70	425	185	:48	87,927	172,300
							35	:06	1500	1500
…28N 107-03W …VEL OFF	CL	014	-13½	29,500	.70	400	220	:52	86,427	170,200
							100	:14	2670	2670
…5N 106-39W …QUERQUE	CR	014	-13½	30,500	.74	425	320	1:06	83,757	168,130
							152	:21	4000	4000
…53N 104-27W …ON, N.M.	CR	044	-13	30,800	.74	425	472	1:27	79,757	164,130
							70	:10	1840	1840
…6N 103-18W	CR	052	-13	31,000	.74	425	542	1:37	77,917	162,290
							72	:11	3900	3900
…4N 104-37W …BLO-(PRE-IP)	CL	300	-13	34,300	.70	407	614	1:48	74,017	158,390
							36	:05	935	935
…9N 104-49W …RADO SPRGS	CR	346	-13½	36,000	.70	405	650	1:53	73,082	157,455
							65	:09½	1670	1670
…VER RBS "D"	CR	353	-14	36,000	.70	405	715	2:02½	71,412	155,785
							8	:01	150	150
… DESC TO OPT …2N 104-55W	VES	073	-14	34,700	.72	415	723	2:03½	71,262	155,635
							55	:08	1450	1450
…5N 103-49W …MORGAN	CR	073	-14	33,500	.74	425	778	2:11½	69,812	154,185
							258	:36½	6470	6470
…30N 103-00W	CR	007	-14	33,800	.74	425	1036	2:48	63,342	147,715
							573	1:21	13,340	13,340
…5N 116-13W …E, Idaho	CR	265	-16½	35,900	.74	425	1609	4:09	50,002	134,375
							50	:07	1165	1165
…26N 117-21W	CR	260	-19	36,000	.74	425	1659	4:16	48,837	133,210
							52	:07½	1125	1125
(PRE-IP) …8N 117-32W	CR	350	-20	36,200	.74	425	1711	4:23½	47,712	132,085
							145	:20½	3020	3020
…43N 117-00W …COW, Idaho	CR	010	-21	36,500	.74	425	1856	4:44	44,692	129,065
							65	:09	1325	1325
…ANE RBS "F"	CR	344	-22	36,600	.74	425	1921	4:53	43,367	127,740
							123	:17	2400	2400
…6N 120-20W …ATCHEE, WASH.	CR	256	-22	36,800	.74	425	2044	5:10	40,967	125,340
							414	:59	8050	8050
…6N 124-10W	CR	203	-20½	39,500	.74	425	2458	6:09	32,917	117,290
							268	:38	4730	4730
…8N 122-03W …TA CRUZ, CALIF	CR	158	-18½	40,000	.74	425	2726	6:47	28,187	112,560
							96	:13½	1655	1655
…8N 120-21W …ALINGA	CR	121	-17	40,100	.74	425	2822	7:00½	26,532	110,905
							62	:09	1110	1110
(PRE-IP) …ON 120-50W	CR	202	-16½	40,500	.74	425	2884	7:09½	25,422	109,795
							72	:10	1285	1285
…5N 119-42W …TA BARBARA	CR	130	-16	41,000	.74	425	2956	7:19½	24,137	108,510

	82,000
	750
	423
EMER EQPT	1,200
	84,373
	67,627
	152,000
	2500
	149,500

2688	11,500	34°C
9,300		
8800	141 KTS	
LINE SPD		TOL. 4 KTS
112	155	LINE 3500' 96 KTS

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

								2956	7:19½	24,137	108,510
								78	:11	1390	1390
TGT	4A RBS "J"	CR	108	-15½	41200	.74	425	3034	7:30½	22,747	107,120
	33-36N 114-36W							181	:26½	3020	3020
TP-12	BLYTHE	CR	097	-15	41300	.74	425	3215	7:57	19,727	104,100
	32-57N 112-43W							103	:15	1715	1715
IP	Gila Bend	CR	113	-14	41400	.74	425	3318	8:12	18,012	102,385
	32-13N 110-57W							100	:14	1665	1665
CAMERA TGT	TUCSON	CR	116	-13¾	41500	.74	425	3418	8:26	16347	100,720
		DES							:10	500	500
					29000	.49	305		8:36	15847	100,220
									:07	2700	2700
	LAND	LD			2688				8:43	13147	97,520

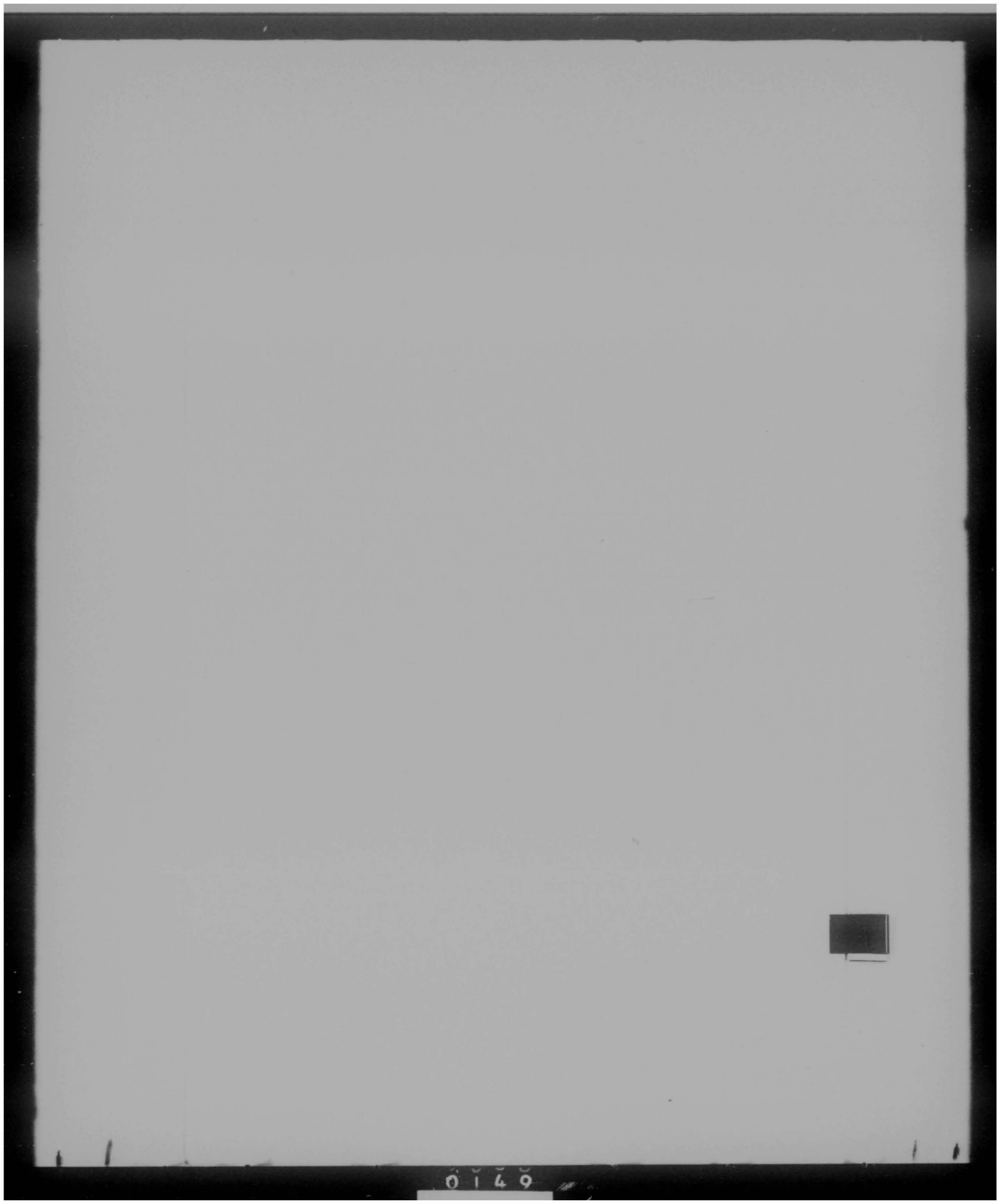
A/C: 303

AIRCRAFT TYPE AND SERIAL NO.: B-47-E

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

[illegible] BOMBARDMENT AND RECONNAISSANCE [illegible] FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	[illegible]	[illegible]	[illegible]
		303	B-47-E				

ROUTE			VAR	ALT	MACH	TAS	ACC DIST	ACC TIME	[illegible]	[illegible]
							2956	7:19½	24,137	108,510
							78	:11	1390	1390
A RBS "J"	CR	108	-15½	41200	.74	425	3034	7:30½	22,747	107,120
-36N 114-36W							181	:26½	3020	3020
YTHE	CR	097	-15	41300	.74	425	3215	7:57	19,727	104,100
-57N 112-43W							103	:15	1715	1715
a Bend	CR	113	-14	41400	.74	425	3318	8:12	18,012	102,385
-13N 110-57W							100	:14	1665	1665
CSON	CR	116	-13¾	41500	.74	425	3418	8:26	16347	100,720
								:10	500	500
	DES			29000	.49	305		8:36	15847	100,220
								:07	2700	2700
LAND	LD			2688				8:43	13147	97,520



ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

C O P Y

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMDRADIV 36 DAVIS MONTHAN AFB ARIZ

DATE-TIME GROUP	SECURITY CLASSIFICATION
PRECEDENCE FOR: ACTION PF	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDRAF 15 MARCH AFB CALIF

INFO:

/S E C R E T/

1. ZIPPO 065. B-27 AND T-27 REPT.

2. 140-54, 15AF, 303BW.

3. A. THE OVERALL SUCCESS OF THIS MSN IS CONSIDERED FAIR. THE NAVIGATION AND AERIAL REFUELING PORTIONS ARE CONSIDERED EXCELLENT. THE OVERALL ESTIMATE OF THE RADAR BOMBING IS CONSIDERED POOR. THE PRIMARY REASONS FOR THE SUBSTANDARD BOMBING RESULTS, WITHOUT A MORE DETAILED ANALYSIS AT THIS TIME, APPEAR TO BE: (1) THE INABILITY OF SOME OBSRS TO COPE WITH THE SYNCHRONIZATION PROBLEM WHEN FACED WITH A WIND SHIFT IN THE IMMEDIATE TARJET AREA. (2) THE HIGH MALFUNCTION AND ABORT RATE WAS THE RESULT OF BOMBING EQUIP FAILURE. THE HIGH RATE OF EQUIP FAILURE ON THE SECOND STRIKE IS CONSIDERED TO HAVE BEEN

SECURITY CLASSIFICATION	PAGE 1 OF 7 PAGES
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
SYMBOL / TELEPHONE	OFFICIAL TITLE

NME FORM 1 MAY 49 173 REPLACES WD AGO FORM 11-168, 15 JUN 1945, AND WD AGO FORM 0990, 1 APR 1946, WHICH MAY BE USED. 16—56028-1 U. S. GOVERNMENT PRINTING OFFICE : 1949—O-840754

0150

PARTIALLY CAUSED BY THE RAIN FROM THUNDERSTORMS IN VICINITY DAVIS MONTHAN AT TAKEOFF TIME. ONE B-47 WAS STRUCK BY LIGHTENING AFTER DEPARTING DAVIS MONTHAN WHICH RENDERED THE K-SYSTEM INOPERATIVE.

B. (1) GREATER EMPHASIS MUST BE PLACED ON THE STANDARDIZATION PROGRAM FOR OBSRS WITH PARTICULAR ATTENTION PLACED ON BOMB TECHNIQUE. A. SPECIFIED NUMBER OF WIND RUNS TO BE TAKEN ON A BOMB RUN. B. THE OFF-SET CAPABILITY OF THE SET SHOULD BE WARMED UP BY EXCERCISES PRIOR TO MAKING THE ACTUAL BOMB RUN. C. REFRESHER GROUND AND AIR TRAINING IN PROPER SYNCHRONIZATION TECHNIQUE. (2) CONTINUED EMPHASIS MUST BE PLACED ON IMPROVING THE A&E MAINT CAPABILITY.

C. THAT ON FUTURE MSNS OF THIS TYPE THAT ONE ACTUAL RELEASE BE SCHEDULED.

4. A. AERIAL REFUELING SUPPORT WAS EXCELLENT THROUGHOUT THE MSN. ALL REFUELING ATTEMPTS WERE SUCCESSFULLY COMPLETED EXCEPT FOR ONE B-47 AIR ABORT CAUSED BY AN APPARENT FUEL LEAK AFTER RECEIVING 8500 LBS ON THE FIRST DAY. ALL OTHER REFUELING ATTEMPTS WERE SUCCESSFUL. A TOTAL OF 27 REFUELINGS WERE ACCOMPLISHED WITH AN AVERAGE FUEL TRANSFER OF 33,977 LBS EA. ON THE LAST DAY OF THE MSN THERE WERE 5 TANKERS AIRBORNE WHICH DID NOT TRANSFER FUEL. ONE OF THESE WAS THE AIRBORNE COMDR, WEATHER SHIP AND AIRSPARE. THE OTHER FOUR WERE RECALLED AS A RESULT OF CANCELLATION OF THE LAST FOUR B-47 ACFT DUE TO WEATHER. THESE 5 TANKERS HAD NO RECEIVERS. ALL TANKER ACFT WERE CONSIDERED EFFECTIVE ON BOTH DAYS OF THE MISSION.

B. FIGHTER ESCORT, N/A.

C. AIR RESCUE, N/A.

D. FERRET, N/A.

E. MATS SUPPORT, N/A.

F. BASE FACILITIES, SATISFACTORY.

G. TARGET MATERIALS FROM 15TH INTELLIGENCE ARRIVED MUCH TO LATE TO BE UTILIZED IN TARGET FOLDERS AND FOR TARGET STUDY. LOCAL ON HAND TARGET MATERIALS PLUS MOSAICS AND RADAR INTENSITY AREA CHARTS OBTAINED FROM 15TH TARGET INTELLIGENCE DURING THE PLANNING OF THE MSN FURNISHED AN ADEQUATE SUPPLY. THE LOSS OF THE USE OF THE T2 TRAINER. FOR A TOTAL OF 28 HOURS OUT OF 72 HOURS SCHEDULED POINTS UP THE NEED FOR RADAR MOTION PICUTRE TRAINERS. 16MM FILM OF RUNS ON PREDICTION PLATES FOR USE IN THESE TRAINERS SHOULD BE FURNISHED BY 15TH TARGET I INTELLIGENCE.

4. H. NEGATIVE.

5. THE MATERIEL PROBLEMS EXPERIENCED DURING THE MSN WERE NOTICEABLY REDUCED OVER PREVIOUS OPERATIONS. (1) SUPPLY SUPPORT WAS GREATLY IMPROVED WHICH IS ATTRIBUTED NOT ONLY TO INCREASED BASE SUPPLY EFFECTIVENESS BUT TO THE ACTION ON THE PART OF THE 303D BOMB WG TO ELIMINATE MANY INTERNAL HINDERANCES TO THE SUPPLY DELIVERY SYSTEM. TEN INSTANCES OF CANNIBALIZATION WERE NECESSARY TO ALLEVIATE AOCP AND ANFE STATUS ON MSN SCHEDULED AIRCRAFT. OTHER AOCP WHICH AFFECTED THE MSN AND SUBSEQUENT SUPPLY ACTION IS AS FOLLOWS: (a) B-47 51-2419 AOCP 4 OCT 54 FOR VALVE ASSY, 4518-21586. PLT PICKUP EFFECTED 5 OCT 54.

(b) B-47 51-2434 AOCP 5 OCT 54 FOR GYRO CONTROL 6062-80383. NO SUPPLY ACTION POSSIBLE AND CANNIBALIZATION ACCOMPLISHED. (c) B-47 51-2438 AOCP 23 SEPT 54 FOR SLAVE GYRO CONTROL, 6263-15810. MIDDLETOWN AMA REQUESTED BY TELEPHONE TO SHIP AIR EXPRESS, HOWEVER, FINAL SHIPMENT WAS MADE 28 SEPT 54 BY TRUCK EXPRESS. SUPPLY ACTION TOO LATE TO PREPARE AIRCRAFT FOR MISSION. (d) B-47 52-119 AOCP 5 OCT 54 FOR FUEL FLOW INDICATOR, 2366-162-0108-697. PILOT PICKUP EFFECTED AND ITEM RECEIVED 7 OCT 54 IN TIME FOR 2ND DAYS MISSION. (e) KC-97 52-7263 AOCP 1 OCT 54 FOR CYLINDER ASSY, 0235-218655, PILOT PICK UP EFFECTED 4 OCT 54. (f) NUMEROUS BITS AND PIECES ESSENTIAL TO SHOP REPAIR OF CRITICAL ELECTRONIC COMPONENTS ARE NOT AVAILABLE FOR BASE SUPPLY STOCKAGE AND NO ESTIMATED DATE OF DELIVERY HAS BEEN GIVEN. THESE AWP ITEMS HAVE CAUSED AN EXCESSIVE REPARABLE BACK LOG. 67-3 ACTION HAS BEEN TAKEN IN INDIVIDUAL INSTANCES AND A PROGRAM IS CURRENTLY IN PROGRESS TO SCREEN ALL BASE SUPPLY DUE OUTS AND RE-SUBMIT 67-3 ACTION. (2) AIRFRAME AND ENGINE MAINT DIFFICULTIES ENCOUNTERED IN PREPARATION FOR THE MISSION WERE NEGLIGIBLE. 30 B-47 WERE SCHEDULED AND ALL WERE IN READINESS FOR THE MISSION. THE SECOND DAYS TAKEOFF WAS INTERRUPTED BY WEATHER, WHICH RESULTED IN CANCELLATION OF THE LAST FOUR B-47S. ONE AIR-ABORT ACCURRED DURING THE MISSION, RESULTING FROM AN OIL LEAK AT THE PRESSURE REGULATOR MANIFOLD. SPARE AIRCRAFT WAS UTILIZED TO COMPLETE THE SCHEDULED REQUIREMENT OF 15 B-47S. THE ABORTED AIRCRAFT WAS RESCHEDULED FOR THE SECOND DAY AND COMPLETED THE MISSION.

5. B. THE AIR TRAFFIC CONTROL PROCEDURES ESTABLISHED FOR THE MISSION WERE SATISFACTORY AS BRIEFED. ALL CAA REPORTS REQUIRED WERE TRANSMITTED BY THE FIRST AND LAST AIRCRAFT OF THE BOMBER STREAM ON BOTH 6 AND 7 OCTOBER WITH NO DIFFICUTLITES BEING REPORTED. THE RESULTS OF THE LONG DISTANCE TEST OF THE HF CAPABILITY ARE DEFINITELY UNSATISFACTORY. 18 ACFT FLYING THE MISSION WERE EQUIPPED WITH OPERATIONAL HF EQUIPMENT AND OF THESE AFCT FOUR WERE ABLE TO SUBMIT A TOTAL OF ONLY NINE PSN REPTS TO THE DESIGNATED CONTROL STATIONS. ALL CREWS CONCENTRATED ON USING THE BEST OPERATING FREQUENCY, BASED ON PUBLISHED RADIO WAVE PROPAGATION DATA, BUT THE MAJORITY REPORTED VERY WEAK OR NO RECEPTION OF SIGNALS FROM MACDILL OR ANDREWS. ALL OTHER AVAILABLE FREQUENCIES WERE UTILIZED WITH NO BETTER RESULTS, ALTHOUGH THE MAJORITY OF THE CREW REPORTED THAT THE MESSAGES COULD HAVE BEEN DELIVERED TO CLOSER STATIONS WITH ONLY THE NORMAL DIFFICULTY RESULTING FROM HEAVY TRAFFIC ON THE BEST OPERATING FREQUENCIES. AN ANALYSIS OF THE RADIO LOGS SHOWS THAT THE MAJORITY OF THE SUCCESSFUL DELIVERED MSGS WERE TRANSMITTED DURING THE EARLY MORNING HOURS USING 6738KCS. IT IS NOT BELIEVED THAT THE RESULTS OF THIS TEST ARE CONCLUSIVE PROOF OF THE ON RANGE CAPABILITY AND ADDITIONAL TESTS ARE RECOMMENDED. RETURNING CREWS REPORTED THAT THE RBS SITES DID NOT ABIDE BY THE CALL IN PROCEDURES AS SPECIFIED IN THE OPRS ORDER. REQUESTING THE OBSBS NAME, RANK AND SERIAL NUMBER AS WELL AS THE NORMALLY CODED PORTIONS OF THE INITIAL CALL RESULTED IN CONFUSION OF THE BOMB RUN AS CREWS WERE BRIEFED TO USE THE ABBREVIATED PROCEDURES

SPECIFIED. THE COMMUNICATIONS PROCEDURES ESTABLISHED FOR AIR REFUELING WERE ENTIRELY SATISFACTORY WITH NO REPORTED COMMUNICATIONS FAILURES. CREWS REPORTED A MARKED IMPROVEMENT IN COMMUNICATIONS DISCIPLINE DURING THE RENDEZVOUS AND REFUELING OPERATION. PHOTOGRAPHY HAD NO ADVERSE EFFECT ON THE PRIMARY MISSION. ALL OFFICIAL SCORING OF BOMBING WAS DONE BY RBS SITES. THE 015 SCOPE CAMERA CAUSES JERKY PERIODIC DISPLACEMENT OF THE APS-23 SCOPE PRESENTATION. THIS IMPAIRS THE OBSRS ABILITY TO ANALYIZE AND IDENTIFY COMPLETE TARGET RETURNS. THIS SECTOR SCAN PICTURE JUMP IS CAUSED BY THE MAGNETIC FIELD OF A LARGE SOLENOID WHICH REMAINS ENERGIZED IN THE O-15 CAMERA DURING NEARLY ALL OF THE COUNTERCLOCKWISE SCAN.

5. D. GUNNERY, N/A.

5. E. SPECIAL WEAPONS, SIMULATED.

5. F. WEATHER. THE LAST 4 B-47 ACFT ON THE 2ND DAY OF THE MSN WERE CANCELLED DUE TO ADVERSE WEATHER CONDITIONS IN THE LOCAL AREA. THE TANKERS STANDING BY IN THE REFUELING AREA WERE RECALLED TO THE BASE. JET STREAM WINDS BETWEEN THE IP AND THE TARGET IS BELIEVED TO HAVE CONTRIBUTED TO THE HIGH CEA ON THIS MISSION. LIGHTNING WAS THE DIRECT CAUSE OF ONE K-SYSTEM MALFUNCTION.

5. G. THERE WERE NO UNUSUAL NAVIGATION PROBLEMS ENCOUNTERED EXCEPT THE CONTROL TIMES WERE AN AVERAGE OF FIVE MINUTES LATE AT THE THIRD CONTROL POINT ON THE FIRST DAYS MISSION. THIS HAS BEEN ATTRIBUTED TO THE INADEQUACY OF THE PLANNED DOG LEG FOR GAINING TIME REQUIRED BECAUSE OF ADVERSE WINDS ENCOUNTERED. THE RESULTS OF THE SCORED NAVIGATION LEGS WERE TWENTY FOUR NITE CELESTIAL LEGS FOR A CEA OF 17.7 N.M. TWENTY THREE

SCORED GRID/WITH CELESTIAL FIXING LEGS FOR A CEA OF 13.4 N.M. THE FOLG NAVIGATION LEGS WERE NOT ACCOMPLISHED AND/OR SCORED FOR REASONS INDICATED: (1) ONE NITE CELESTIAL AND ONE GRID LEG NOT SCORED DUE TO LACK OF CAMERA MAGAZINE IN ACFT. (2) ONE NITE CLESTIAL AND ONE GRID LEG NOT ACCOMPLISHED DUE TO RADAR AND COMPUTOR MALFUNCTIONS. (3) ONE GRID LEG NOT ACCOMPLISHED DUE TO LACK OF FUEL PRECLUDING COMPLETION OF MSN OF BRIEFED.

5. H. PERFORMANCE WISE THE MSN WAS FLOWN SUBSTANTIALLY AS BRIEFED. FLT TIME AVERAGED 23 MINUTES LONGER THAN PLANNED AND FULL RESERVE WAS FROM ZERO TO 4000 LBS LESS THAN PLANNED. THIS WAS DUE TO WINDS BEING CONSIDERABLY MORE ADVERSE THAN FORECAST.

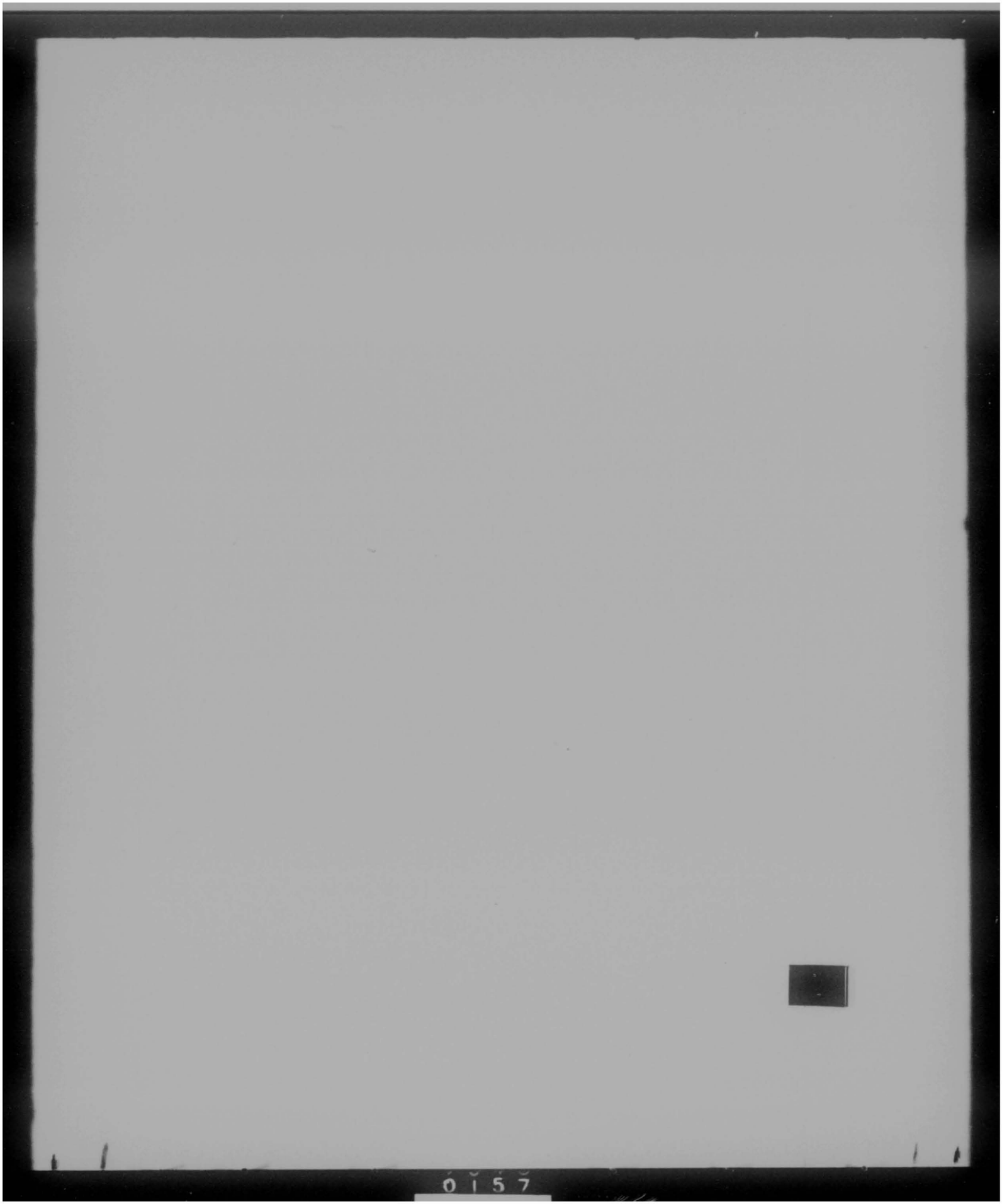
5. I. BOMBING WAS THE PRIMARY CAUSE OF THIS MISSION BEING CONSIDERED ONLY FAIR. TARGET IDENTIFICATION WAS NOT THE PROBLEM. SYNCHRONGIZATION TECHNIQUES WERE AT THE ROOT OF THE LARGE NUMBER OF GROSS ERRORS. THE FOLLOWING IS THE BOMBING RESULTS: RECORD RADAR RBS 38 CEA 2483'. PRACTICE RADAR RBS 13 CEA 5858' CEP 1970'. MALFUNCTION RBS 12.

5. J. NEGATIVE.

WILLIAM G. THOMAS, Major, USAF

SECRET

WILLIAM G. THOMAS, Major, USAF
Contrcller



303RD BOMBARDMENT WING (M)

OPERATIONS ORDER

SERIAL NO. 257-54

DATE OCT 14 1954

CLASSIFICATION SECRET

0158

SECRET

CLASSIFICATION SECRET
AUTHORITY COMDR 303 BW
DATE 20 Oct 54
INITIALS

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0800 MST, 20 October 1954

SUBJECT: Amendment Number One to 303rd Bombardment Wing Operations Order 257-54

TO: See Distribution

1. The following is amendment number one to 303rd Bombardment Wing, Medium, Operations Order 257-54:

Item 1: Reference paragraph 1b, page 2, delete omitted and add the following:

a. 12th ADiv and 93rd Bomb Wing for tanker support at refuel point #1 (34-00N 124-35W).

b. 818th ADiv for tanker support at refuel point #2 (Mc Cook, Nebraska).

Item 2: Reference paragraph 3a, page 4, 358th Bomb Squadron, amend the dates as follows: so much as reads 28 Oct, 3 Nov, and 9 November to read 27 Oct, 9 Nov, and 17 November respectively.

Item 3: Reference paragraph 3b, page 5, 359th Bomb Squadron, amend the dates as follows: so much as reads 26 Oct, 29 Oct, 4 Nov and 10 Nov to read 25 Oct, 28 Oct, 15 Nov, and 18 Nov respectively.

Item 4: Reference paragraph 3c, page 5, 360th Bomb Squadron, amend the dates as follows: so much as reads 27 Oct, 2 Nov, 5 Nov, and 11 Nov 54 to read 26 Oct, 8 Nov, 16 Nov, and 22 Nov 54 respectively.

Amnd #1
303 BW M
Ops O 257-54
20 Oct 54

SECRET

57-4L 1FA-3

0159

SECRET

Item 5: Reference paragraph 3d, page 5, 303rd Air Refueling Squadron, amend the dates as follows: so much as reads 19 Oct, 20 Oct, 21 Oct, 22 Oct, 26 Oct, 27 Oct, 28 Oct, 29 Oct, 2 Nov, 3 Nov, 4 Nov, 5 Nov, 9 Nov, 10 Nov, and 11 Nov 54 to read 20 Oct, 21 Oct, 22 Oct, 23 Oct, 26 Oct, 27 Oct, 28 Oct, 29 Oct, 9 Nov, 10 Nov, 16 Nov, 17 Nov, 18 Nov, 19 Nov, and 23 November 1954.

Item 6: Reference paragraph 3x(5)(a), page 7, delete all detailed flight planning and substitute the following: Crews scheduled to fly Globe Trotter missions will report to Tactical Plans, Building T-1533, at 0800 hours for flight planning in accordance with the following procedure; crews flying a Monday mission will flight plan the preceeding Thursday, crews flying a Tuesday mission will flight plan the preceeding Friday, crews flying a Wednesday mission will flight plan the preceeding Monday, crews flying a Thursday mission will flight plan the preceeding Tuesday.

Item 7: Reference paragraph 3x(5)(b), page 7, delete all after briefing and substitute the following: crews scheduled to fly Globe Trotter missions will be briefed immediatel following flight planning at Tactical Plans.

Item 8: Reference paragraph 3x(18)(a) & (b), page 9, add distribution "A"; In paragraphs (18)(c) & (d), add distribution "B".

BY ORDER OF THE COMMANDER:

E. G. SHELTON
Lieutenant Colonel, USAF
Deputy Director of Operations

DISTRIBUTION:

Comdr 15AF, Cy 1
Comdr 36ADiv, Cy 2
Comdr 303 BW, Cy 3
Comdr 358th Bomb Sq, Cy 4
Comdr 359th Bomb Sq, Cy 5
Comdr 360th Bomb Sq, Cy 6
Comdr 303d AMSq, Cy 7
Comdr 303d A&E Sq, Cy 8
Comdr 303d Pdc Maint Sq, Cy 9
Comdr 303d Fld Maint Sq, Cy 10
303d Dir of Oprs, Cy 11
303d Chf, Oprs & Trng, Cy 12 & 13
303d Analysis Br, Cy 14
303d Chf, Intell Div, Cys 15 & 16
303d Control Room, Cy 17
303d Obs Sec, Cy 18
303d Dir of Met, Cy 19
303d Chf of Maint, Cy 20
303d Chf, Oprs Plans, Cy 21
Unit Historian, Cys 22 thru 25
303d Comm Div, Cy 26

Amnd #1
303d BW M
Ops O 257-54
20 Oct 54

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CLASSIFICATION SECRET
AUTHORITY COMLR 303 BW
DATE 14 Oct 54
INITIALS

303RD BOMBARDMENT WING, HEAVY

OPERATIONS ORDER 257-54

14 OCTOBER 1954

"GLOBE TROTTER"

303 BW M
Ops O 257-54
14 Oct 54

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
14 October 1954

OPERATIONS ORDER 257-54

TASK ORGANIZATIONS:

358th Bombardment Squadron	Lt Col Philip A. Fitter
359th Bombardment Squadron	Lt Col Herbert V. Reinhardt
360th Bombardment Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Rufus A. Ward
303rd A&EM Squadron	Lt Col Herbert V. Light, Jr.
303rd Field Maintenance Squadron	Major Donal B Cunningham
303rd Periodic Maintenance Squadron	Major Merton V. Smith
303rd Medical Group	Captain Kenneth L. DeHaven

1. GENERAL SITUATION: SAC Letter 50-1, 27 August 1954, outlines a training program to develop and maintain a very long range bombing capability in all B-47 wings of the Strategic Air Command. In the event a surprise attack is made against the United States, initial retaliatory strikes from this continent would probably be required of those wings which are located at their home bases. If advanced staging bases were made untenable by the enemy, strikes from ZI bases might be necessary. The long range training program will develop a capability to meet such a condition.

a. Enemy forces: Omitted.

b. Friendly forces: Omitted.

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2. MISSION: This wing will fly fifteen long range sorties between 19 October 1954 and 1 December 1954 for the purpose of familiarizing aircrews, maintenance personnel, and operations staff personnel in very long range B-47 operations. This series of missions is Phase I long range training. Phase II, continuation training, is a 50-8 requirement and is not provided for in this Operations Order.

a. Mission requirements:

(1) Each mission will be a minimum of twenty hours in duration.

(2) Bombing. Three radar RBS runs, one of which will be accomplished twelve or more hours after take-off. These runs will be made under radar record run criteria as outlined in inclosure 4 to SAC Reg 50-4. However, at the IP the crew may elect to make a record or malfunction run and will so indicate to the RBS detachment in accordance with SAC Reg 50-4. All runs will be accomplished at a minimum altitude of 35,000 feet MSL.

(3) Navigation. Two celestial navigation legs and one grid navigation leg will be accomplished and scored in accordance with SAC Reg 51-11. All celestial navigation legs completed by crews undergoing this training will be replotted in accordance with paragraph 7, SAC Reg 51-11, 28 May 1954.

(4) Air Refueling. Three air refuelings will be accomplished approximately three, seven, and fifteen hours after take-

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off. The amount of fuel scheduled for transfer on each refueling will be that required for successful completion of the mission.

(5) Rendezvous. The rendezvous for one of the required air refueling will be performed over water at least 100 NM from land. Radar or radio aids will not be used for navigation purposes by the receiver for 100 NM prior to the start of rendezvous (approximately 250 N.M. from the tanker), or by the tanker for the last 100 N.M. prior to reaching the orbit point or during orbit. B-47 radar will be placed in BEACON function during rendezvous and the rendezvous will be made with tanker-receiver equipment only.

(6) Mission Completion. A mission will not be considered complete unless it is of 20 hours or more duration during which one radar RBS run 12 hours or more after take-off and three air refuelings are accomplished. Although the missions are planned to include celestial and grid navigation legs and two additional radar RBS runs, non-completion of these items does not require that the mission be reflown.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron: Dispatch one B-47 on a very long range training sortie on the following dates: 19 Oct, 22 Oct,

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28 Oct, 3 Nov, and 9 November 1954. A spare aircraft will be made available on each date.

b. 359th Bombardment Squadron: Dispatch one B-47 on a very long range training sortie on the following dates: 20 Oct, 26 Oct, 29 Oct, 4 Nov, 10 Nov 54. Make available a spare aircraft on each date.

c. 360th Bombardment Squadron: Dispatch one B-47 on a very long range training sortie on each of the following dates: 21 Oct, 27 Oct, 2 Nov, 5 Nov, and 11 November 1954. Make available a spare aircraft on each date.

d. 303rd Air Refueling Squadron: Provide one KC-97 tanker for air refueling on the following dates: 19 Oct, 20 Oct, 21 Oct, 22 Oct, 26 Oct, 27 Oct, 28 Oct, 29 Oct, 2 Nov, 3 Nov, 4 Nov, 5 Nov, 9 Nov, 10 Nov, 11 Nov 54.

e. 303rd A&E Squadron: Provide personnel and equipment to accomplish the requirements of this operations order as directed by the Director of Materiel, 303rd Bombardment Wing.

f. 303rd Field Maintenance Squadron: Same as e above.

g. 303rd Periodic Maintenance Squadron: Same as e above.

h. 303rd Medical Group:

(1) A medical officer will attend briefing.

(2) A medical officer will be present at the interrogation immediately after landing to examine the crew for fatigue and to determine what physical factors affect the efficiency of the crew during these missions.

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(3) A medical report will be submitted to the Wing Commander for inclusion in the report to be forwarded to higher headquarters upon conclusion of Phase I Globetrotter missions, see paragraph 3X(18)(a).

i. 803rd Air Base Group: Provide flight lunches. Lunches should be prepared not sooner than two hours prior to take-off.

3X. GENERAL INSTRUCTIONS:

(1) This operations order is effective upon receipt.

(2) Missions flown under this operations order will be referred to by nickname "Globetrotter". Aircrews will use this nickname when calling RBS detachments for clearance to make RBS runs accomplished on these missions. RBS sites will give priority to Globetrotter missions.

(3) Should a tactical squadron fail to complete one of its sorties, a make-up date will be assigned between 12 Nov and 30 Nov 54.

(4) Oxygen.

(a) For the purpose of this training oxygen will be used at the discretion of the crew when aircraft pressure altitude is less than 10,000 feet. Cabin pressure setting is not required to be in cockpit position at any time during the missions. Each crew participating will monitor oxygen consumption carefully during these missions and will maintain a log of oxygen use, by recording pressure at half-

hour intervals and the amount of time any crew member uses 100% oxygen.

(1) Two extra walk-around bottles will be aboard each aircraft. The aircraft oxygen system will be topped-off after all walk-around bottles have been filled.

(2) Only aircraft with full ten-bottle system will be used.

(5) Briefing and Interrogation Schedule:

(a) Detailed flight planning: These four crews scheduled to fly Globetrotter missions during a calendar week will flight plan on the preceding Friday at 0800 hours at the 359th Briefing Room.

(b) Briefing: The four crews scheduled to fly Globetrotter missions during a calendar week will be briefed on the preceding Friday at 1500 hours at the 359th Briefing Room.

(c) Interrogation: Immediately upon landing at the 359th Briefing Room.

(6) Route: See Annex A.

(7) Bombardment Requirements: Depending on the site being open at the time of crossing, RBS Record Runs will be made on Los Angeles, Denver, Atlanta, Dallas, and Phoenix.

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Camera attacks will be made on Albuquerque,
Birmingham, and Tucson.

(8) Navigational requirements: A night celestial leg, a day celestial leg, and a grid leg will be accomplished.

(9) A maximum load of ammunition will be loaded and fired.

(10) A long range cruise will be accomplished.

(11) Three aerial refuelings will be accomplished during which fuel transfers of 40,000#, 45,000#, and 45,000# will be made.

(12) A minimum of 24 hours crew rest, before station time, will be afforded each crew scheduled for these missions.

(13) Only lead and select crews will be scheduled for these missions.

(14) Normal overwater equipment will be carried on these missions. Squadron Commanders will insure that crews are familiar with proper care and use of the equipment.

(15) Aerial refueling will be in accordance with SAC Tactical Doctrine (SAC Manual 55-5).

(16) Take-off times will be in accordance with pilots flimsies published each week.

(17) Squadron Commanders will arrange to have the primary and spare aircraft completely preflighted by crews other than the crew that is flying the mission. Station time will be one hour prior to take-off time.

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(18) Special Reports:

(a) B-2, B-10, B-15, B-17

(b) B-51 (one run only)

(c) T-2, T-10, T-15

(d) Refueling information will be included in "Remarks Section of T-17

(e) Hq, 303rd Bomb Wing will submit a final report of Phase I Globetrotter training in letter form through channels to Hq SAC, ATTN: DORB, within 20 working days after completion of the fifteenth mission. This report will include a brief summary of the mission flown by crew, their durations, accomplishments, and results; and the report will contain an analysis of the overall exercise with a narrative listing any unusual problems encountered and corrective action taken, conclusions, and recommendations.

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 JaMAPs, ACP, current facility charts, SAC Regulation 50-4 and pertanent directives except as modified herein.

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(2) Aircraft call signs will be in accordance with SACDAL prior to 1 November 1954. Thereafter, in accordance with the call sign assigned by the Wing Communications Officer.

(3) VHF, UHF channelization will be in accordance with SACCEI and current facility charts.

(4) Identification and recognition will be in accordance with SACCEI plus SAC Reg 55-23.

(5) Authentication will be in accordance with AFSAL 5104 ( ).

(6) Normal HF communications will be used. HF propagation data will be provided by Wing Communications Officer. HF frequency position reports will be submitted in accordance with procedure "Brave" as contained in Incl 6, SAC Reg 55-11 using ACP 101 ( ) routing indicators addressed to 303rd Bomb Wing. All ATC and CAA requirements will be met.

(7) RBS UHF frequencies will be published in pilot's flimsies.

(8) All RBS sites will guard and transmit on high frequency 4270 kcs.

BY ORDER OF THE COMMANDER:

E J Shelton
HC PDUB FOR
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

303 BW M
Ops O 257-54
14 Oct 54

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ANNEXES:

A - B-47 Routes

DISTRIBUTION:

Comdr 15AF, Cy 1
Comdr 36ADiv, Cy 2
Comdr 303 BW, Cy 3
Comdr 358th Bomb Sq, Cy 4
Comdr 359th Bomb Sq, Cy 5
Comdr 360th Bomb Sq, Cy 6
Comdr 303d ARSq, Cy 7
Comdr 303d A&E Sq, Cy 8
Comdr 303d Fdc Maint Sq, Cy 9
Comdr 303d Fld Maint Sq, Cy 10
303d Dir of Oprs, Cy 11
303d Chf, Oprs & Trng, Cys 12 & 13
303d Analysis Br, Cy 14
303d Chf, Intell Div, Cys 15 & 16
303d Control Room, Cy 17
303d Obs Sqe, Cy 18
303d Dir of Mat, Cy 19
303d Chf of Maint, Cy 20
303d Chf, Oprs Plans, Cy 21
Unit Historian, Cys 22 thru 25
303d Comm Div, Cy 26

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
14 October 1954

ANNEX A

TO

OPERATIONS ORDER

257-54

B-47 ROUTES

KC-97

Annex A
303 BW M
Ops O 257-54
14 Oct 54

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ANNEX A

TO Anton Chico VOR

Albuquerque (Camera Attack)

Daggett VOR

Victorville (IP)

Los Angeles RBS

Pt Conception (34-26N 120-28W)

Rfl Pt "A" (Start 34-00N 124-35W)

Turning Point (Water) 34-23N 126-00W

San Francisco 37-49N 122-30W (Begin Nite Col)

T.P. 45-00N 124-30W

Laramie, Wyo (Term Nite Col)

Denver, Colo

McCook, Neb, Rfl Pt "B"

40-30N 097-00W (Begin Day Col)

Sullivan, Mo (38-12N 91-12W)

Brunswick, Ga (31-10N 81-30W) End Day Col

Warner Robbins, Ga (32-37N 83-37W) (IP)

Atlanta RBS

Rome, Ga (34-15N 85-12W) (IP)

Birmingham, Ala (Camera Attack)

Kilgore, Tex (IP)

Dallas RBS

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El Paso, Tex

Vickenburg, Ariz. Refuel Pt "CCCA"

Kelso, Cal (35-00N 115-37W) begin grid leg

T.P. 37-30N 112-30W

Havre, Montana - end grid leg, begin day celestial leg

Flagstaff, Ariz - end day celestial leg

Roosevelt Res - (IP)

Phoenix RBS

Tucson (Camera Attack)

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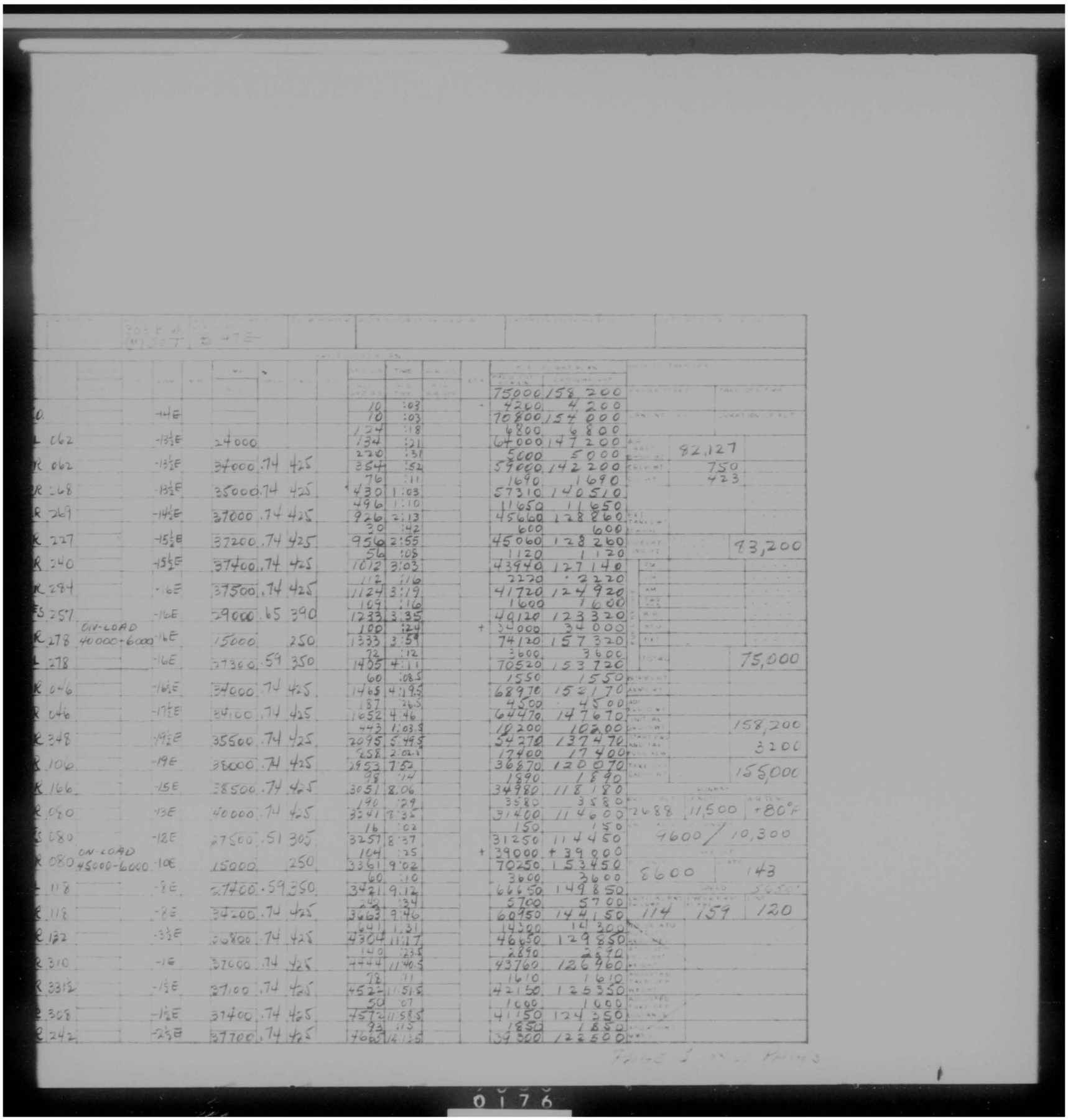
	D-MAFB																
	ST. TAXI · T.O.												75000	158 200			
	ACCELERATE	T.O.		-14E					10	:03			4200	4 200			
	CL ON COURSE								10	:03			70800	154 000			
	TUC - L/O	CL	062	-13½E	24000				124	:18			6800	6800			
									134	:21			64000	147 200			82,127
	HINTON-CHICO N.M.	OR	062	-13½E	34000	.74	425		220	:31			5000	5000			
	CAJIERA ATTACT								354	:52			57000	142 200			750
	ALBURQUERQUE	OR	268	-13½E	35000	.74	425		76	:11			1690	1690			423
									430	1:03			57310	140510			
	VAGGETT VOR	OR	269	-14½E	37000	.74	425		496	1:10			11650	11650			
									926	2:13			45660	128860			
IP #1									30	:42			600	600			
	VICTORVILLE, CAL	OR	227	-15½E	37200	.74	425		956	2:55			45060	128260			
TGT									56	:08			1120	1120			
	LOS ANGELES KBS	OR	240	-15½E	37400	.74	425		1012	3:03			43940	127140			
	Pt. CONCEPTION	OR	284	-16E	37500	.74	425		112	:16			2220	2220			
	TREND & DESC								1124	3:19			41720	124920			
	34.00N-122.35W	LES	257	-16E	29000	.65	390		109	:16			1600	1600			
	REFUEL								1233	3.35			40120	123320			
	34.12N-124.35W	OR	278	-16E	15000		250	ON-LOAD 40000+6000	100	:24		+	34000	34000			
	CL - L/O								1333	3:59			74120	157320			
	34.23N-126.00W	CL	278	-16E	27360	.59	350		72	:12			3600	3600			
									1405	4:11			70520	153720			
									60	:08.5			1550	1550			
	35.32N-125.10W	OR	046	-16½E	34000	.74	425		1465	4:19.5			68970	152170			
	DEP NITE CEL								187	26.5			4500	4500			
	SAN FRANCISCO	OR	046	-17½E	34100	.74	425		1652	4:46			64470	147670			
	T.R. NITE CEL								443	1:03.5			18200	102200			
	45.00N/124.30W	OR	248	-19½E	35500	.74	425		2095	5.49.5			54270	137470			
	END NITE CEL								258	2.02.5			12400	17400			
IP #2	LARAMIE, WYO.	OR	106	-19E	38000	.74	425		2953	7.52			36870	120070			
TGT									98	:14			1890	1890			
	DENVER COL	OR	166	-15E	38500	.74	425		3051	8.06			34980	118180			
	START DESC								190	:29			3580	3580			
	40.08N-100.54W	OR	080	-13E	40000	.74	425		3241	8.35			31400	114600		2688	11,500
	START REF								16	:02			150	150			
	MCCOOK, NEB	LES	080	-12E	27500	.51	305		3257	8.37			31250	114450		4600	/
	REFUEL							ON-LOAD	104	:25		+	39000	+ 39000			
	40.30N-097.00W	OR	080	-10E	15000		250	45000-6000	3361	9.02			70250	153450			
	END CLIMB								60	:10			3600	3600		5600	
	ON COURSE	CL	118	-8E	27400	.59	350		3421	9.12			66650	149850			
	SULLIVAN, MO.								242	:34			5700	5700			
	38.12N-91.12W	CR	118	-8E	34200	.74	425		3663	9.46			60950	144150		114	159
	BRUNSWICK GA.								641	1.31			14200	14300			
	31.10N-81.30W	OR	132	-3½E	36800	.74	428		4304	11.17			46650	129850			
IP #3	WARNER-ROBBINS								140	:23.5			2890	2670			
	32.37N-83.37W	CR	310	-1E	37000	.74	425		4444	11.40.5			43760	126460			
TGT	ATLANTA GA								98	:11			1610	1610			
	KBS	CR	331E	-½E	37100	.74	425		4522	11.51.5			42150	125350			
	ROME, GA								50	:07			1000	1000			
	34.15N-85.12W	CR	308	-1½E	37400	.74	425		4572	11.58.5			41150	124250			
	BIRMINGHAM								93	:11.5			1850	1850			
	33.31N-86.49½W	OR	242	-2½E	37700	.74	425		4665	12.09.5			39300	122500			



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													29300	122500
LP#4	KILGORE, TEX								413	:58.5			7600	7600
	32.24N-94.53W	CK 261		-6E	39200	.74	425		5076	12.12			31700	114900
TGT	DALLAS KRBS								101	:14			1760	1760
	32.47N-96.48W	CK 285		-9E	39500	.74	425		5179	13:26			29940	113140
	EL PASO								493	1:02.5			8000	20000
	31.47N-106.28W	CK 263		-11E	41500	.74	425		5672	14:35.5			21340	104540
	END CRUISE								338	:47.5			5450	5450
	33.52N-112.41W	CR 292		-13½E	42500	.74	425		6010	15:23			15890	99070
	DESC & END.								15	:02			150	150
	WICKENBURG, ARIZ	LEG 292		-13½E	39000	.51	345		6025	15:25			5720	98920
	REFUEL		ON-LOAD						105	:25			39000	+39000
	34.42.5N-114.53W	CR 296½	45000-6000	-15E	15000		250		6130	15.50			54740	137940
	OL-NELSO CAL								42	:07.5			2860	2860
T.P.	35.00N-115.37½W	OL 296?		-15½E	28000	.59	350		6172	15.57.5			51880	135020
START	LEVEL OFF								15	:04.5			1140	1140
CRZ.	35.10½N-115.27W	OL 045		-15½E	32000	.59	350		6187	16.02			50740	133940
									200	:28			4170	4170
T.P.	37.30N-112.30W	CR 045		-15½E	38500	.74	425		6327	16.30			46570	129770
	HAVRE, MONT								687	1:37			13300	13300
	48.33N-109.40W	CR 010½		-17½E	39000	.74	425		7074	18:07			33270	116470
	FLAGSTAFF, ARIZ								515	1:59			14050	14050
	35.11N-111.40W	CR 266½		-17E	42000	.74	425		7889	20:06			19220	102420
									90	:14			1580	1580
LP#5	ROOSEVELT RES.													
	33.38N-110.57W	CR 154½		-14½E	42500	.74	425		7927	20:20			17640	100840
TGT	PHOENIX, ARIZ								56	:10			700	900
	33.27N-112.04W	CR 257½		-14½E	42700	.74	425		8073	20.30			16740	99960
	TUCSON								94	:14			1500	1500
	CAMERA ATTACK	CK 141		-14E	43000	.74	425		8137	20.44			15240	92460
	DESCENT &									:09			2900	2900
	LAND	LD								20:53			12340	95560

											39300	122500
TEX												
4.53W	CK 261	-6E	39200	.74	425	413	585				7600	7600
KGS						5078	13.12				31700	114900
6.48W	CK 285	-9E	39500	.74	425	101	:14				1760	1760
						5179	13:26				29940	113140
06.28W	CK 263	-11E	41500	.74	425	493	1:05				8000	20000
VISE						5672	14:33				21340	104540
12.41W	CK 292	-13½E	42500	.74	425	238	4:15				5450	5450
REND.						6010	15.23				15890	99090
26.1W	LES 292	-13½E	29000	.51	315	15	:02				150	150
L	ON-LOAD					6025	15:25				15740	98240
14.53W	CK 290½	-15E	45000-6000			105	:25				39000	+39000
CHL			15000		250	6130	15.50				54740	137940
F						42	:07½				2800	2800
5.37½W	CL 290½	-15½E	28000	.59	350	6172	15:57½				51820	135020
F						15	:04½				1140	1140
15.27W	CL 045	-15½E	32000	.59	350	6187	16.02				50740	133940
						200	:18				4170	4170
2.30W	CR 045	-15½E	35500	.74	425	6387	16.30				46570	129770
ONT						687	1:37				13300	13300
09.40W	CR 010½	-17½E	39000	.74	425	7074	18:07				33270	116470
F, ARIZ						215	1:59				14050	14050
4.0W	CR 286½	-17E	42000	.74	425	7289	20:06				19200	102420
RES.						98	:14				1580	1580
0.57W	CR 194½	-14½E	42500	.74	425	7927	20:20				17640	100840
ARIZ						56	:10				900	900
2.04W	CR 257½	-14½E	42700	.74	425	8073	20:30				16740	99960
						94	:14				1500	1500
TTACK	CK 141	-14E	43000	.74	425	8137	20:44				15240	92460
							:09				2900	2900
D	D						20:53				12340	95560

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KC-97 NAVIGATOR'S FLIGHT PLAN

NO WIND

	TC	VAR	ALT	TAS	DIST	TIME	TOTAL TIME
						T.O. :04	:04
FROM: DMAFB							
TO: Wickenburg (Orbit Pt)	320	-14	Climb	203	141	:42	:46
Wickenburg (Level Off)	-	-14	Climb	217	-	:23	1:09
Wickenburg	-	-14	15.5	232	-	:30	1:39
Kelso (End Refuel)	294	-15	15.0	250	153	:37	2:16
Tucson VOR	125	-14	15.0	213	298	1:24	3:40
					Land	:10	3:50

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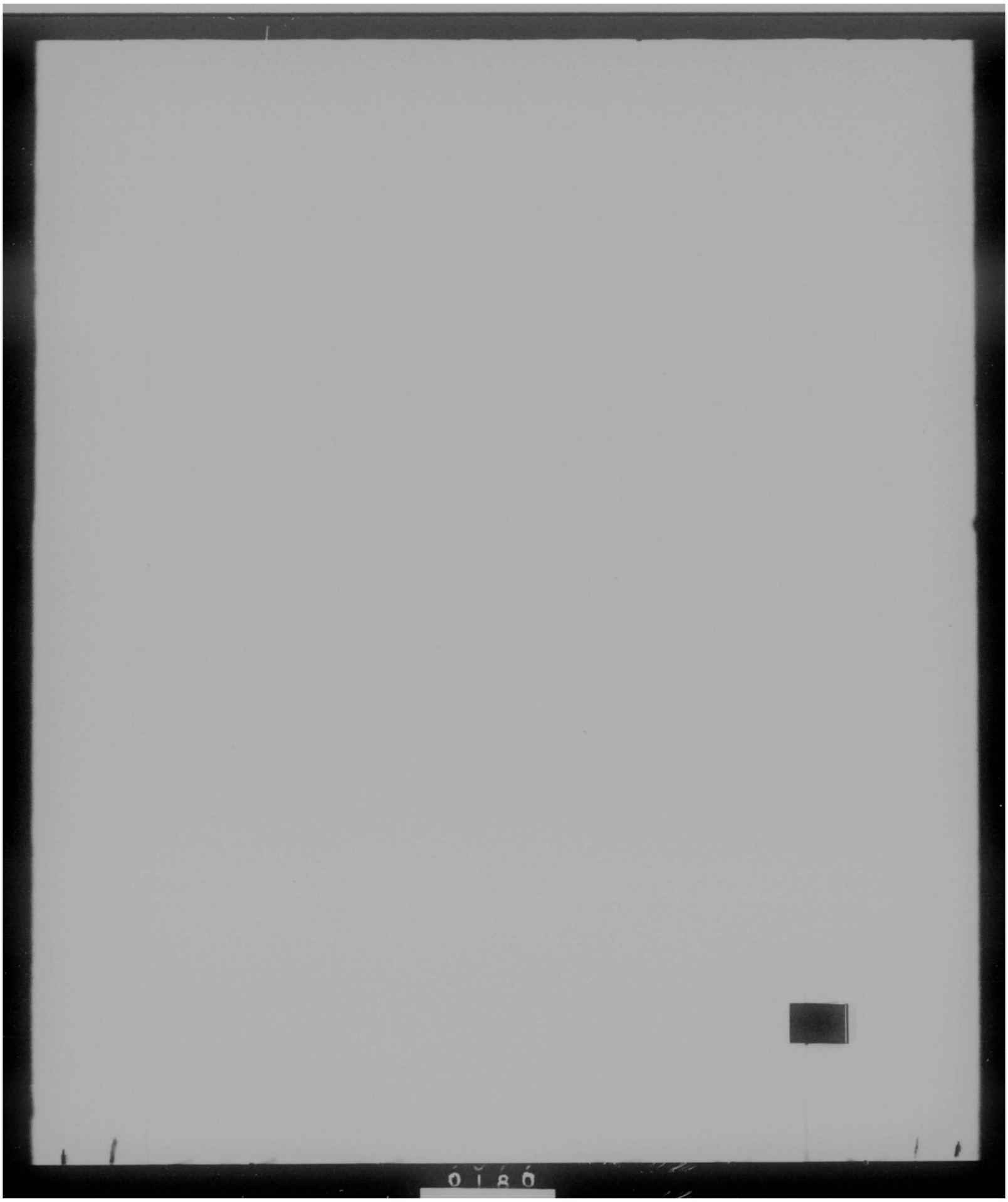
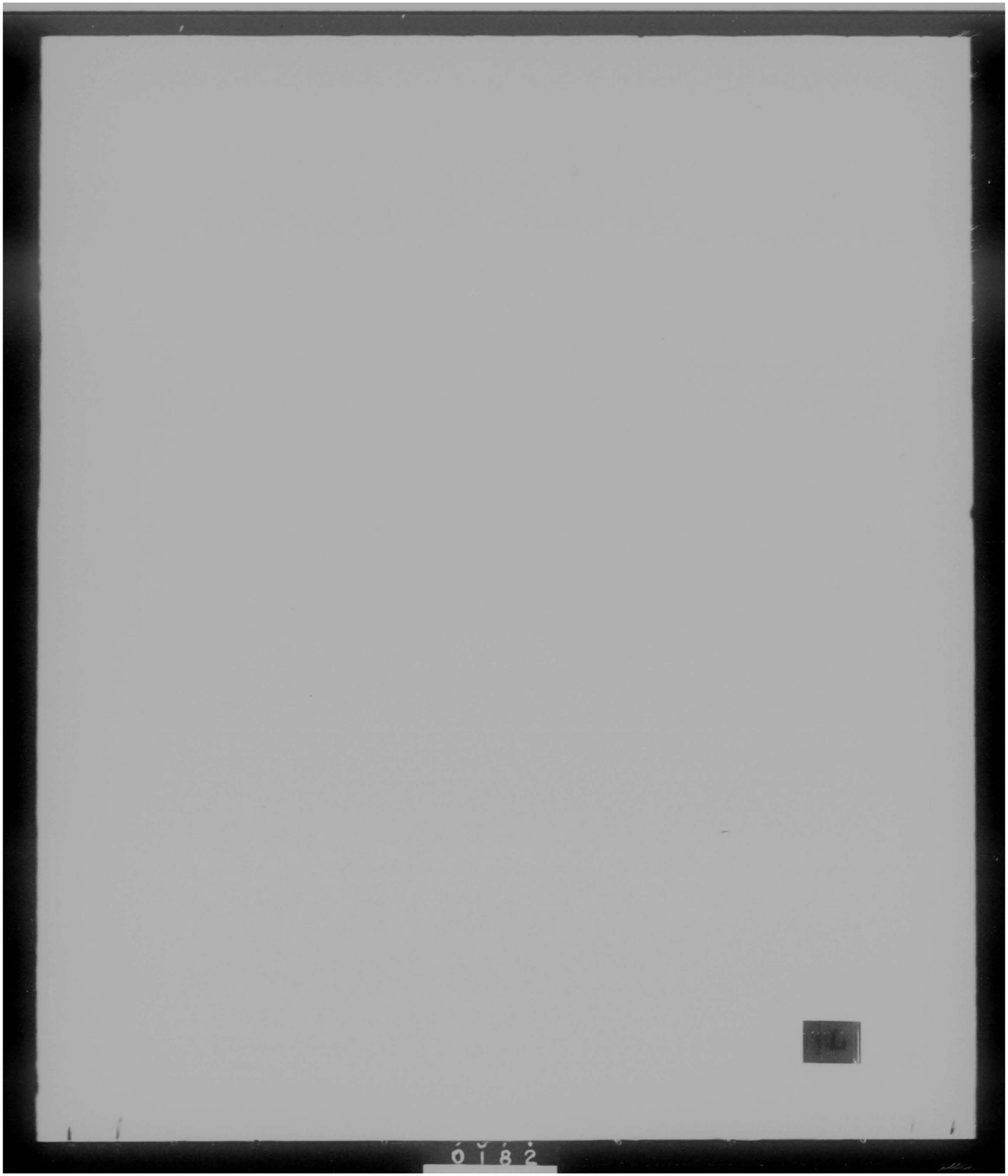




FINDINGS:

1. B-47E aircraft serial number 51-2437, crashed during a practice landing on Runway 12, Davis-Monthan Air Force Base, Arizona, at 2351 MST, 18 October 1954.

2. After flare out for what appeared to be a normal landing, the nose of the aircraft came up, the left wing went down, and power was applied. The aircraft veered left of the runway, struck the ground left wing first, and came to rest in flames at the edge of the paralled taxiway to runway 12.

3. Weather conditions at the time of the accident were: Surface winds SSE, 5 knots, runway temperature 68 degrees F. Visibility 40 miles, weather clear, runway dry.

4. All crew members met the qualifications of annaul flying physical examinations within the past nine months.

5. There was sufficient time prior to flight for the entire crew to obtain sufficient rest.

6. Flight was duly authorized and the crew was briefed on the accomplishments required during the conduct of the flight.

7. The aircraft was adequately pre-flighted by the flight crew prior to take-off, although the pre-flight was not scheduled in the normal sequence.

8. The aircraft had flown on a daylight mission of approximately nine hours ten minutes just prior to the mission which the accident occurred.

9. The mechanical condition of the aircraft was thoroughly understood by the airplane commander and was considered acceptable for the mission contemplated.

10. The flight crew was qualified to fly B-47E type aircraft.

11. The airplane commander had been flight checked and found proficient in night touch and go landings on 12 October 1954.

12. The flight crew had completed a squadron standardization board flight check on 9 September 1954.

13. The co-pilot was at the controls of the aircraft at the time the emergency developed.

14. The airplane commander announced on the interphone, "I will take it" or some words to that effect when the airplane appeared to enter a dangerous nose high attitude.

15. Landing lights were on at the time of the accident.

16. The landing gear was in the landing configuration.

17. Wing flaps were fully extended at the time of the accident.

18. The configuration of the fuel system was such that under normal operating conditions, fuel would be available to all six engines.

19. The aircraft was properly cleared to make a landing.

20. Both the pilot and the co-pilot held current instrument certificates: Captain Berger, Instrument Card Green, expiration date 21 June 1955; Captain Perry, Instrument Card White, expiration date 26 July 1955.

21. There was no evidence of sabotage of this aircraft.

22. The intent of the airplane commander to permit the co-pilot to shoot a touch and go landing, although not in accordance with the provisions of SAC Regulation 55-50, had no bearing on this accident, inasmuch as the accident occurred during the landing phase.

23. There were no mechanical malfunctions or materiel defects in the aircraft engines or aircraft systems that contributed to this accident.

24. This accident resulted in fatal injuries to one member, Captain Stanley Perry, minor injuries to Captain Berger, and no injuries to Master Sergeant Nye.

25. The co-pilot had expressed his lack of confidence in his ability to meet the demands imposed upon a B-47 aircraft commander, and had requested transfer out of the B-47 program. He was immediately assigned as a co-pilot.

26. That a minor error in the preparation of the AF Form 113, "Local Flight Clearance", was missed by operations personnel; i. e., the designation of Tucson Municipal Airport as an auxiliary base for landings. This is understandable in that it has been a local policy for arrangements with the municipal airport authority to permit touch and go landings at that airport when the traffic pattern at Davis-Monthan Air Force Base is saturated. No landings were attempted at the Tucson Municipal Airport during the period of flight preceding the accident; and the error in the clearance is not considered a contributing factor in this accident.

CONCLUSIONS:

1. The primary cause of this accident was pilot error on the part of the co-pilot.

2. The aircraft was making a normal approach to land on runway 12 up until the time the nose was abruptly raised.

3. The co-pilot induced a dangerous aircraft attitude by a sudden backward movement of the control column at a critical period in the flare out.

4. The aircraft commander's corrective actions were made ineffective by:

a. The co-pilot's failure to relinquish control of the aircraft.

b. Co-pilot's resisting his efforts to move the control column forward.

c. The co-pilot's sudden application of full open throttle and resistance after crash was imminent, to retarding the throttles.

d. The co-pilot's resistance, or ground contact resistance, to removing full left aileron.

5. There were no mechanical malfunctions or materiel defects in the aircraft engines or aircraft systems that contributed to this accident.

6. Weather was not a contributing factor in this accident.

7. No failure in supervisory functions contributed to this accident.

RECOMMENDATIONS:

1. That this accident be brought to the attention of all B-47 crew members and supervisory personnel.

2. That a study and evaluation be accomplished of Air Force Policy other than the present administrative and medical procedures, concerning crew member relief from flying a particular aircraft when a request for relief is based on legitimate problems of the individual.

3. That AMC establish a study toward relocation of the canopy ground release actuating lever to a more accessible and visible point, in the cockpit. It is further recommended that the ground release lever be painted with luminious paint for identification at night. As a suggestion in assisting the study, consideration might be given the interchanging of the positions of the canopy jettison handle and the ground release actuating lever since it is essential to bend well forward in order to assure clearance of the canopy when it is released in flight. From the testimony of the airplane commander, great difficulty was experienced in locating and actuating the canopy ground release; and he might not have found it at all except for the illumination provided from the mounting flames in the forward part of the aircraft.

C O P Y

C O P Y

BOARD

All Findings, Conclusions, Recommendations are concurred with by Board members whose signatures appear below:

s/t/ Louis M. Sowers
LOUIS M. SOWERS
Colonel, USAF
President

s/t/ Arthur J. Mills
ARTHUR J. MILLS
Major, USAF

s/t/ John J. Irby
JOHN J. IRBY
Major, USAF

s/t/ James A. LaPonsie
JAMES A. LaPONSIE
Major, USAF

s/t/ Carlton J. Sawyer
CARLTON J. SAWYER
Major, USAF

s/t/ Ralph G. Stephens
RALPH G. STEPHENS
Major, USAF

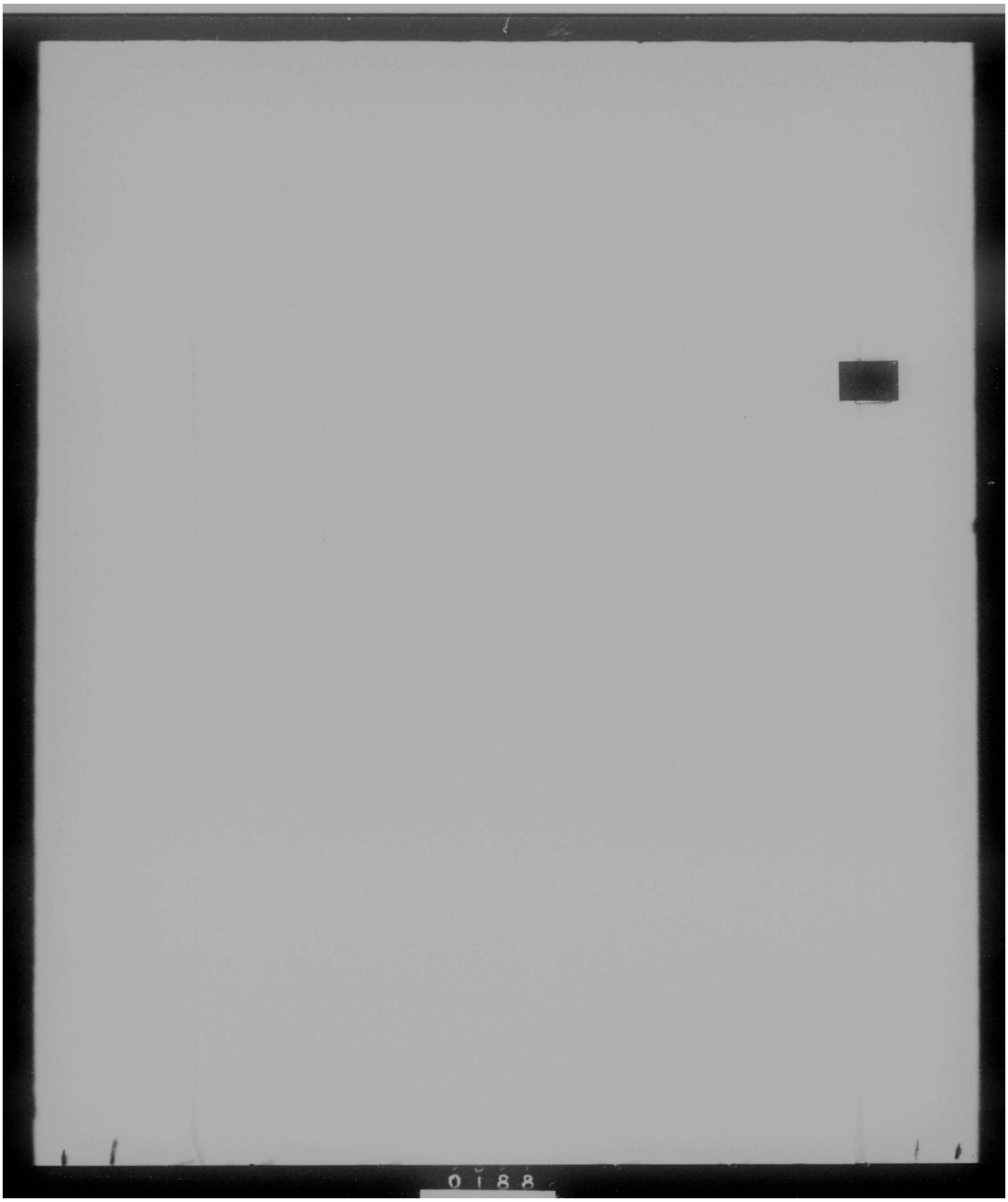
s/t/ William R. Payne
WILLIAM R. PAYNE
Captain, USAF

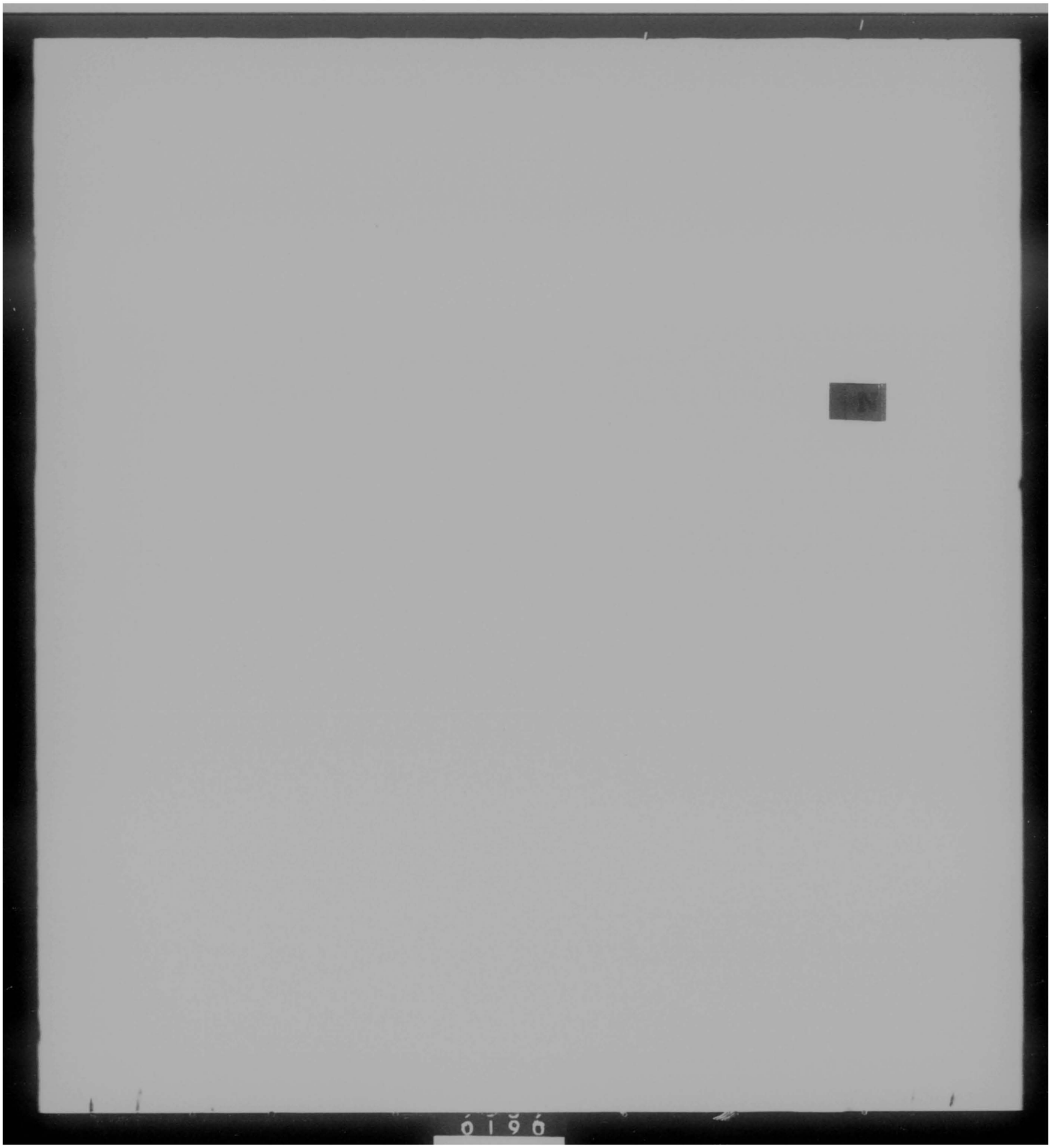
s/t/ Kenneth L. DeHaven
KENNETH L. DeHAVEN
Captain, USAF

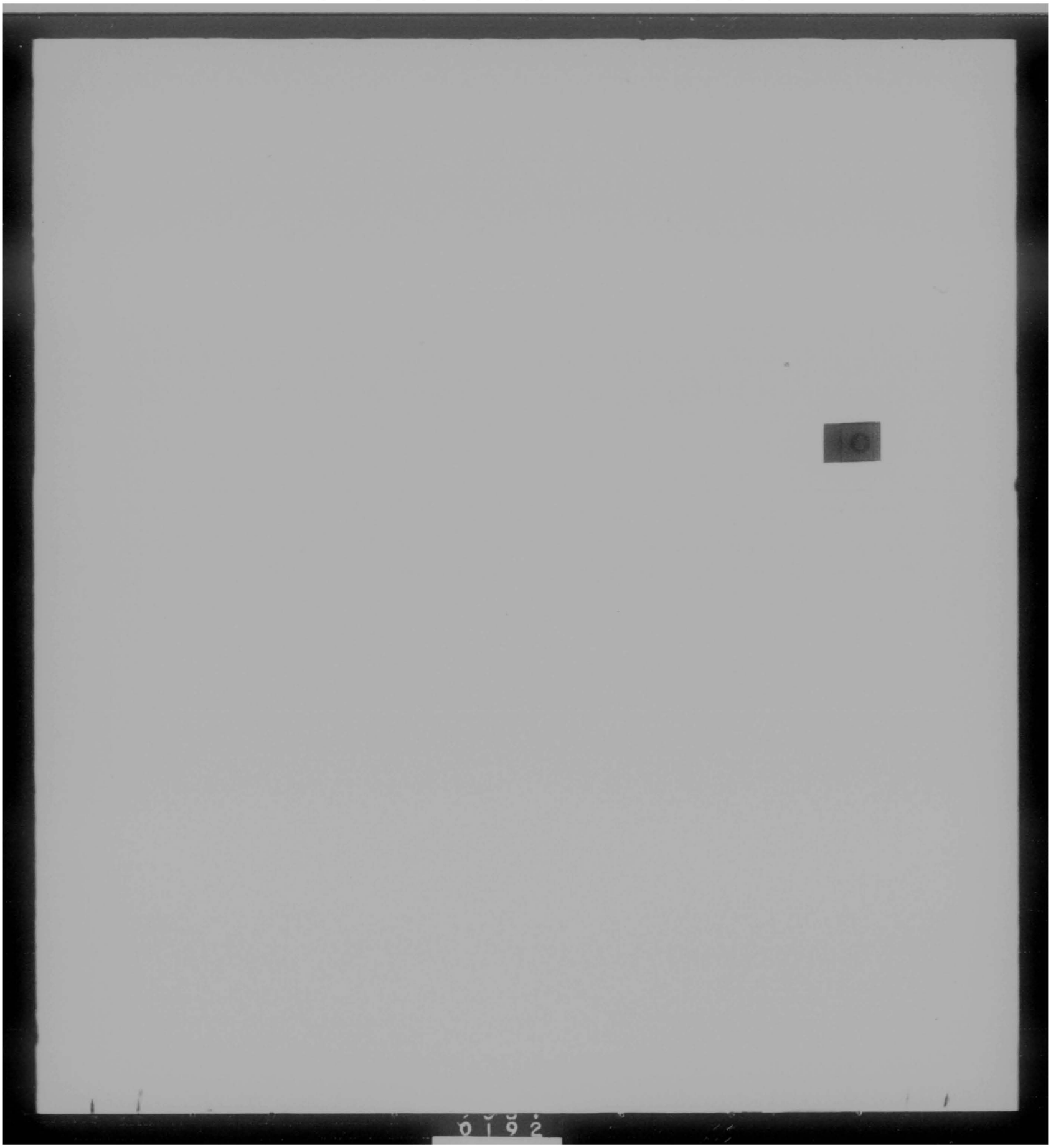
s/t/ Harry W. Anderson
HARRY W. ANDERSON
Captain, USAF
Recorder

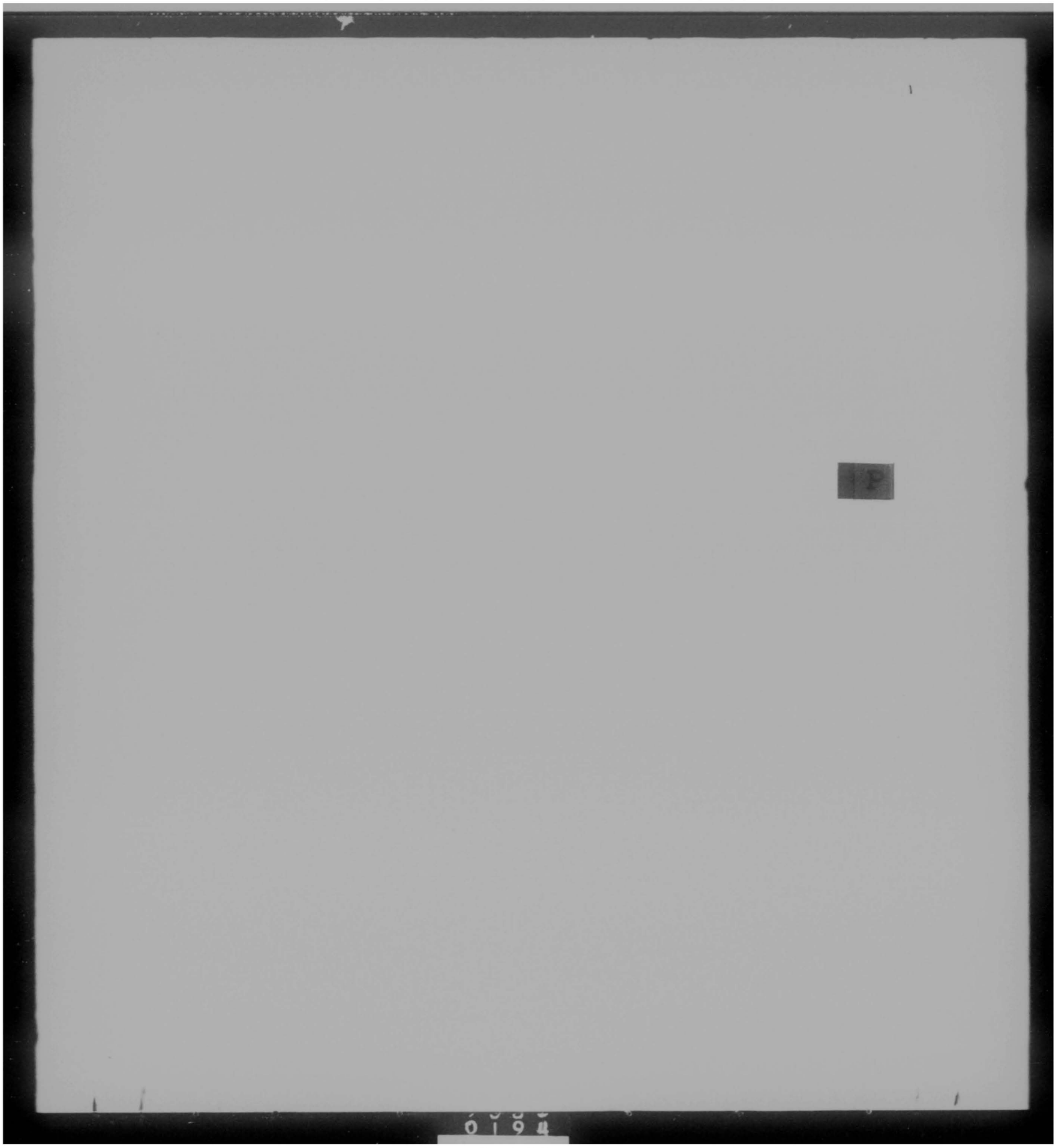
s/t/ Vincent J. DiGaudo
VINCENT J. DiGAUDO
2d Lieutenant, USAF

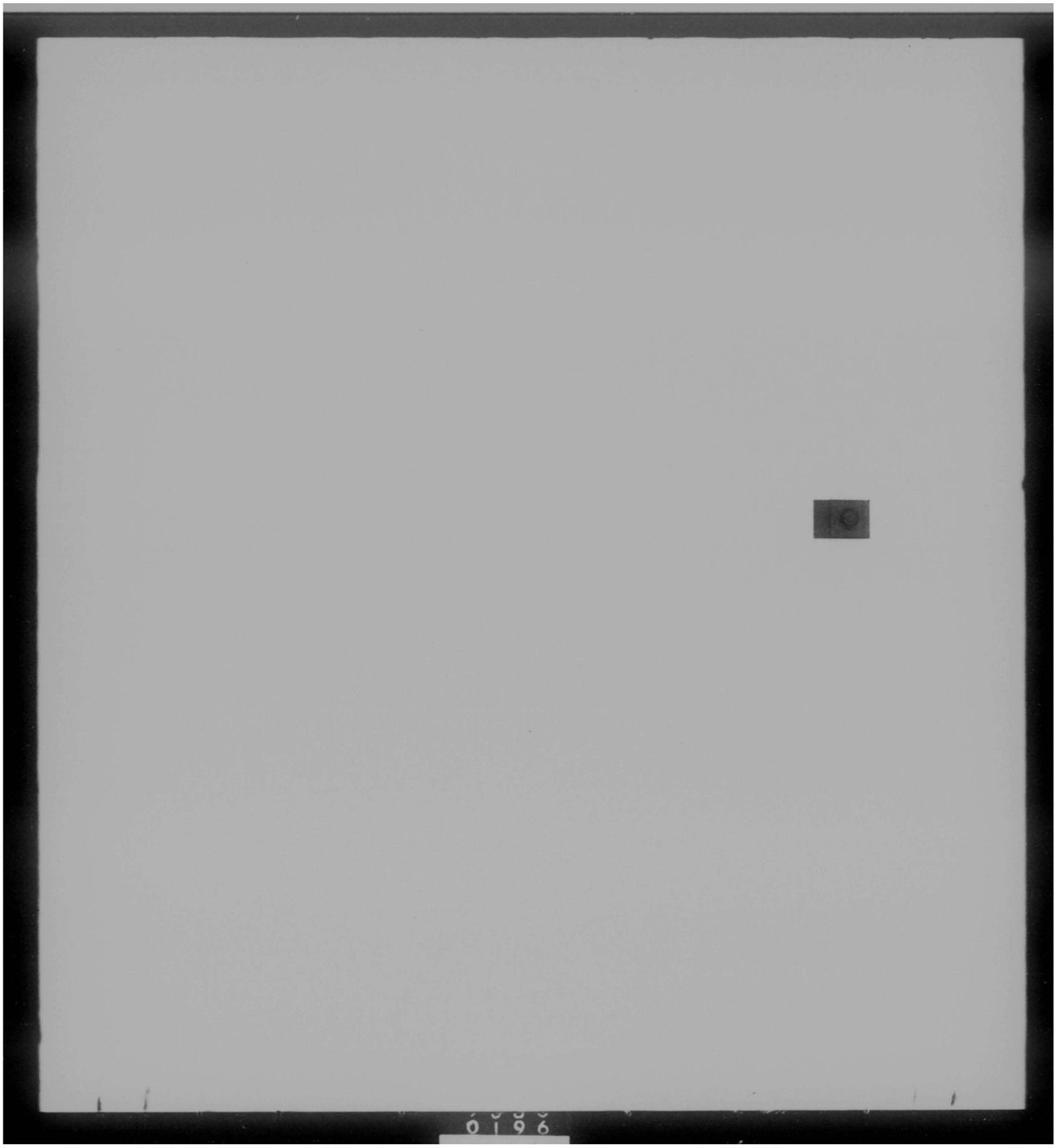
0187











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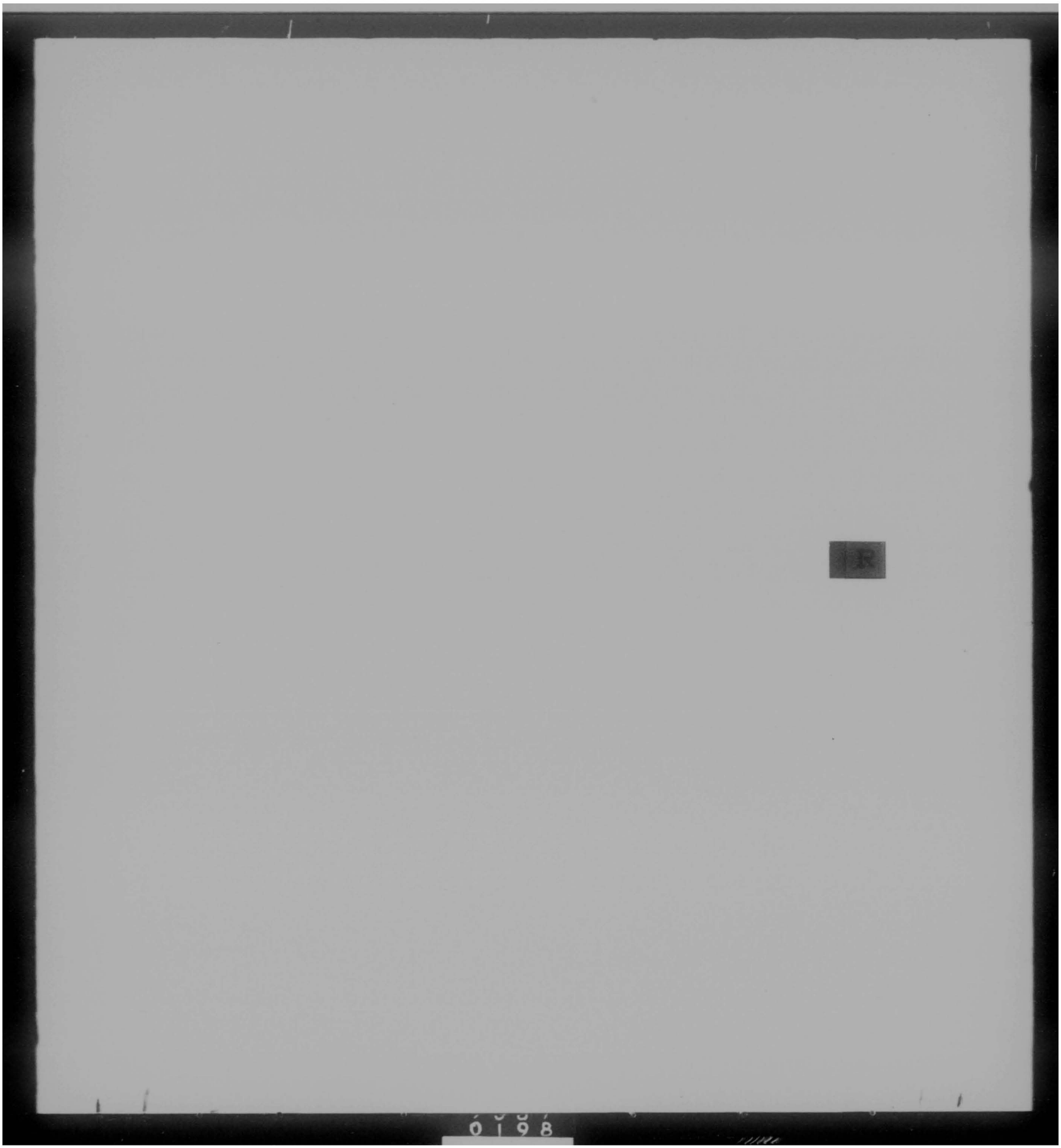

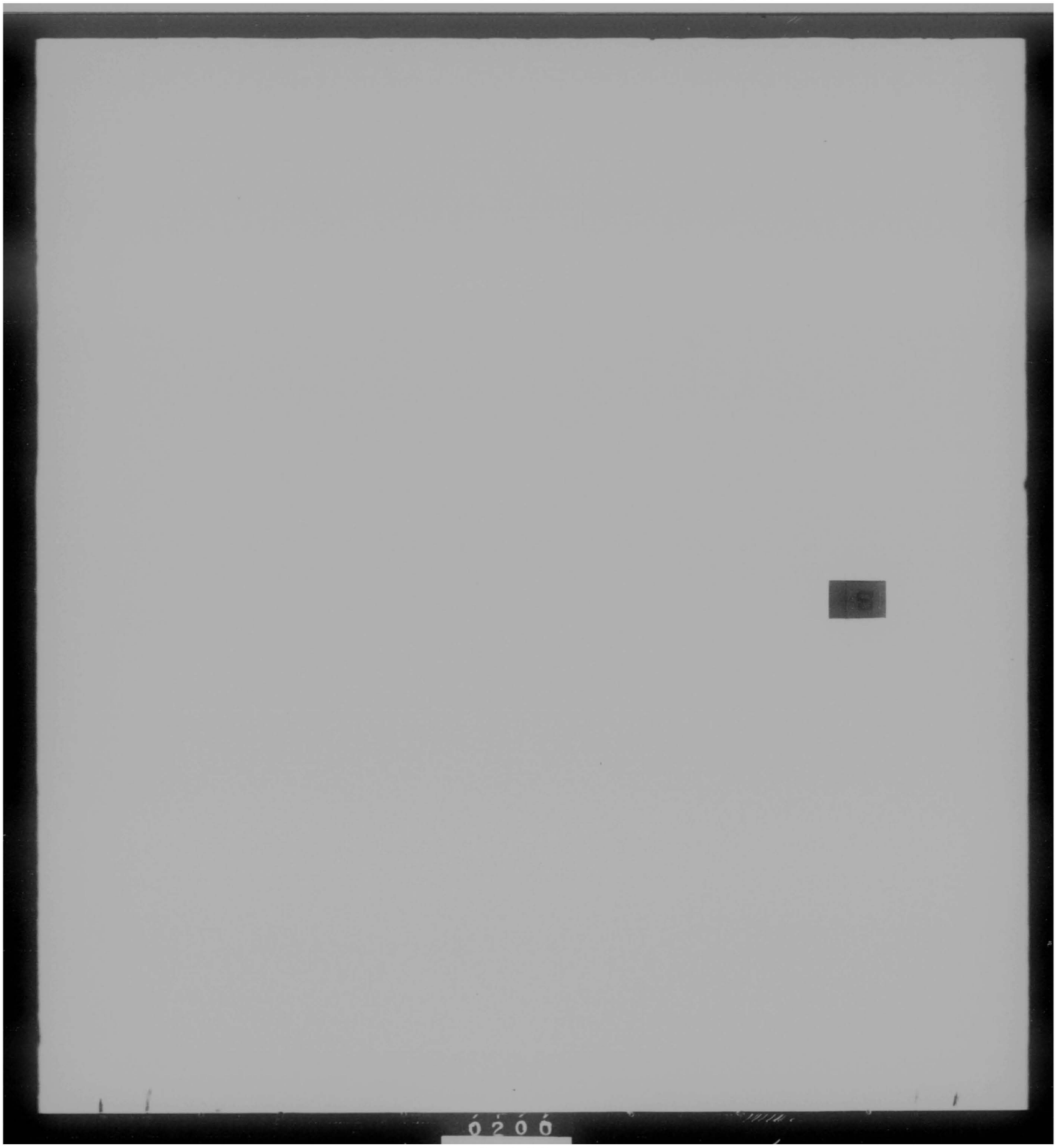

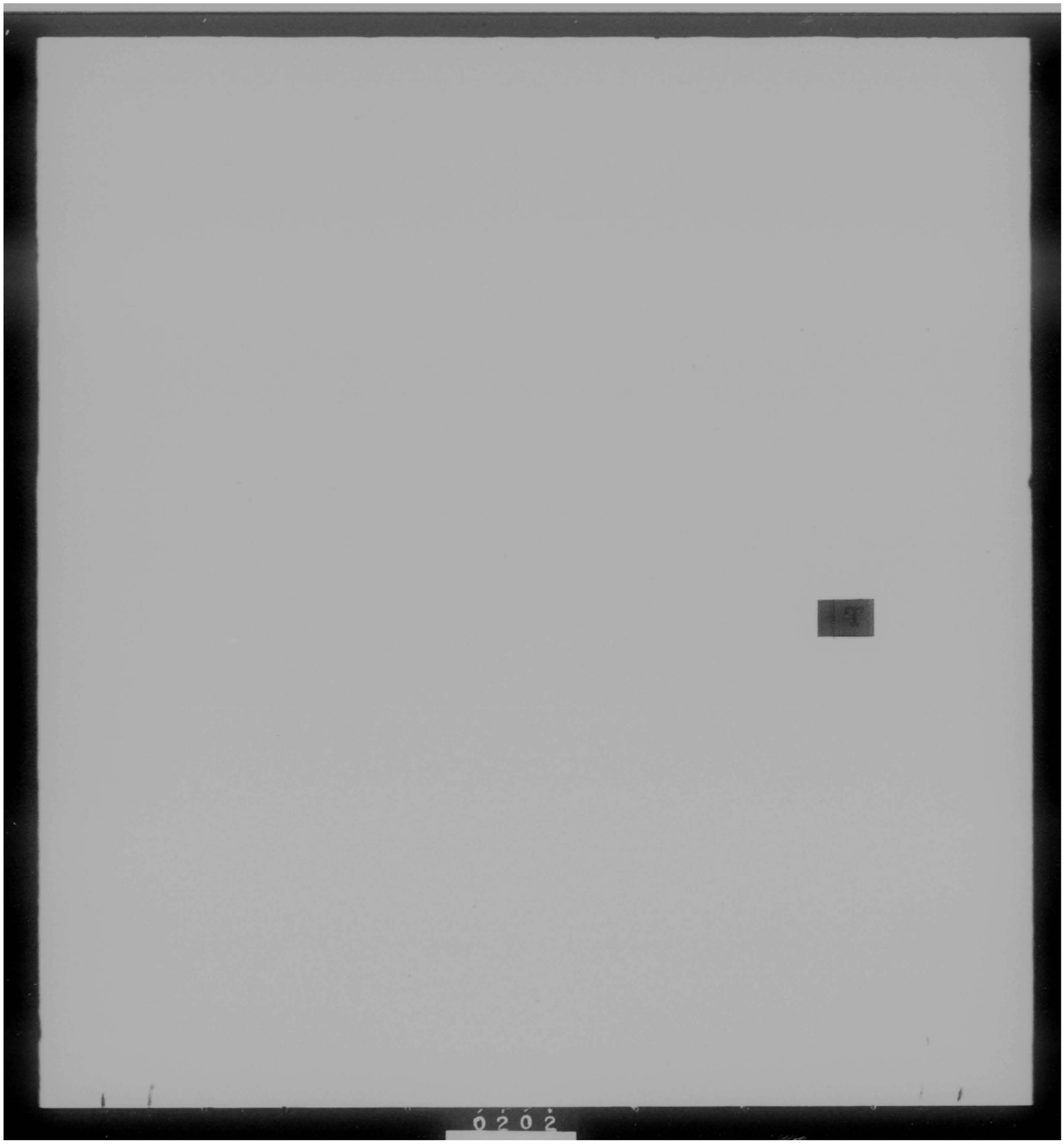

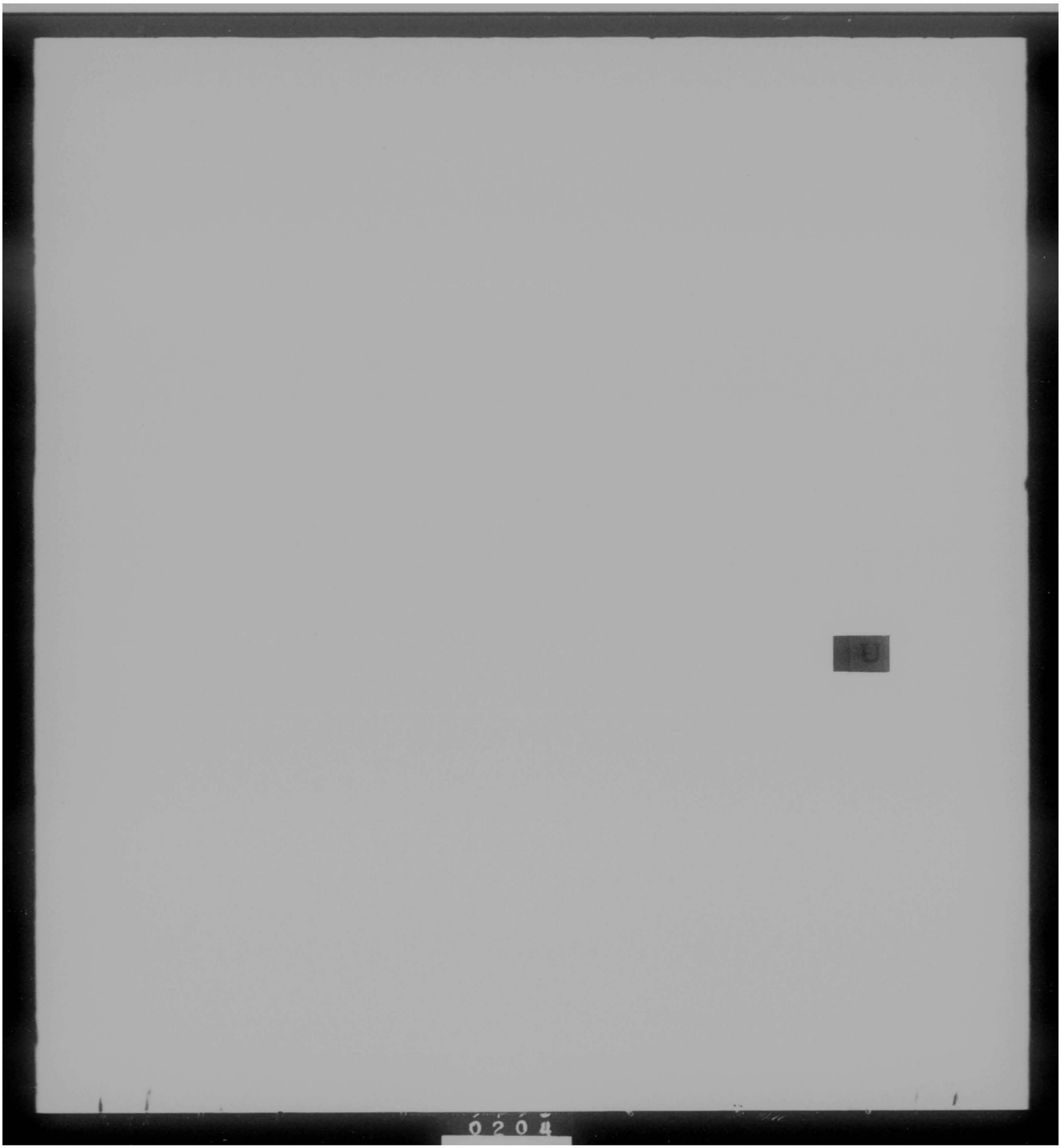

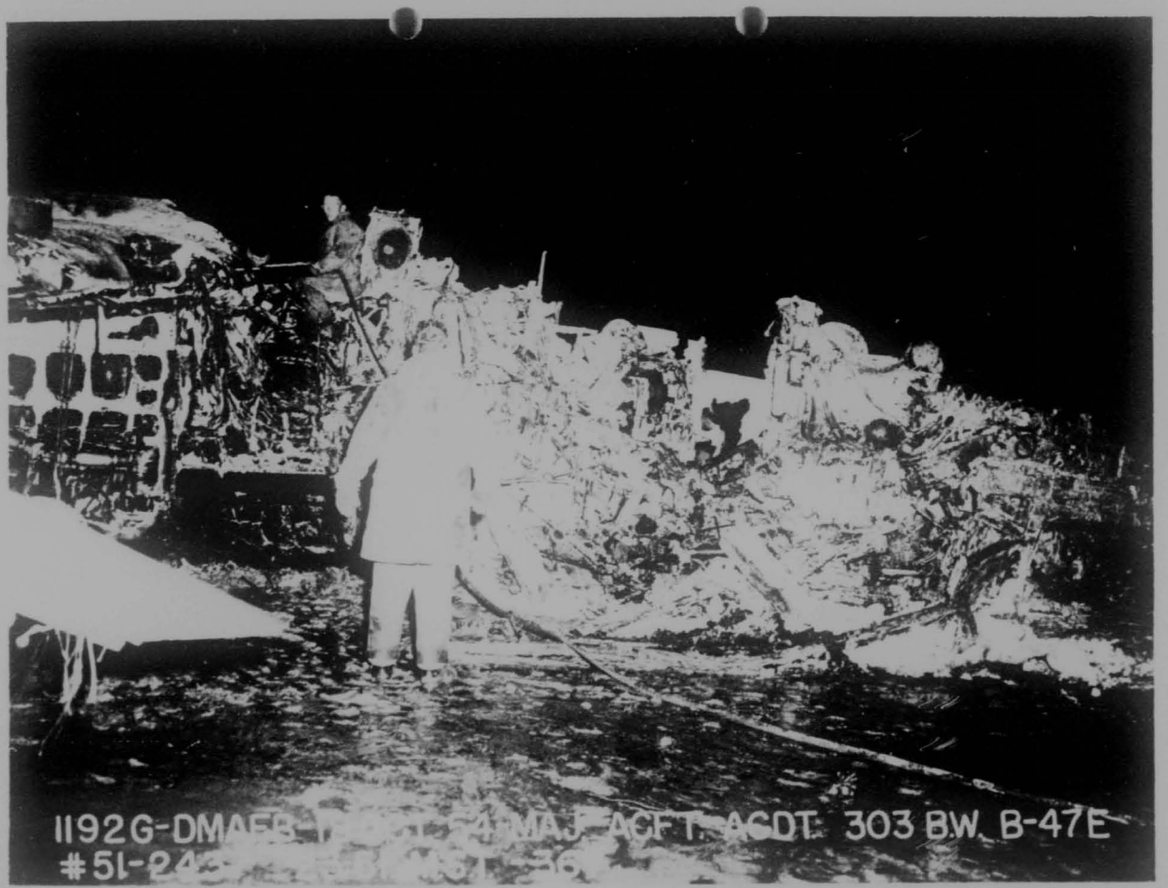

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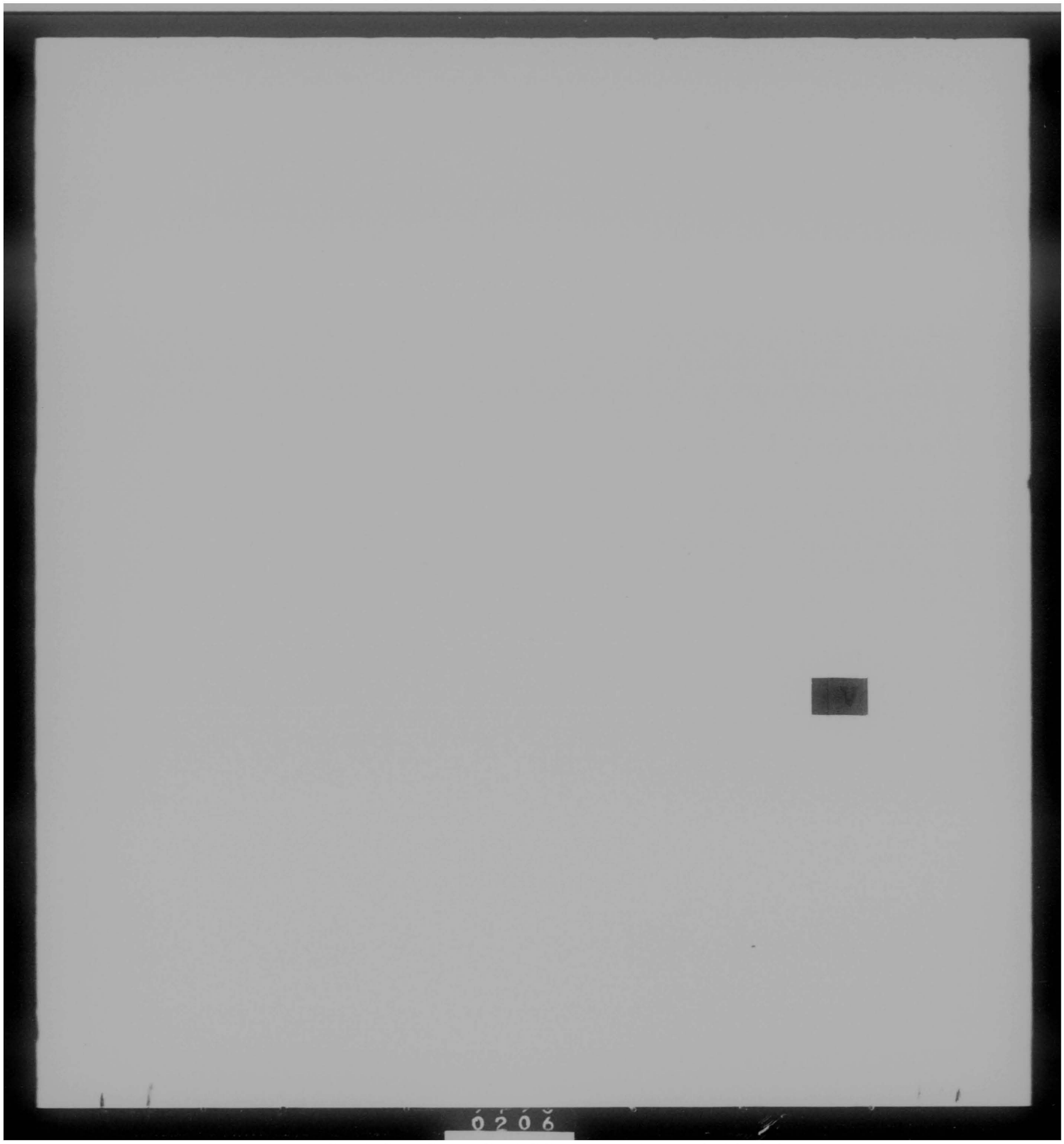
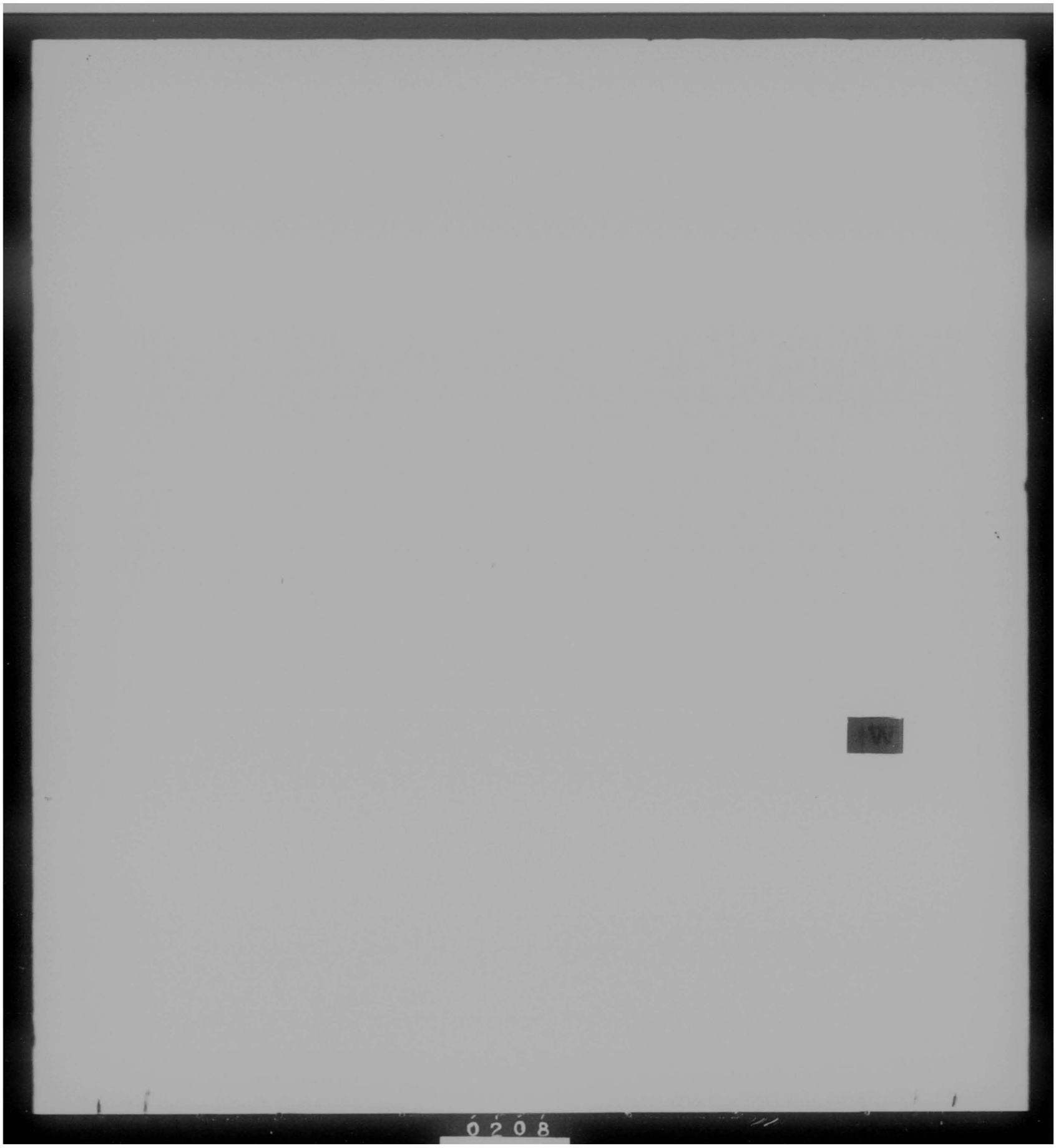
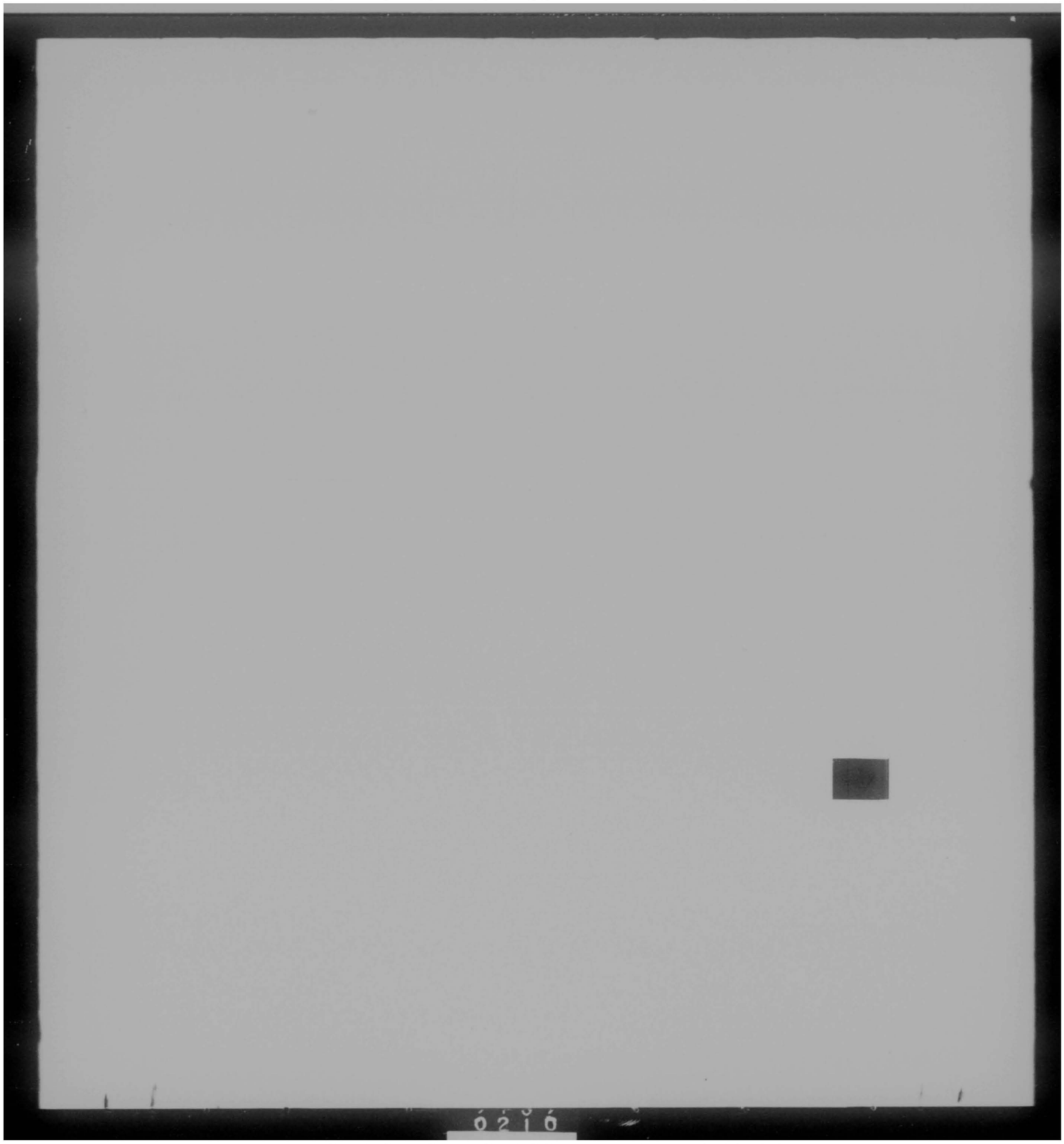
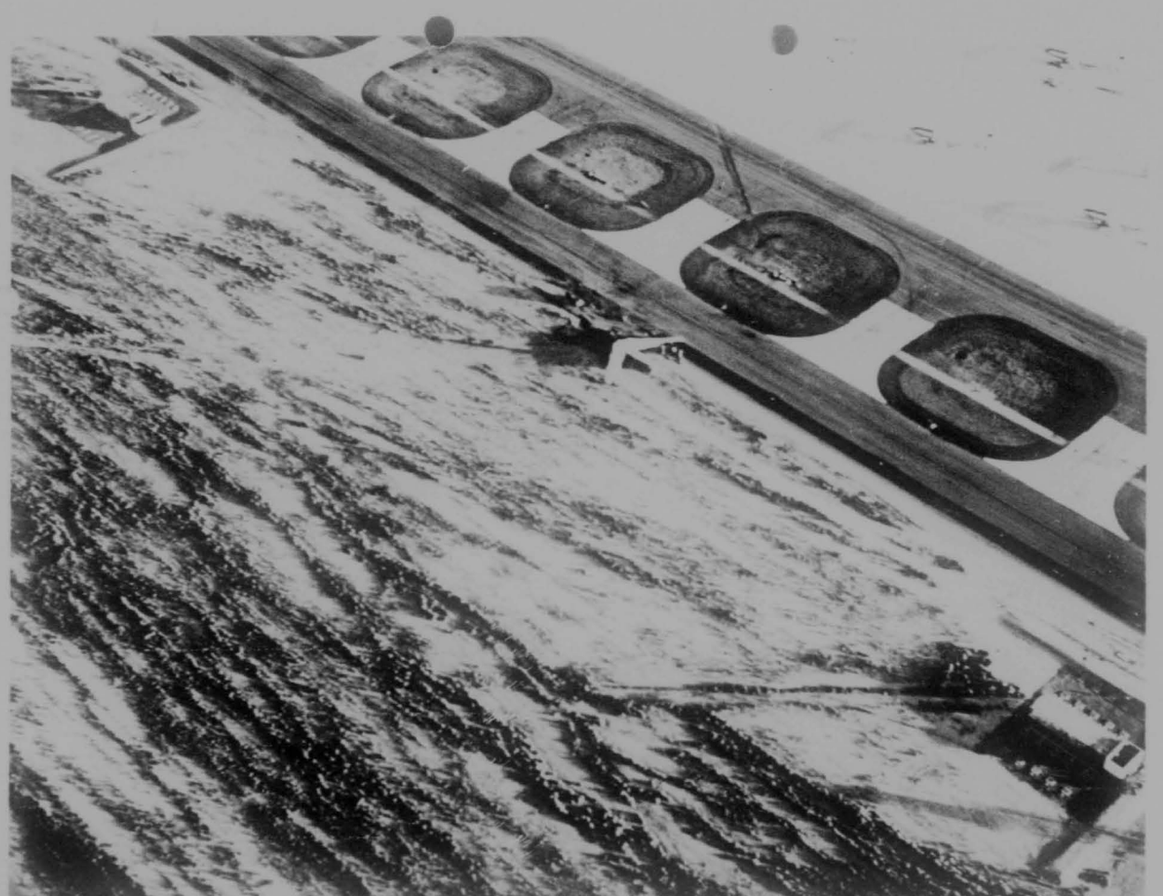
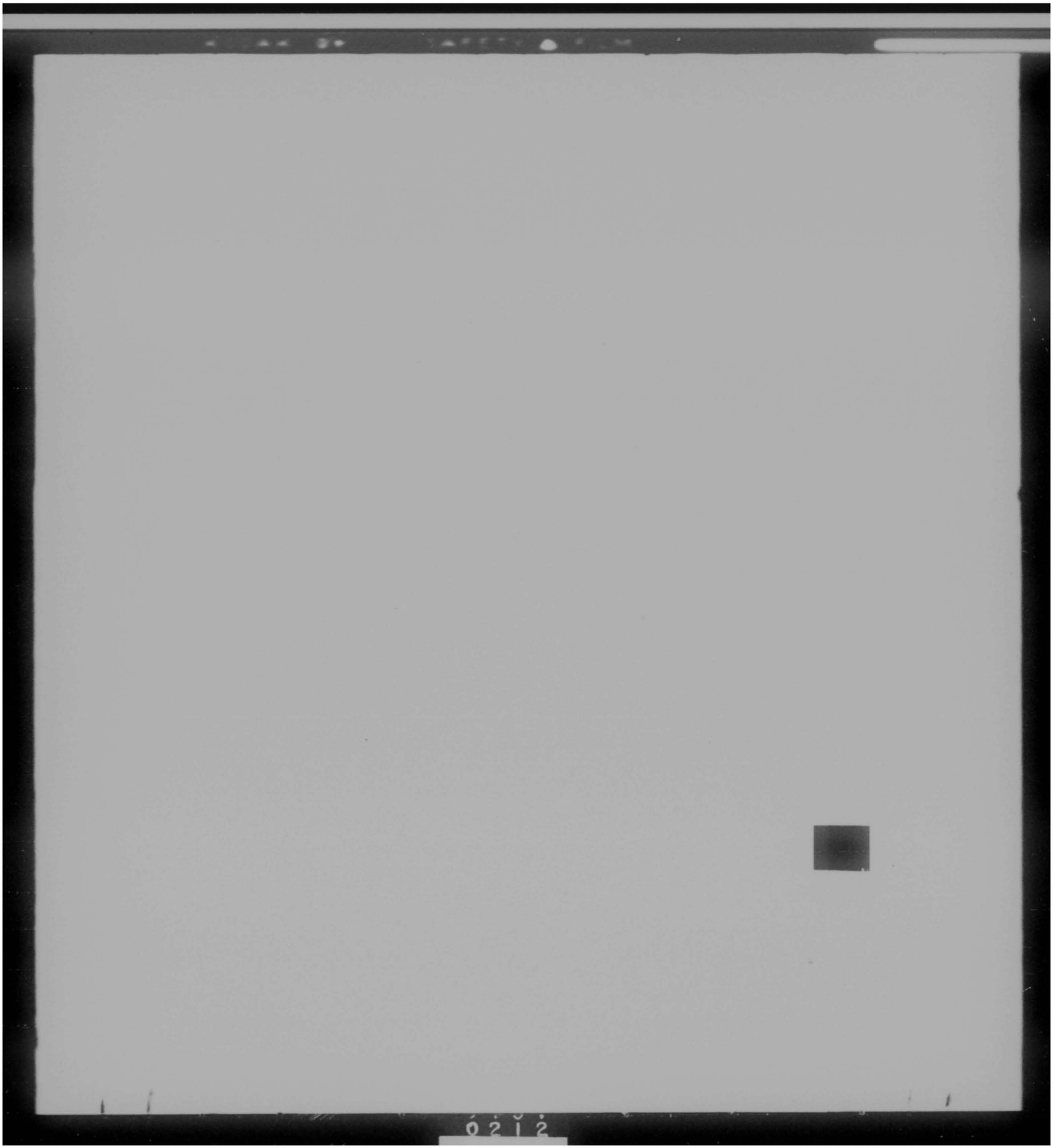
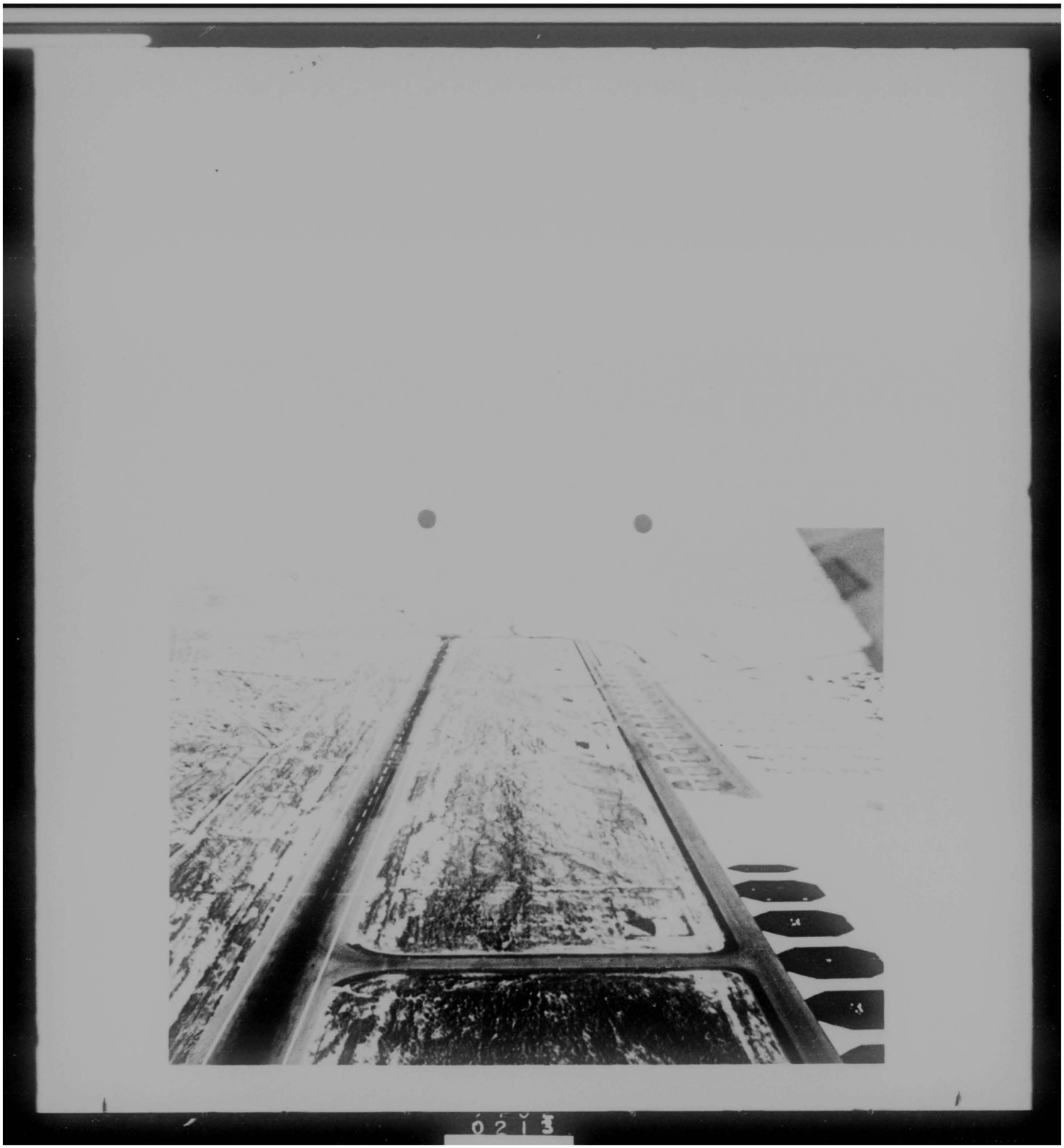


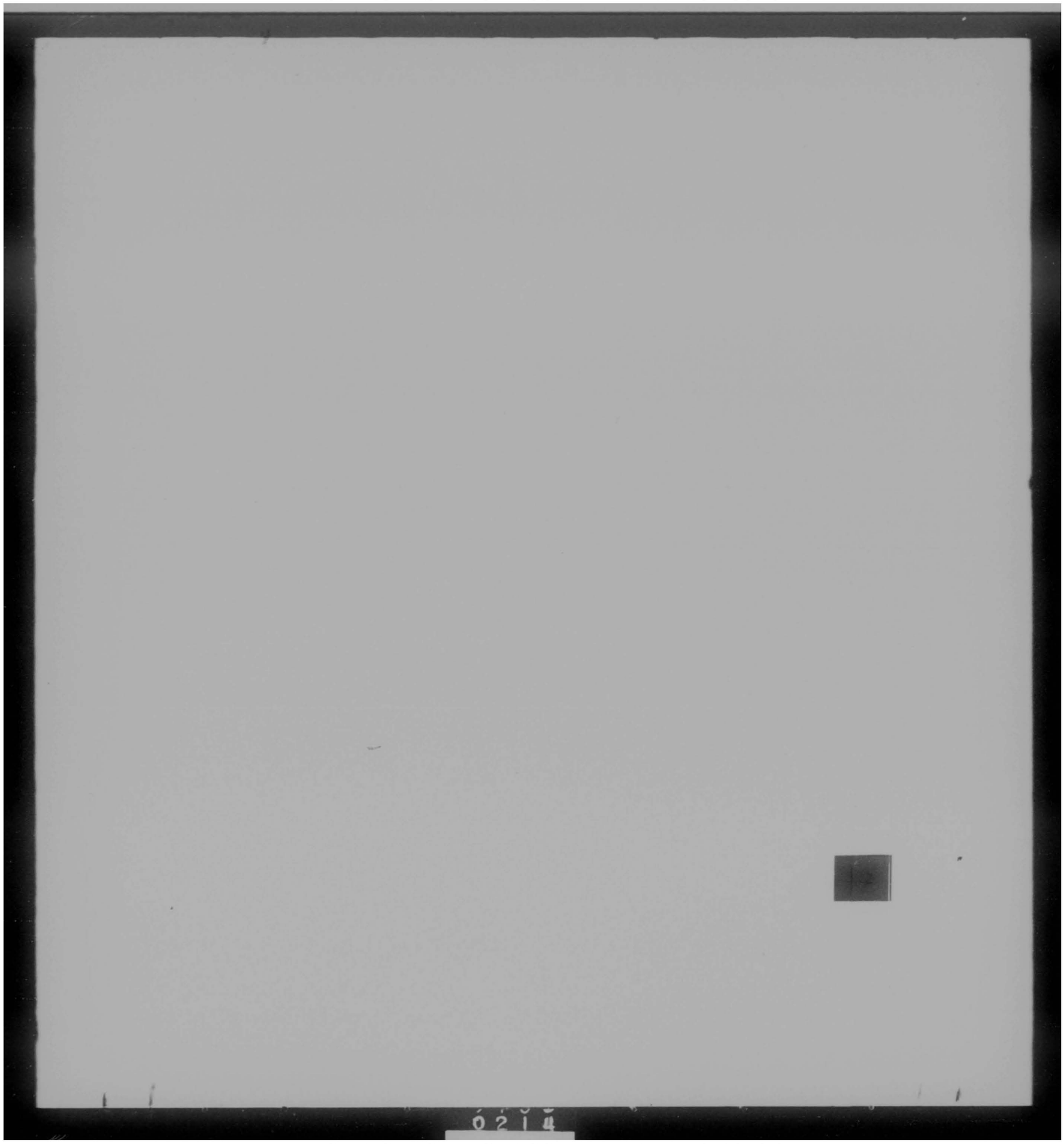


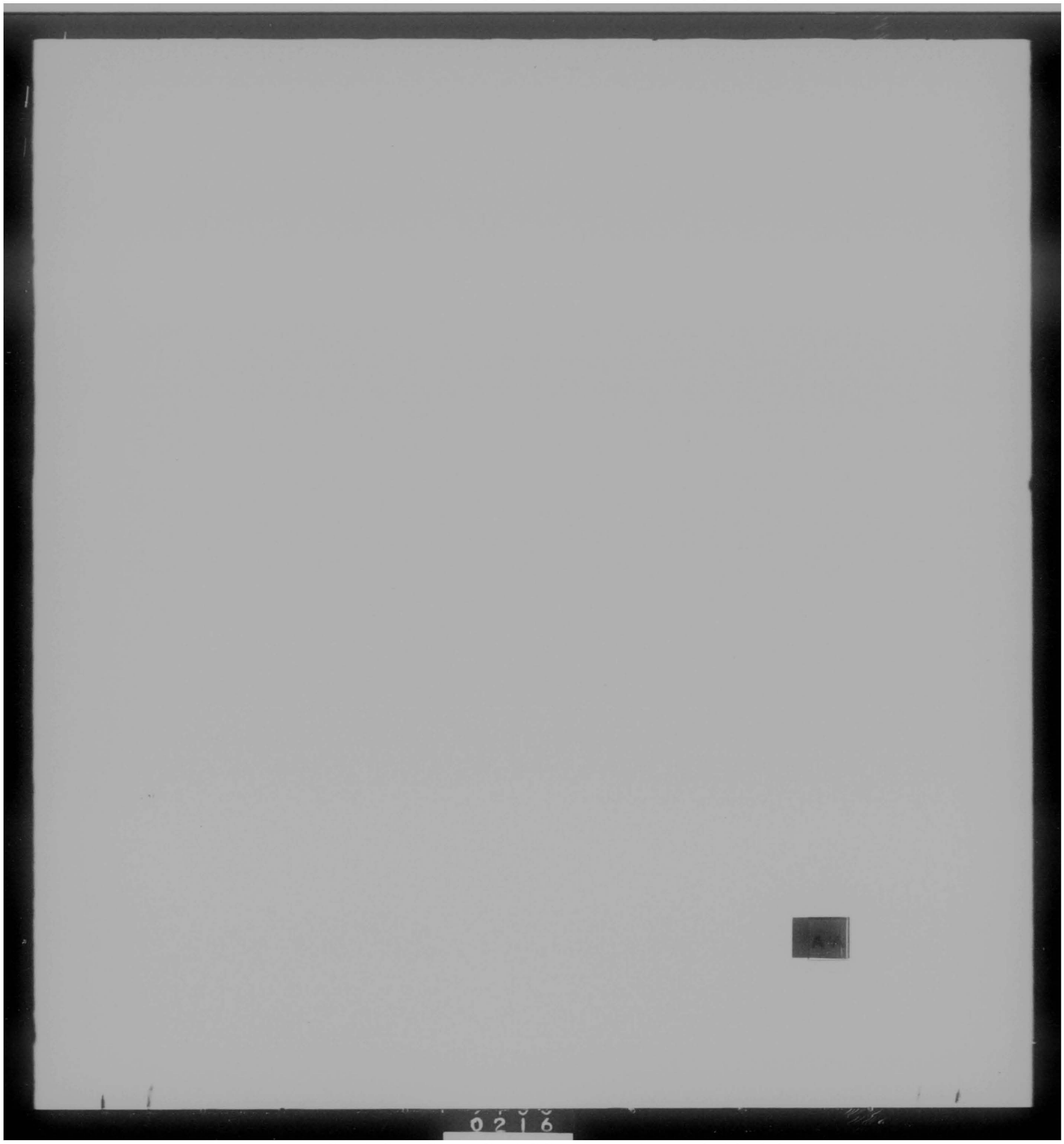












HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER NUMBER B-18

1 October 1954

CALENDAR CLEANING OF 20MM AIRCRAFT WEAPONS
(Supersedes MIL B-18, 14 September 1954)

1. PURPOSE: To establish a calendar schedule for cleaning of 20MM aircraft weapons.

2. GENERAL: Aircraft weapons will be cleaned after gunnery missions in accordance with applicable directives. In the event an aircraft has not fired gunnery during a 15 day period, the weapons will be removed and cleaned by weapons maintenance personnel.

3. SCOPE: This directive is applicable to the bombardment squadrons and the armament and electronics maintenance squadron.

4. PROCEDURE: a. As determined by the armament-electronics weapons maintenance records, whenever the weapons of any particular aircraft approach 15 days without being removed and cleaned, armament-electronics weapons maintenance will notify the aircraft crew chief, who will make an appropriate entry in the Form I and report same to Maintenance Control. Maintenance Control will issue the necessary work order to armament-electronics.

b. Compliance with T.O. 00-20A-1, Section II, Paragraphs 1c and 5b(2) is required.

5. RESPONSIBILITY: Squadron Commanders of the bombardment squadrons and the armament and electronics maintenance squadron will assure compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

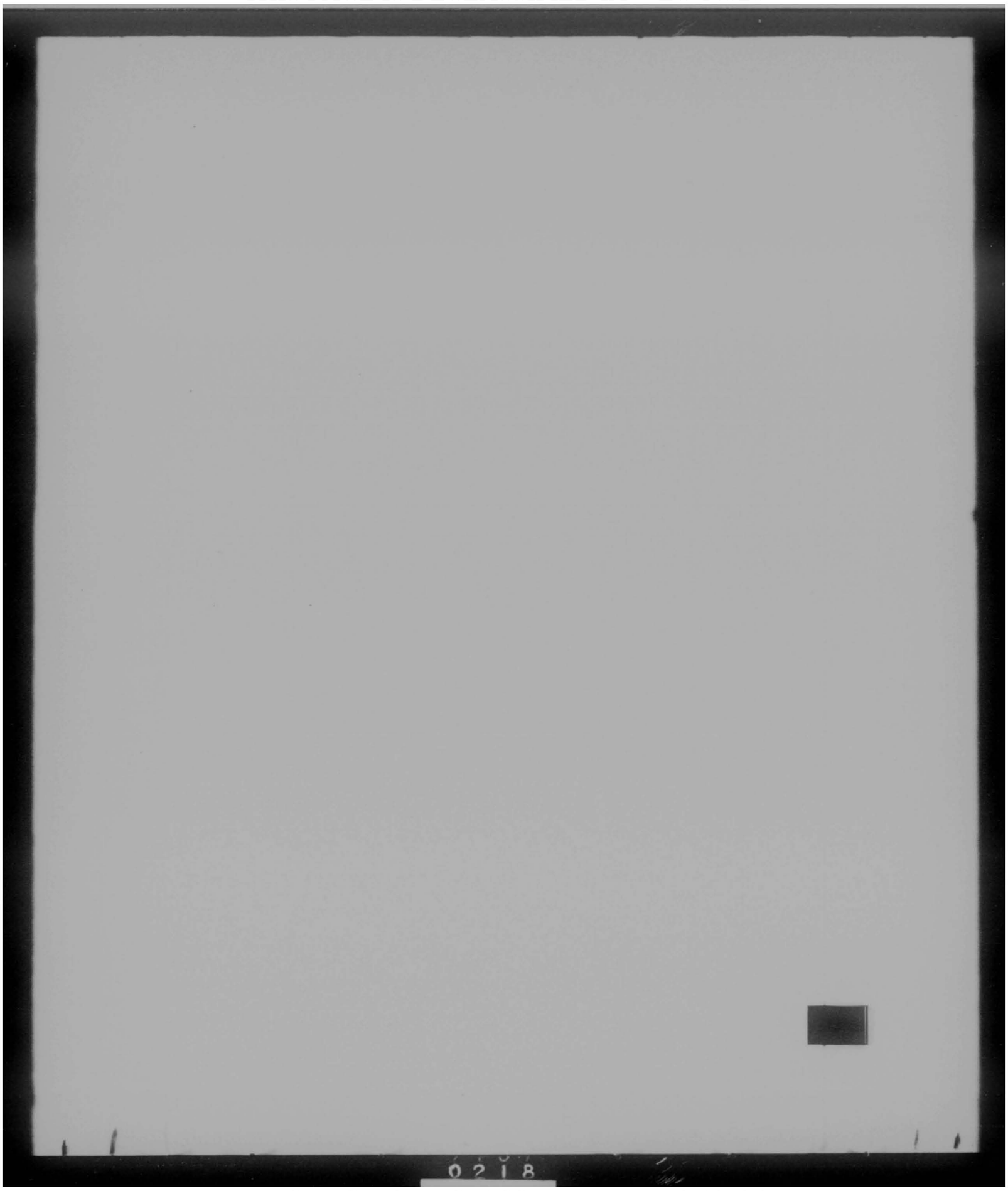
OFFICIAL:

John D. Hampton

JOHN D. HAMPTON
Captain, USAF
Adjutant

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

0217



C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

C O P Y

30DOOS

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 LOBAO, Aircraft Commander, Major Theodore W. Held, 358th Bombardment Squadron, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for October 1954.

2. This crew was formed in December 1952 and completed B-47 transition and combat crew training at Wichita in May 1953. Since that time they have flown a total of 389 accident free, violation free hours as a crew. Major Held's crew made lead in March 1954 and has never bee on probation. This crew was recently selected to represent this wing in the SAC Bombing and Navigation Competition.

3. Crew members and positions are as follows:

a. Held, Theodore W. Major Aircraft Commander

b. Ross, Arthur R. Captain Pilot

c. Rogers, Evan Y. Major Observer

4. Aircraft Commander's Flying Time:

a. Total pilot hours: 4475:45

b. Four engine hours: 810:00

c. B-47 hours: 543:00

d. Hours last 30 days: 17:20

0219

5. The high state of training and coordination of this crew was recently demonstrated in preventing a major aircraft accident. As the crew was completing their engine run-up prior to takeoff, Captain Ross made his normal check of the wing and engines. A fire was noticed around the number 5 engine. He immediately notified Major Held and called the tower for crash equipment. The engines in the effected pod, numbers 4 and 5, were immediately shut down by the crew and the aircraft was taxied away from the fire which had started now on the ground. The aircraft was kept in motion by the crew to prevent additional damage to the aircraft. By staying with the aircraft and doing everything that could be done by the crew, the damage to the aircraft was greatly reduced.

1 Incl
1. Photo (in trip)
Under separate cover

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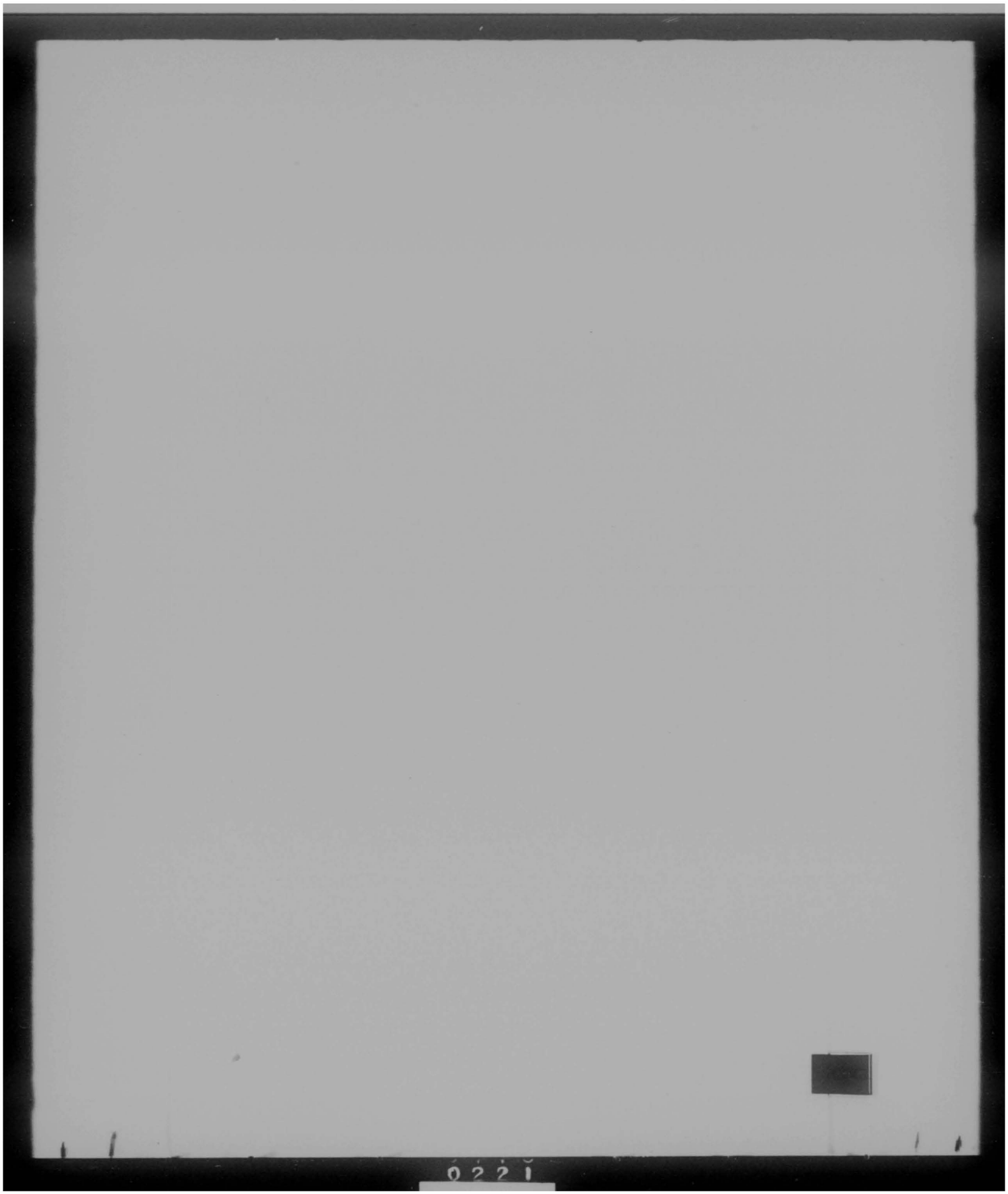
Comdr, 15AF



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

SPECIAL ORDERS)
NUMBER 206)

26 October 1954

1. FNO USAF(AFRes) orgn indicated 303d Bomb Wg M asgd addl dys as "Domestic Target Folder Officers," for the purpose of constructing, assembling, and maintaining Domestic Target Folders for crews asgd to their respective orgn.
AUTH: SAC Manual 20-1, as amnd.

358 Bomb Sq M
1ST LT 1521B NORMAN E LAWLESS AO 2 091 454

359 Bomb Sq M
CAPT 1525B HAROLD W WILSON AO 717 005

360 Bomb Sq M
CAPT 1525B SAMUEL E GRAVES JR AO 769 118

2. FNO USAF(AFRes) orgn indicated 303d Bomb Wg M asgd addl dy as "Sc Target Study Officers," for the purpose of giving formal target study and critiques to crews within their asgd orgn. (The Primary Target Study O will always designate his Alternate in his abs.)
(* Designates Primary Target Study O.) (** Designates Alternate Target Study O.)
AUTH: SAC Manual 20-1, as amnd.

358 Bomb Sq M
*MAJ 1525B EVAN Y ROGERS AO 697 779
**CAPT 1525B ROBERT T MALONEY AO 752 879
**CAPT 1525B CHARLES D JOHNSON AO 693 492

359 Bomb Sq M
*CAPT 1525B TROY L TREXLER AO 754 817
**CAPT 1525B LESLIE H ARMEN AO 928 367
**CAPT 1525B JAMES O NOSTDAL AO 708 936

360 Bomb Sq M
*CAPT 1525B FORD K JACOBSEN AO 946 531
**MAJ 1525B VERNON B LAWHON JR AO 2 090 850
**CAPT 1525B CHESTER SIECZYNSKI AO 694 739

3. MAJ ARCHIE L COOK 22 695A USAF(RegAF) 359 Bomb Sq M 303d Bomb Wg M dsgd an "Instr Plt in B-47 Acft," for 359 Bomb Sq M.
AUTH: SAC Reg 60-7, dtd 30 Oct 53.

(cont)

0222

4. VOcomdr 16 Oct 54 FNOA USAF(AFRes) 303d AREFS 303d Bomb Wg M dsgd as "Flt Test Crew in KC-97G Acft," 303 303d AREFS, for pd 16 Oct thru 25 Oct 54, & placed on addl dy w/Quality Con Unit, Hq 303d Bomb Wg M, for the purpose of performing flt tests IAW T.O. 01-1-300, eff 16 Oct 54. ESPWO.
AUTH: SAC Manual 66-12, Nov 52.

Crew #T[illegible]

MAJ	12[illegible]C	ALFRED J RUMBURG	AO 726 484	AC
CAPT	1231C	CARL A JOHNSON	AO 2 074 442	CP
CAPT	1534A	WILLIAM H KERR	AO 2 024 901	Nav
MSGT	43271B	RICHARD S ADAMS	AF 31 167 309	Engr
A/1C	29353	VALENTINO P JAYME	AF 17 357 274	RO
SSGT	[illegible]159P	ADOLFO R FALCON	AF 18 057 485	BO
A/1C	32351F	BUCK L WEISS	AF 13 400 993	ABO

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

John D Hampton
JOHN D HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "A"
3 - B&F O

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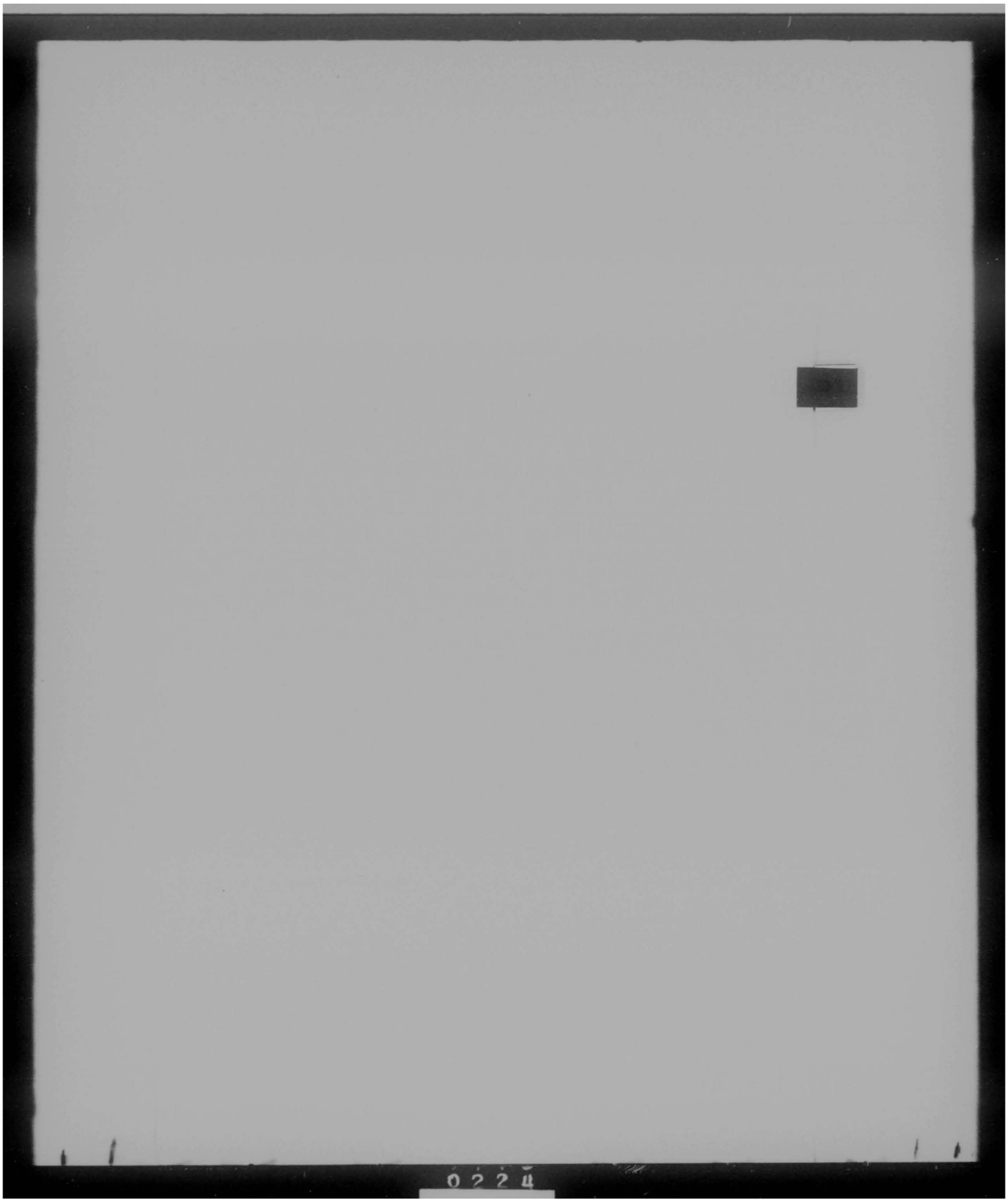


HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

POLICY 205-3
SECURITY

15 October 1954

SUBJECT: Destruction of Classified Material

TO: All 303rd Wing Security Officers and Unit Security Officers

1. Many inquiries have been made recently regarding the destruction of classified documents. In order to minimize the expenditure of manhours on this project, the following policy will be effective this date.

2. Each office of record will be required to destroy all Secret and Confidential documents that are no longer required by that office. Responsible officers may, at their discretion, bring these documents to the Wing Classified Message Center each Thursday at 1400 hours.

3. Certificate of destruction (15AF Form 41) will accompany each document in triplicate. The original and second copy of the certificate will be forwarded to the Wing Classified Message Center. The third copy will be retained by the destroying agency.

4. The office of record will provide a representative who will actually destroy the documents. Each agency should notify the Wing Adjutant no later than 1200 hours on Tuesday if they will require a disinterested officer to witness the destruction of Secret documents. The Wing Adjutant will insure that such an officer is available on the established day. All documents will be destroyed in the manner prescribed by paragraph 9c AFR 205-1 and paragraph 6a and 6b of 15AFR 205-1

5. All Top Secret matter that is to be destroyed will be returned to the Wing Classified Message Center. The destruction of Top Secret material will be accomplished by the Wing Adjutant who will prepare the required certificates of destruction for these documents.

6. It would be appropriate at this time to comprehensively review all security procedures within each office of record to insure full compliance with applicable security directives.

0225

POLICY 205-3
Security

Continuing emphasis should be given to our security program with a view toward avoiding any tendency toward general laxity in safeguarding classified information. All classified documents should be scrupulously monitored to insure that they are properly accounted for at all times.

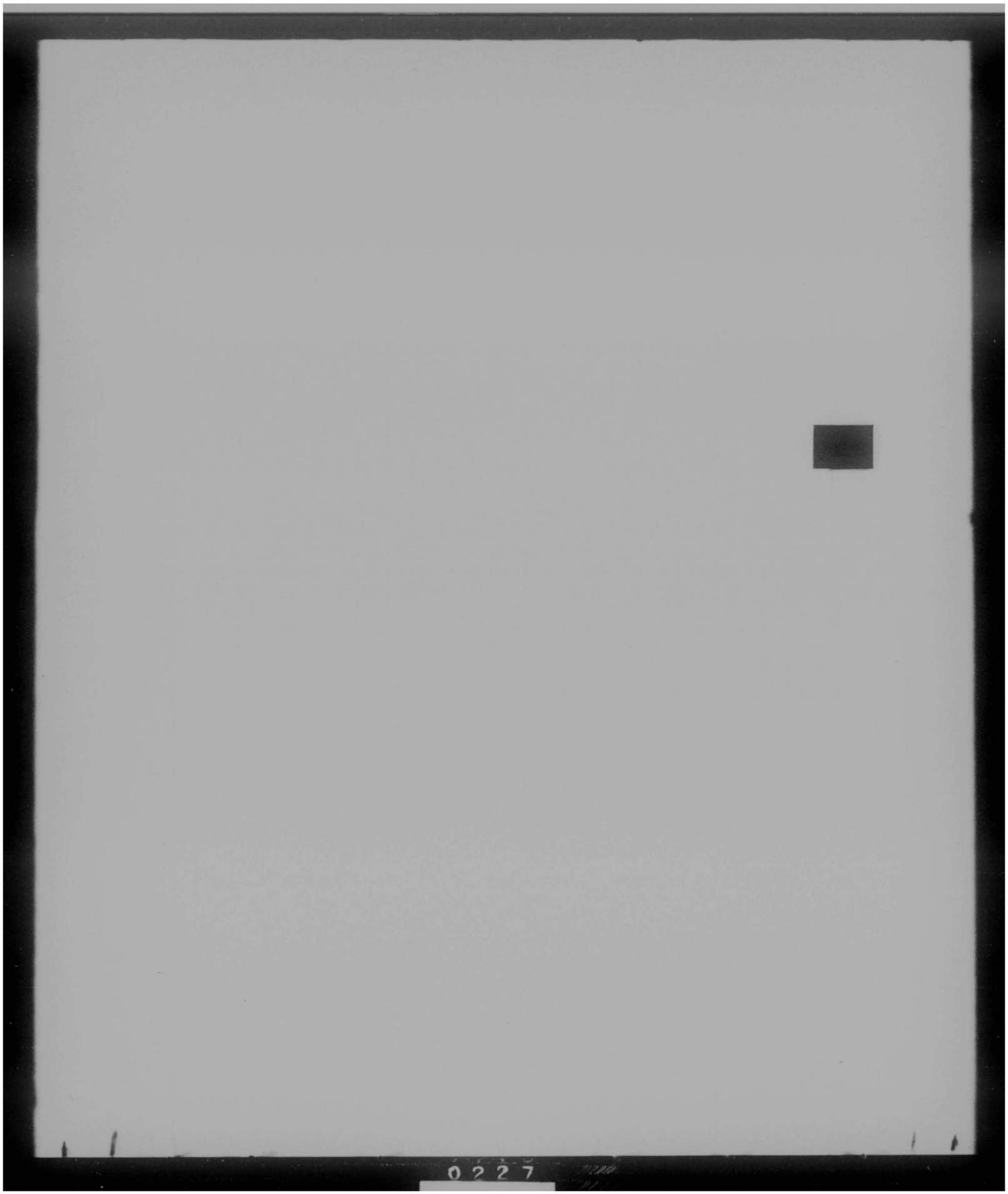
BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant

James Hampton

JOHN D. HAMPTON
Captain, USAF
Adjutant



OPERATIONS MEMO)
NUMBER 5-2B)

1 October 1954

PUBLICATIONS

Numerical Index of Headquarters 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Operations Memoranda.

1. Headquarters 303rd Bombardment Wing, Medium, Operations Memorandum 5-2, dated 26 February 1954, is changed as follows:

a. The following Operations Memoranda, 303rd Bombardment Wing, Medium, are rescinded and will be deleted from the index, removed from the files, and destroyed.

DELETE

NO.	DATE	SUBJECT
15-1	15 Aug 53	Mission Accomplishment Forms
15-3	2 Jul 53	Daily Combat Crew Schedule
15-4	8 May 53	Combat Crew Status Boards
15-5	26 Jun 52	Combat Crew Roster
15-6	2 Jul 52	Weekly Combat Crew Schedule
50-7	10 May 52	Combat Crew Intelligence Training
50-10	9 Sep 52	Standard Altitude Terminology Definitions
51-3	9 Apr 53	B-47 Field Checkout
51-3A	25 May 53	B-47 Field Checkout
51-9	12 Jan 53	GCA Procedure at Luke #1
55-2	28 Sept 53	Squadron Mission Briefing
55-3	29 Jul 53	Traffic Patterns at Davis-Monthan AFB
55-6	7 Nov 51	Maintenance RON Messages
55-7	29 Oct 53	Night Flying
55-8	26 Feb 54	Mass or Special Mission Flights

0228

DELETE

NO.	DATE	SUBJECT
55-9	2 Jun 53	Verbal Abort Reports
55-12	20 May 52	Utilization of Unscheduled RBS Time
55-15	13 Jul 53	Routes to Authorized Bombing and Gunnery Ranges while Carrying Live Bombs and/or Ammunition
55-23	14 Nov 52	303rd Bomb Crew Rating System
55-25	30 Apr 53	Utilization of Tucson Municipal Airport for Jet Operations
55-26	19 Nov 53	Storm Warning Alert Procedure
55A-3A	25 Jun 53	Checklist
55A-4A	29 Jan 54	Aerial Refueling
55B-4	7 Apr 53	Landing Gear Malfunction B-47
55B-6	9 Apr 53	Partial Engine Operation
55B-8	3 Aug 53	Single Point Refueling
55B-8A	28 Sep 53	Single Point Refueling
55B-10	19 Jun 53	Procedure for Using Alternators
55B-11	13 Jan 54	Weather Minimum for B-47
55B-16	27 Apr 53	Runway Grade Correction
55B-17	15 Jun 53	K-System Stabilization Unit Safeguards
55B-18	6 May 53	Co-Pilot Proficiency Training
55B-18A	20 Jul 53	Co-Pilot Proficiency Training
55B-19	6 May 53	Minimum Personal Equipment Requirements
55B-22	21 May 53	B-47E Inverter Check
55B-24	12 Aug 53	Engaging the Controls on B-47E
55B-26	7 Jul 53	Use of B-47 Ground Roll Acceleration Distance Chart

DELETE

NO.	DATE	SUBJECT
55B-28	21 Aug 53	Use of B-47 Mission Flight Plans (15AF Form 153)
55B-29	31 Aug 53	A-5 Fire Control System
55B-31	28 Sep 53	Fourth Position Oxygen Equipment B-47 Aircraft
55B-32	28 Sep 53	Policies & Responsibilities of Sqdn Aft Engineers Performance
55B-36	8 Dec 53	Change of Pilots in Flight (B-47)
55B-38	19 Jul 54	Co-Pilot Landing in the B-47
55K-4	31 Aug 54	Handling and Operation of KC-97 Aircraft
55K-7	13 Oct 53	KC-97 Flight Instruction Procedures.
55K-8	15 Apr 54	KC-97 Landing Approaches
60-3	16 Mar 53	T-33 Instrument Training
60-4	30 Jul 53	Aircrew Requirements KC-97 Aircraft
60-7	4 Sep 53	Minimum Fuel Reserve
62-11	6 May 52	Briefing Information on Aircraft Facilities
62-18	30 Apr 52	Crash Search by Assigned Aircraft
205-8	17 Jul 52	Security Inspection of Aircraft Prior to Flight
335-1	13 Oct 53	Use of W-291 Overwater Gunnery Range
335-4	28 Dec 53	Use of Woodover Gunnery Range
340A-1	11 May 53	Charts & Forms
340A-2	11 Sep 53	Navigation & Training Missions
340A-2A	30 Sep 53	Navigation & Training Missions
34[illegible]-4	22 Jul 53	Required Documents for Accomplishment Validation

5-2B
5 Pages
Page 4

DELETE

NO.	DATE	SUBJECT
340B-1 Supp I	22 May 53	Observers B-47E Checklist
Supp II	22 May 53	K-System Pre-Flight
Supp III	22 May 53	Navigation Procedures
Supp IV	22 May 53	Altitude Determination
Supp V	22 May 53	Wind Determination
Supp VI	22 May 53	Fixing
Supp VII	22 May 53	RBS Bombing Equipment Check
Supp VIII	14 Jul 53	RBS Bomb Run Procedures
Supp IX	22 May 53	RBS Tone Procedures
Supp X	22 May 53	Sharkey Method of Bombing
340B-2	26 May 53	Radar Bomb Scoring Procedures
340B-3	28 May 53	In-flight Maintenance Form
340B-4	15 Jun 53	Simulated Radar and Visual Attacks, Camera Scored
340B-5	15 June 53	O-15 Radar Scope Photography
340B-6	15 Jun 53	Radar Photo Logs
340B-7	17 Jun 53	Bomb Release Procedures
340B-8	22 Jun 53	N-1 Compass System
340B-10	24 Jul 53	True Airspeed Computation Procedures
340B-11	9 Feb 54	Pre-Flight of General Purposed Racks and K-18 Camera
340B-12	29 Jul 53	Pre-Flight and Operation of Periscopic Sextant
340B-13	31 Jul 53	RBS Target Rotation

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NO.	DATE	SUBJECT
340B-14	14 Aug 53	Operation of Radar Equipment During IFR Rendezvous
340B-16	17 Jul 53	Bail Out, Crash Landing, and Ditching Procedures
340B-18	22 Oct 53	Initial Checkout of B-47 Observers
340B-19	26 Oct 53	Calibration of Aircraft Flight Instruments
340B-20	4 Feb 54	Auto-Pilot Steering for Celestial Navigation
345-4	2[illegible] Feb 52	Fluxgate Compass Emergency Operation
345-5	11 Apr 52	[illegible] Card Files
345-8	6 Aug 52	Optional Log Chart Procedure
345-9	15 Sep 52	Duties of Squadron Navigator
345-10	20 Nov 52	Sextant Calibration

BY ORDER OF THE COMMANDER:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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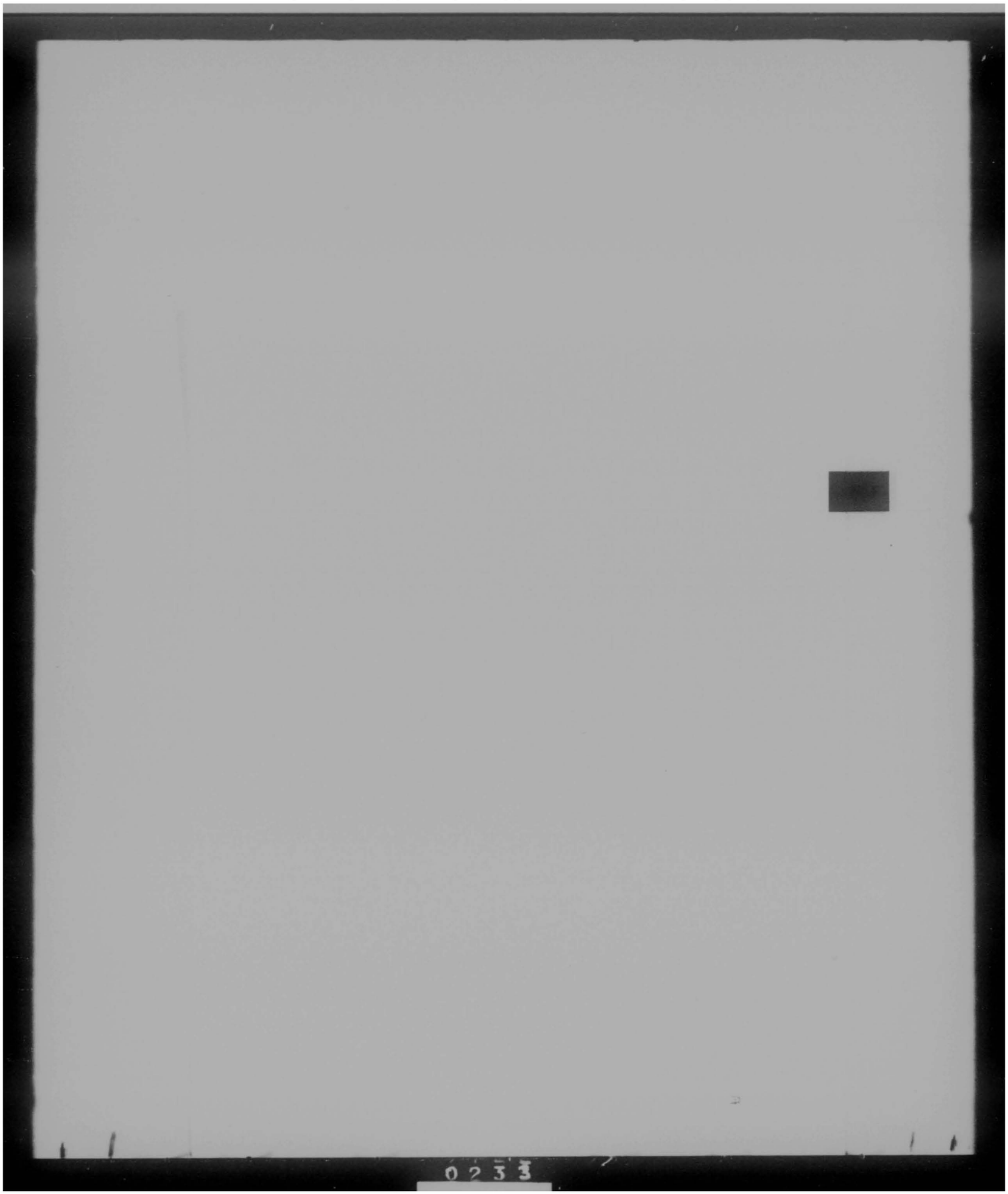

OPERATIONS MEMO)
NUMBER 55B-1)

1 October 1954

OPERATIONS

Minimum and Maximum Crew B-47

(This Oprs Memo supersedes Oprs Memo 55B-1, dated 5 August 1953, and amendments 55B-1A, 21 September 1953, and 55B-1B, 19 January 1954)

1. PURPOSE. To preclude the injury or loss of personnel due to lack of oxygen during unpressurized flight or explosive decompression and to insure safety in flight.

2. SCOPE. This memorandum is applicable to all personnel of the 303d Bombardment Wing, Medium, flying in B-47 aircraft.

3. PROCEDURE. a. The minimum crew requirement for B-47 aircraft is an Aircraft Commander or Instructor Pilot, a Co-pilot or one other qualified person (i.e. pilot, observer, or maintenance personnel).

b. A maximum of four persons may be carried only when the aircraft is equipped with an individual safety belt, oxygen outlet, and an interphone position for each person.

c. When a fourth man is scheduled his minimum personal equipment will include:

(1) Crash helmet

(2) Oxygen mask

(3) Parachute and "bailout" bottle

(4) Flying suit and other necessary protective clothing

(5) Service shoes or similar type

4. PERSONNEL LIMITATIONS DURING EXTREME EMERGENCIES. a. During extreme emergencies for evacuation purposes a maximum of 20 persons may be carried on B-47 aircraft.

b. Unit commanders may increase or decrease the number of personnel, depending on the urgency of the evacuation situation and the overall condition of the aircraft at the time.

c. Emergency evacuation figures are based on the assumption that parachutes, survival equipment and baggage would not be carried on the aircraft concerned.

5. RESPONSIBILITY. It will be the responsibility of the Squadron Commanders to insure compliance with the provisions of this directive.

BY ORDER OF THE COMMANDER:

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Captain, USAF
Adjutant

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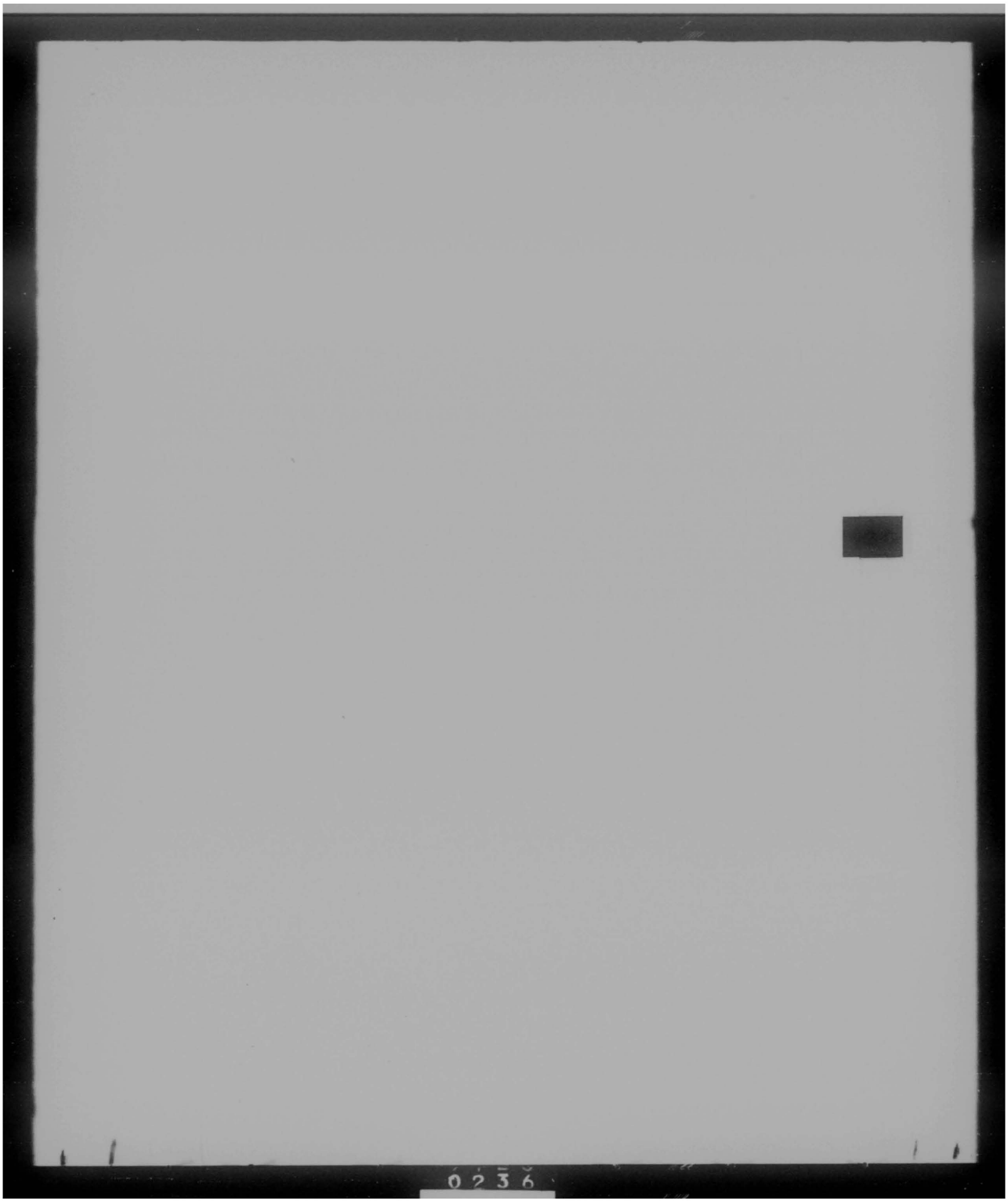

OPERATIONS MEMO NUMBER 55B-5

20 October 1954

OPERATIONS

Takeoff and Landing Procedures

(This Oprs Memo supersedes Oprs Memo 55B-5, dated 22 September 1954 and 55B-5A dated 7 October 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 the water is becoming too deep and should be swept off the runway.

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b. Touch and Go Landings:

(1) Touch and go landings may be accomplished as follows:

(a) When landings are under the supervision of a B-47 instructor pilot or

(b) The aircraft commander possesses more than 300 hours first pilot time in B-47 aircraft and has been checked out in touch and go landings by a qualified B-47 instructor pilot.

(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 OATS 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 symetrically stabilized at approximately 60% power prior to advancing throttles to the takeoff power.

(f) Best flare speed as listed in the Technical Order 1B-47B-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.

(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 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 full stop landings from the rear seat provided the aircraft commander has at least 300 hours first pilot time 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.

(5) All landings should be planned and conducted as if the brake chute was not installed. A decision should be made by the aircraft commander to go around prior to or as crossing the runway threshold in the event of a bad approach. Normally, once a landing has progressed to the point of attempting to deploy the brake chute, every effort should be made to stop on the runway rather than attempt to go around.

4. In the event of conflict, SAC Regulation 55-50 applies.

5. 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:

IRA V. MATTHEWS
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Director of Operations

JOHN D. HAMPTON
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Adjutant

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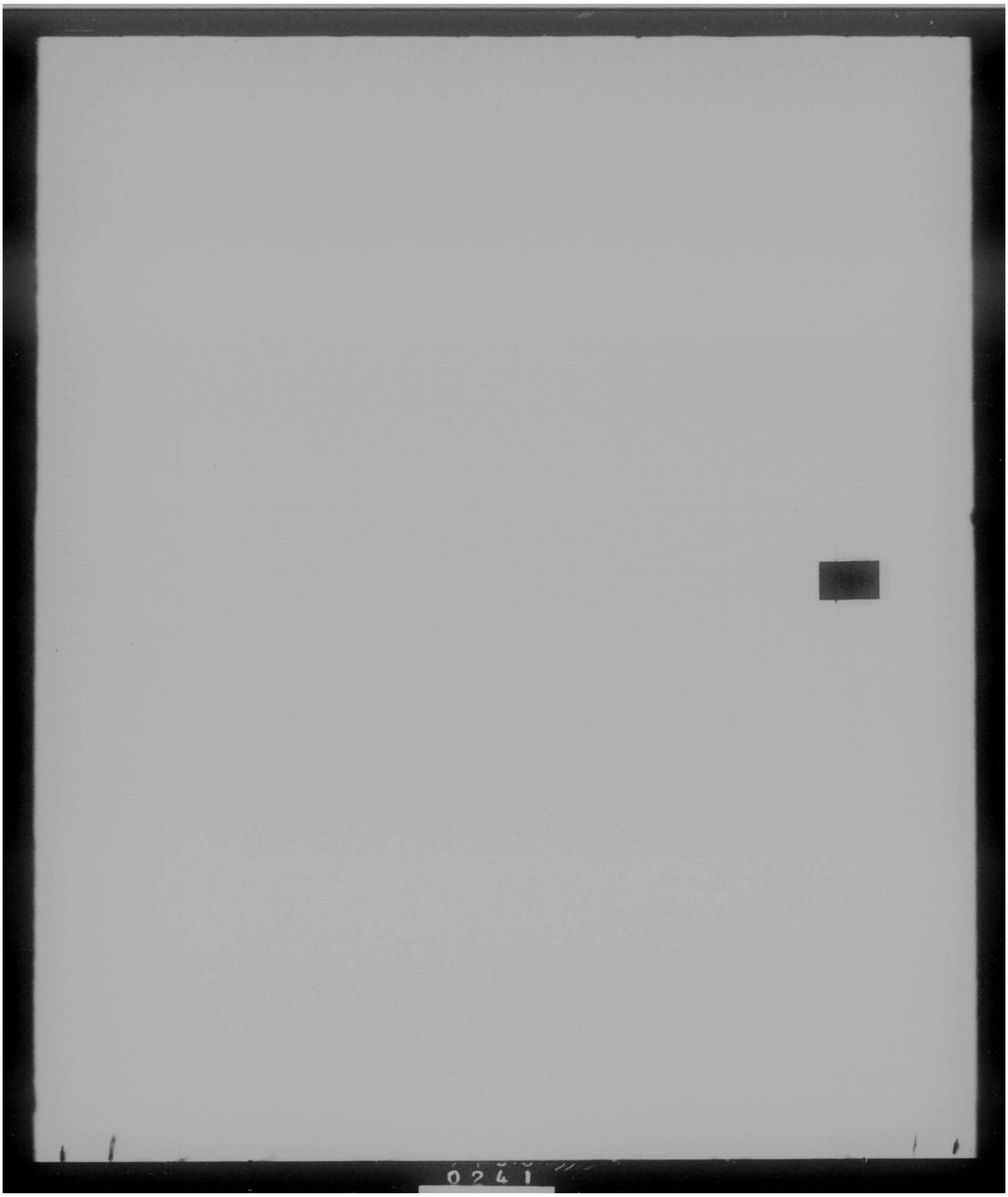

OPERATIONS MEMO)
NUMBER 55B-13)

1 October 1954

OPERATIONS

Emergency Landing Fields - B-47 Aircraft

(This Operations Memo supersedes Operations Memo 55B-13, dated 17 Apr 53, and Operations Memo 55B-13 Supplement I, dated 13 August 1953).

1. PURPOSE. To designate primary and secondary emergency fields to be utilized in the event weather conditions or emergency situations preclude landing at Davis-Monthan Air Force Base.

2. SCOPE: The provisions of this memorandum will apply to all squadrons of the 303rd Bombardment Wing, Medium, operating B-47 aircraft.

3. PROCEDURE: a. On all B-47 flights the aircraft commander will contact Davis-Monthan Air Force Base Tower for latest weather and surface wind before descending from optimum altitude.

b. The following listed fields have been designated "primary" or "secondary" emergency fields for B-47 aircraft. Whenever possible "primary" fields will be utilized under emergency conditions. Gross weight and fuel required figures are based on an 85,000 lb minimum landing weight with a missed approach at Davis-Monthan Air Force Base. Normally, no let-down will be made at Davis-Monthan Air Force Base before proceeding to the alternate. In preparing the table the following assumptions have been made:

(1) Let-down has been made at Davis-Monthan Air Force Base.

(2) Climb to optimum altitude.

(3) Flight to alternate to be made at optimum altitude, cruise at constant mach.

(4) Thirty minute delay in holding pattern at alternate.

(5) Let-down and GCA at alternate.

(6) Missed approach and go-around.

(7) 2500 lb fuel reserve on landing.

(8) Basic weight of 82,500 lbs.

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Page 2

PRIMARY

BASE	RUNWAY LENGTH	ELEVATION	DISTANCE	GROSS WEIGHT OVER TUCSON	FUEL REQUIRED
March AFB	10,000	1535'	337 NM	101,070	18,570
Biggs AFB	9,500	3937'	232 NM	99,430	16,980
Walker AFB	8,500	3666'	330 NM	100,940	18,440
Carswell AFB	8,200	634'	689 NM	106,650	24,150
Castle AFB	7,000	185'	567 NM	104,850	22,350

SECONDARY

BASE	RUNWAY LENGTH	ELEVATION	DISTANCE	GROSS WEIGHT OVER TUCSON	FUEL REQUIRED
Luke AFB	8,900'	1106'	113 NM	97,760	15,260
Edwards AFB	8,100'	2285'	383 NM	101,660	19,160
Kirtland AFB	10,200'	5330'	274 NM	100,110	17,610
Clovis AFB	10,000'	4300'	400 NM	101,970	19,470

4. In utilizing Edwards Air Force Base as a secondary Emergency Landing Field, in addition to the 8,100 feet concrete runway another landing area is available. "The Lake Bed area during dry periods, which provides four to seven miles of landing surface. During certain inclement weather periods, two to four miles of the Lake Bed area are available for Emergency Landings".

5. There are no lighting facilities available on the Lake Bed.

6. All landing areas are controlled by the Edwards Air Force Base Control Tower and any emergency will be given priority upon proper contact and identification.

BY ORDER OF THE COMMANDER:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

OFFICIAL:

John D. Hampton
JOHN D. HAMPTON
Captain, USAF
Adjutant

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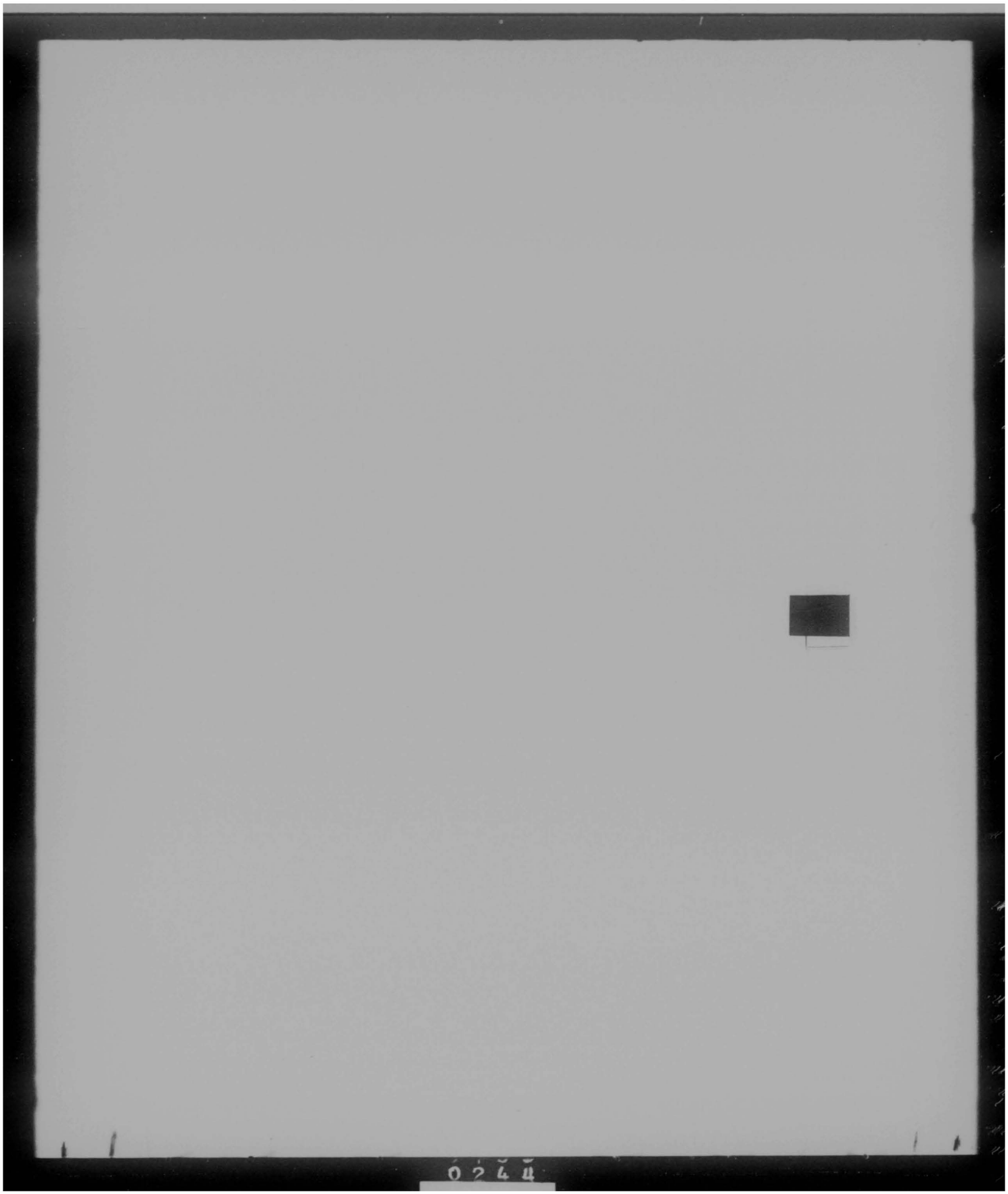

OPERATIONS MEMO)
NUMBER 55B-14)

1 October 1954

OPERATIONS

Equipment Display and Crew Inspection

(This Operations Memo supersedes Operations Memo 55B-14 dated 6 May 1953)

1. PURPOSE. To establish the procedure for display of crew equipment and crew inspection.

2. SCOPE. This Operations Memo is applicable to all crew members flying in B-47 aircraft.

3. PROCEDURE. a. Station time:

(1) Station time will be two (2) hours before scheduled take-off time if no air refueling is planned. Station time will be two and one-half (2½) hours before scheduled take-off time if aerial refueling is scheduled.

b. Equipment Display:

(1) Equipment will be displayed upon arrival at the aircraft at station time approximately twenty-two (22) feet to the left of the nose of the aircraft. This will place the Aircraft Commanders equipment directly ahead of the left outrigger gear. Equipment will be displayed on mats (when available) as shown on attachment #1. When mats are not available extreme care will be taken that a clean surface is chosen for equipment display. During periods of inclement weather equipment will be checked at personal equipment building and transferred to the aircraft in such a manner that allows the least possibility of exposure to rain, etc.

c. Crew Inspection and Briefing:

(1) As soon as personal equipment has been arranged for display the crew and passengers (excluding the Aircraft Commander) will take position to the rear of their equipment. The Aircraft Commander will brief the crew on crash landing and bailout procedures. When scheduled mission is to be flown over water, ditching procedures will be covered by the Aircraft Commander.

(2) Navigator gives time hack and Aircraft Commander sets time for crew to be in position to start engines.

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(3) At completion of emergency procedure briefing crew will load equipment on the aircraft and complete pre-flight in accordance with current B-47E check list. Co-Pilot will read off items and other crew members will acknowledge as required.

d. Post Flight Inspection:

(1) Equipment will be checked and loaded onto truck from aircraft.

(2) Crew will complete post flight inspection.

(3) Aircraft Commander will complete Form 1 and 1A by checking with crew members for all discrepancies.

(4) Crew will depart aircraft for operations.

4. RESPONSIBILITY. It will be the responsibility of the Squadron Commanders to insure compliance with the contents of this Operations Memo.

BY ORDER OF THE COMMANDER:

IRA V. MATTHEWS
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Director of Operations

OFFICIAL:

John D. Hampton

JOHN D. HAMPTON
Captain, USAF
Adjutant

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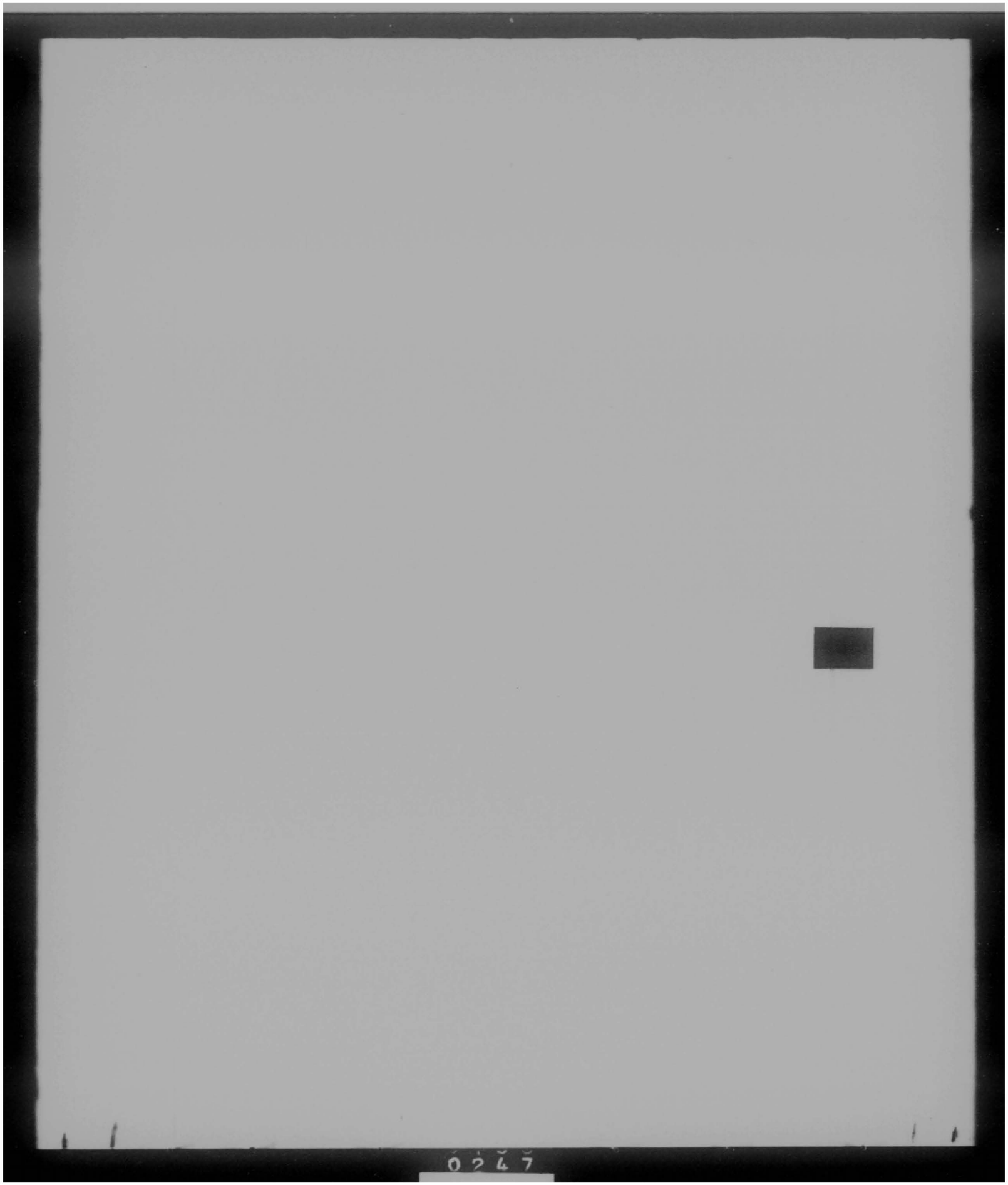

OPERATIONS MEMO)
NUMBER 60-3)

20 October 1954

FLYING - B-47 AIRCRAFT

Radar Low Approach to Davis-Monthan Air Force Base

1. PURPOSE: To establish a standing operating procedure for instrument let down and low approach in VFR conditions utilizing PPI on airborne radar.

2. SCOPE: The provisions of this memorandum apply to all observers of the 303rd Bombardment Wing, Medium. This Radar Let Down is designed to utilize terrain features and radar returns compatible with the operational limitation of the K-System. This let down does not conform with the proposed Jet Let Down for this area. The degree of bank and rate of descent are the limiting factors.

3. PROCEDURE:

a. Fly over Davis-Monthan at optimum altitude on a MH of 100° on course for Benson (113° TC, D=34NM). Pilot starts gear down penetration let down at 250K IAS and approximately 4000'/min descent. Do not descend below 12,000' MSL. (Benson is 255° and 23NM from the southern most tip of Wilcox Lake) Operate scope on 40NM range and zero wind dials, ATF and Trail to minimum; 2500'.

b. Over Benson, pilot starts 30° bank, right turn, to 215°MH, at 12,000' MSL, reducing air speed and extending flaps to establish Best Flare Speed plus 30K.

c. When Davis-Monthan appears on scope at a True Bearing of 310°, pilot starts a 30° bank to right to a MH 305°. After aircraft is on MH of 305°, place Azimuth Marker thru runway area of Davis-Monthan AFB and have pilot center and follow PDI.

d. At 25NM pilot starts 1000'/min descent at Best Flare Speed plus 30K to 4100' MSL. At 25NM observer puts cross hairs on end of runway. Switch to bomb, center PDI, and switch Wind Determination on. Put Azimuth Marker thru area of "no return" for course, and Range Marker on far edge of Tank Farm for rate.

e. At 120 seconds time to go from the end of runway, pilot establishes 500'/min descent at Best Flare Speed +30 to minimum altitude of 3150 MSL over end of runway.

f. To make a landing using this radar approach start descent from 4100 MSL, at 500'/min when time to go is 180 seconds from end of runway. Begin descent at Best Flare Speed +20 reducing air speed to arrive over the approach end of the runway at Best Flare Speed.

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g. Informational Data:

(1) Minimum ATF - 15 seconds.

(2) Minimum Trail - 2500'.

(3) DMAFB-Benson TB-113°, D-33½NM.

(4) Beacon signal on end of runway 12 is 2-1-1.

(5) True Bearing of runway - 319°.

4. RESPONSIBILITY: It is the responsibility of the Squadron Commander's to insure that this memorandum is fully understood and complied with by all observers in his squadron.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V MATTHEWS
Colonel, USAF
Director of Operations

JOHN D HAMPTON
Captain, USAF
Adjutant

3 Atchmts
1. Diagram No. 1
2. Diagram No. 2
3. Diagram No. 3

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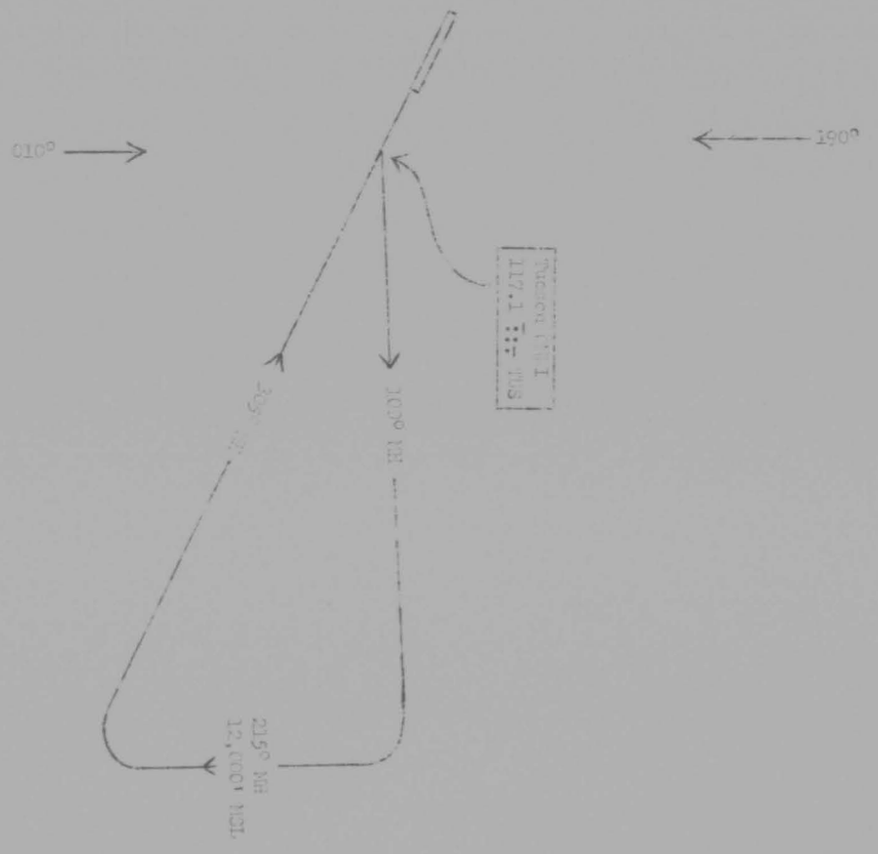
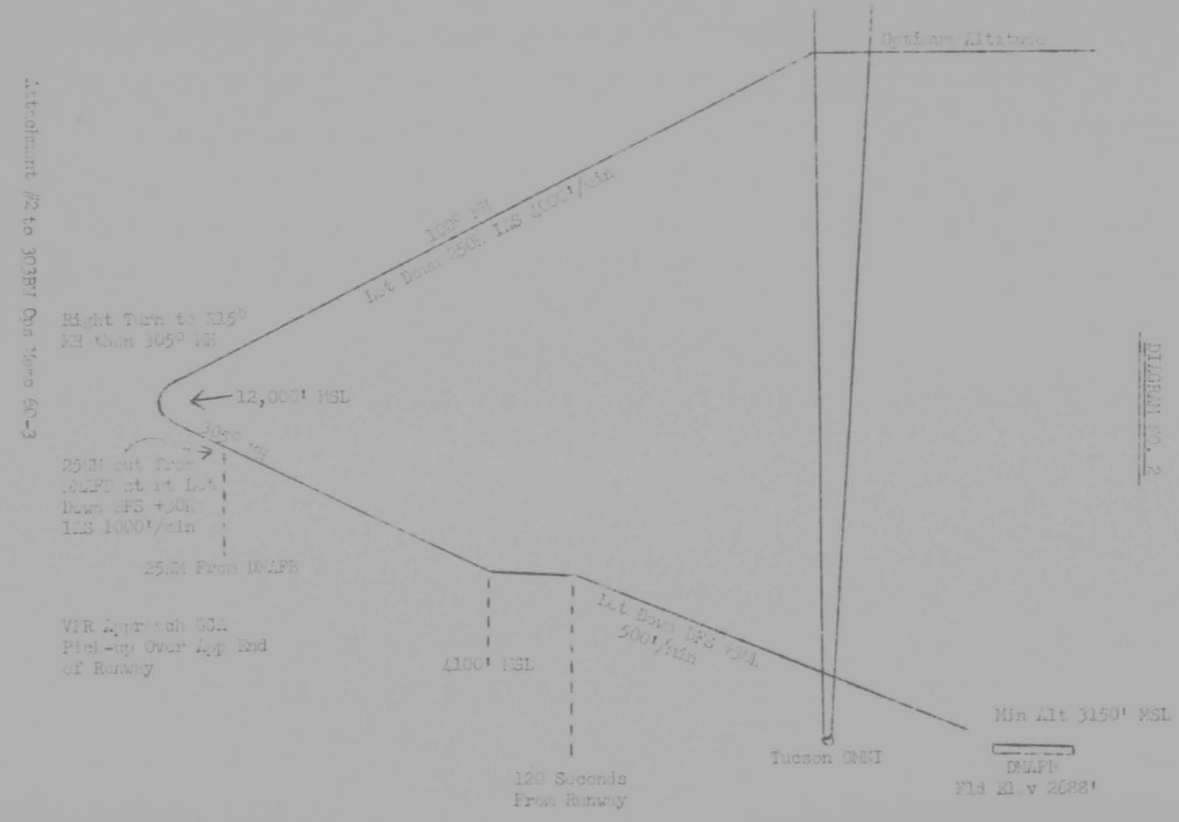
DIAGRAM NO. 1

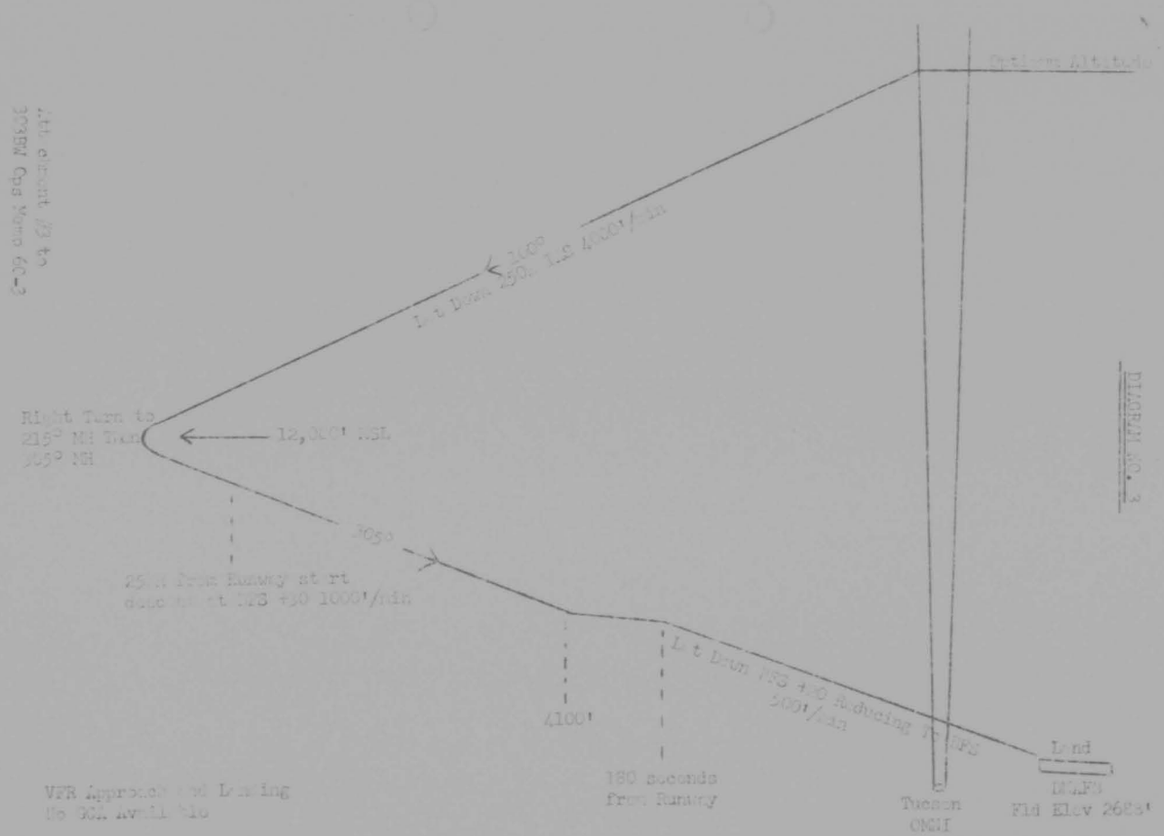


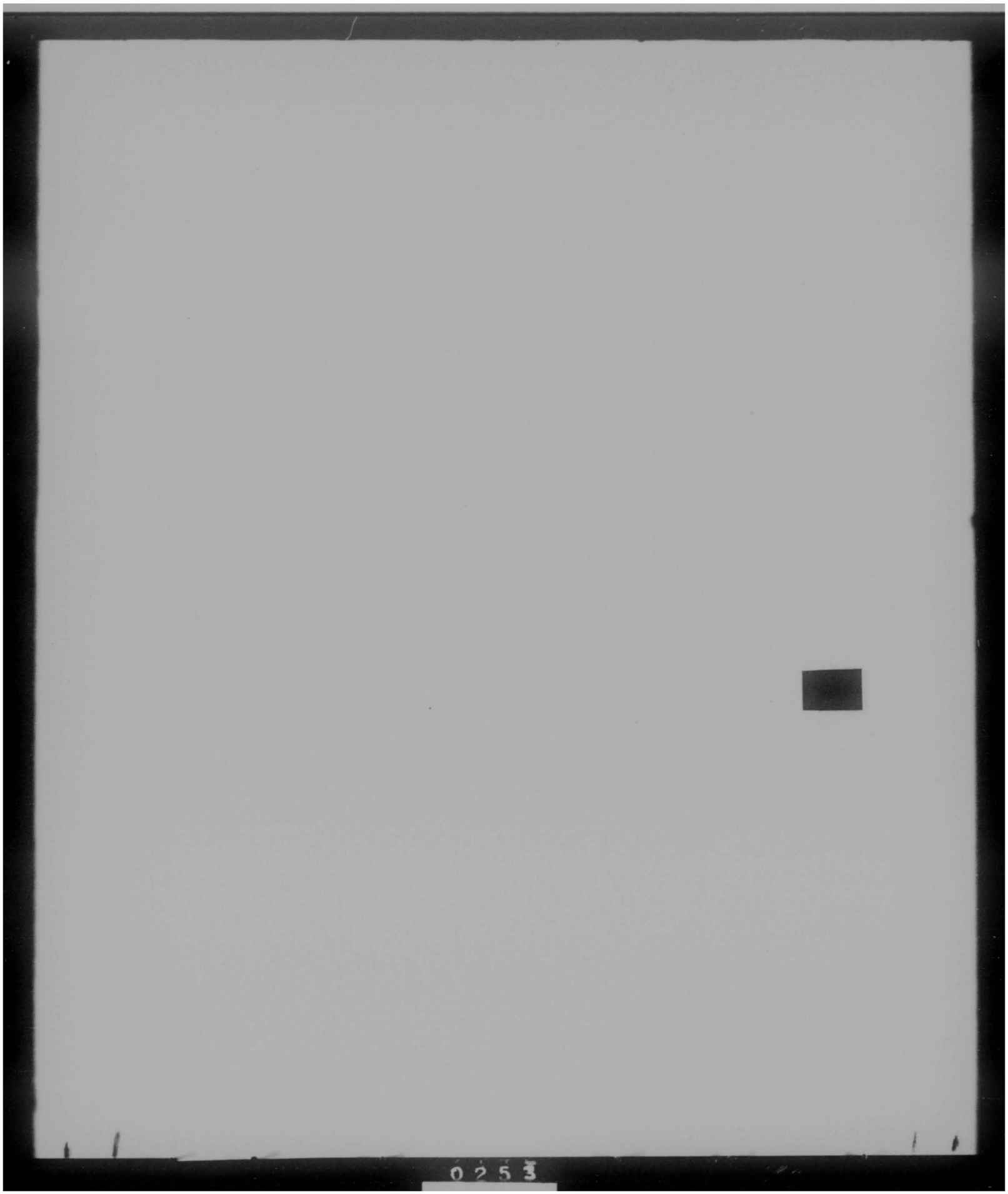
Attachment #1 to 303BW Ops Memo 60-3



Attachment #2 to 303BI Ops Memo 60-3

DIAGRAM NO. 2





Combat Mission. Information pertaining to known individual strikes which must be alerted prior to take off will be transmitted to Headquarters Central and/or Western Air Defense Force, ATTN: Chief of Combat Operations, by priority message and SOCs line call or the most expeditious means of communications available, detailing the strike route and/or as related to the over-all mission concerned. This will be accomplished in order to allow Central and/or Western Air Defense Force to properly correlate the presence of all air activity within its region during the period of the mission. For alerts prior to take off for individual squadron training missions, a direct SOCs line call will be made to appropriate Central and/or Western Air Defense Force air divisions by squadrons concerned and further confirmed by message.

(4) In the event of an air abort of individual training missions, the airplane commander of the aborting aircraft will request military flight services to transmit notice of cancellation to the applicable Air Defense Force air division concerned.

b. Procedures during the attack:

(1) Fighter.

(a) Each fighter aircraft will make a minimum of four passes as follows to provide maximum training for co-pilots on individual training missions. Attacks will be in accordance with paragraph 7b, SAC Regulation 51-[illegible].

(2) Bomber.

(a) Bomber aircraft will maintain a constant course and altitude during all attacks. The bomber [illegible] will insure that the fighters are notified prior to each turn.

(b) In case of cloud cover, a clearance of 1,000 feet above or below the layer will be maintained.

(c) Bomber strike aircraft patterns may consist of combinations of none and stream at various altitudes. When possible, formations will be separated by approximately 45 minute intervals.

(d) Strike routes will be defined so as to provide the maximum crossing of adjacent air division boundaries in order to exercise aircraft control

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and warning cross-telling procedures and passing of control of fighters from one air division to another.

(c) Every effort will be made to allocate 10 per cent of the bomber striking force to altitudes of 40,000 feet and above when approaching GALF and WADF ADIZs.

(d) An average ratio of two evaluator approaches to every one overland approach will be accomplished for unit simulated combat missions concurrent with the Fifteenth Air Force bomber training program.

(e) Any change in flight plan during unit simulated combat mission or a simple strike mission which changes the penetration times by 15 minutes or distance by 50 miles will be transmitted by the aircraft commander to the appropriate AADS ground station for relay to WADF CCC using ADP 101 Routing Indicator. Such special reports will be transmitted by the aircraft commander at least 30 minutes prior to the estimated penetration time of ADIZ boundaries. This race go will carry an operational priority procedure.

(3) General.

(a) In the event it becomes necessary to terminate any given exercise due to the establishment of a military emergency or other urgent reason, recall may be originated by forces of either command. Recall code designation will be specified for each unit simulated combat mission by the applicable Air Force and provided to WADF CCC in accordance with paragraph 3d (3) 15AFR 50-39.

(b) Authentication as required will be in accordance with AFSAL 5104.

(c) Either firing aerial gunnery and fighter interception may be accomplished in conjunction with other training requirements, but never both on any one mission.

(d) No B-47 aircraft will participate in joint fighter-bomber training unless VHF communications are established.

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(c) After making radio contact, bomber and fighter-interceptor flight leaders will request and receive confirmation of safety checks as outlined in paragraph 5c, Supplement 11, 15 February 1954, to SAC Regulation 51-6.

4. COMMUNICATIONS:

a. Communication procedures for fighter intercept as outlined in Supplement 11, SAC Regulation 51-6, will be followed. In addition, air-to-air communication between fighter and bomber aircraft will be accomplished by means of existing United States Air Force fighter/bomber VHF liaison frequency.

5. SAFETY [illegible]:

a. The aircraft commanders of either the bomber, or fighter aircraft may terminate attacks at any time that the principles of flying safety are violated. Circumstances of any violations will be reported through appropriate headquarters [illegible].

b. The safe-fire switch on the turret control panel will be left in "SAFE" position at all times on any missions wherein fighter/bomber joint exercises are accomplished.

c. Break-off points for day fighters and/or radar controlled fighter interceptors will be in accordance with SAC Regulation 51-6, 15 February 1954, as amended.

d. All crew members will be familiar with all existing procedures as stated in SAC Regulation 51-6 prior to scheduling and accomplishing an intercept mission.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

John D Hampton
JOHN D HAMPTON
Captain, USAF
Adjutant

2 Atchmts
1. Map of Air Defense Areas
2. List of Air Defense Bases and Locations

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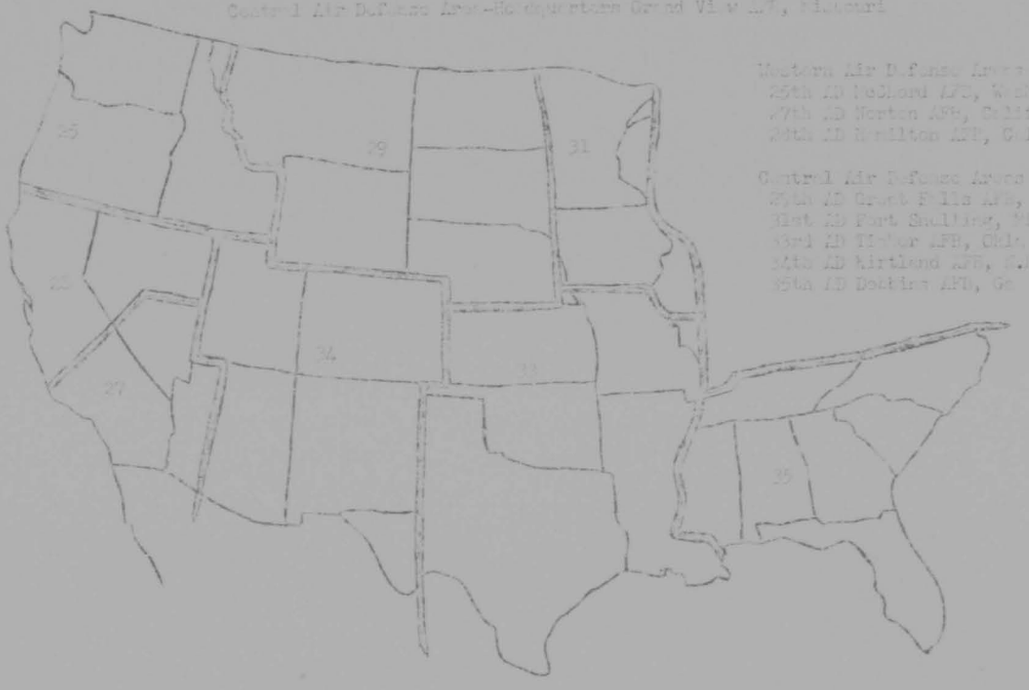
Attachment No. 1

AIR DEFENSE AREAS

Western Air Defense Area - Headquarters Hamilton AFB, California
Central Air Defense Area - Headquarters Grand View AFB, Missouri



Western Air Defense Area:
25th AD Bedford AFB, Wash
27th AD Norton AFB, Calif
26th AD Hamilton AFB, Calif

Central Air Defense Area
29th AD Great Falls AFB, Mont
31st AD Fort Snelling, Minn
33rd AD Tinker AFB, Okla
34th AD Kirtland AFB, N.M.
35th AD Dobbins AFB, Ga

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LIST OF AIR DEFENSE RADAR AND LOCATIONS

WESTERN AIR DEFENSE FORCE

Headquarters: Hamilton AFB, California

25th Air Division, Headquarters at McChord AFB, Washington
- 31 FIS Larson AFB, Washington
- 323 FIS Larson AFB, Washington
- 445 FIS Geiger Field, Washington
- 497 FIS Portland International Airport, Oregon
- 83 FIS Felts AFB, Washington
- 317 FIS McChord AFB, Washington
- 406 FIS McChord AFB, Washington

27th Air Division, Headquarters at Foster Afb, California
- 54 FIS Hamilton AFB, California
- 35A FIS Oxnard AFB, California

24th Air Division, Headquarters at Hamilton AFB, California
- 64 FIS Williams AFB, California
- 305 FIS Travis AFB, California

CENTRAL AIR DEFENSE FORCE

Headquarters: Grand View AFB, Missouri

29th Air Division, Headquarters at Grand Forks AFB, Dakota
- 57 FIS Grand Forks AFB, Dakota
- 54 FIS Ellsworth AFB, South Dakota

21st Air Division, Headquarters at Fort Snelling, Minnesota
- 10 FIS Minneapolis-St. Paul International Airport
- 11 FIS Duluth Municipal Airport, Minnesota
- 87 FIS Sioux City Municipal Airport, Iowa
- 14 FIS Sioux City Municipal Airport, Iowa

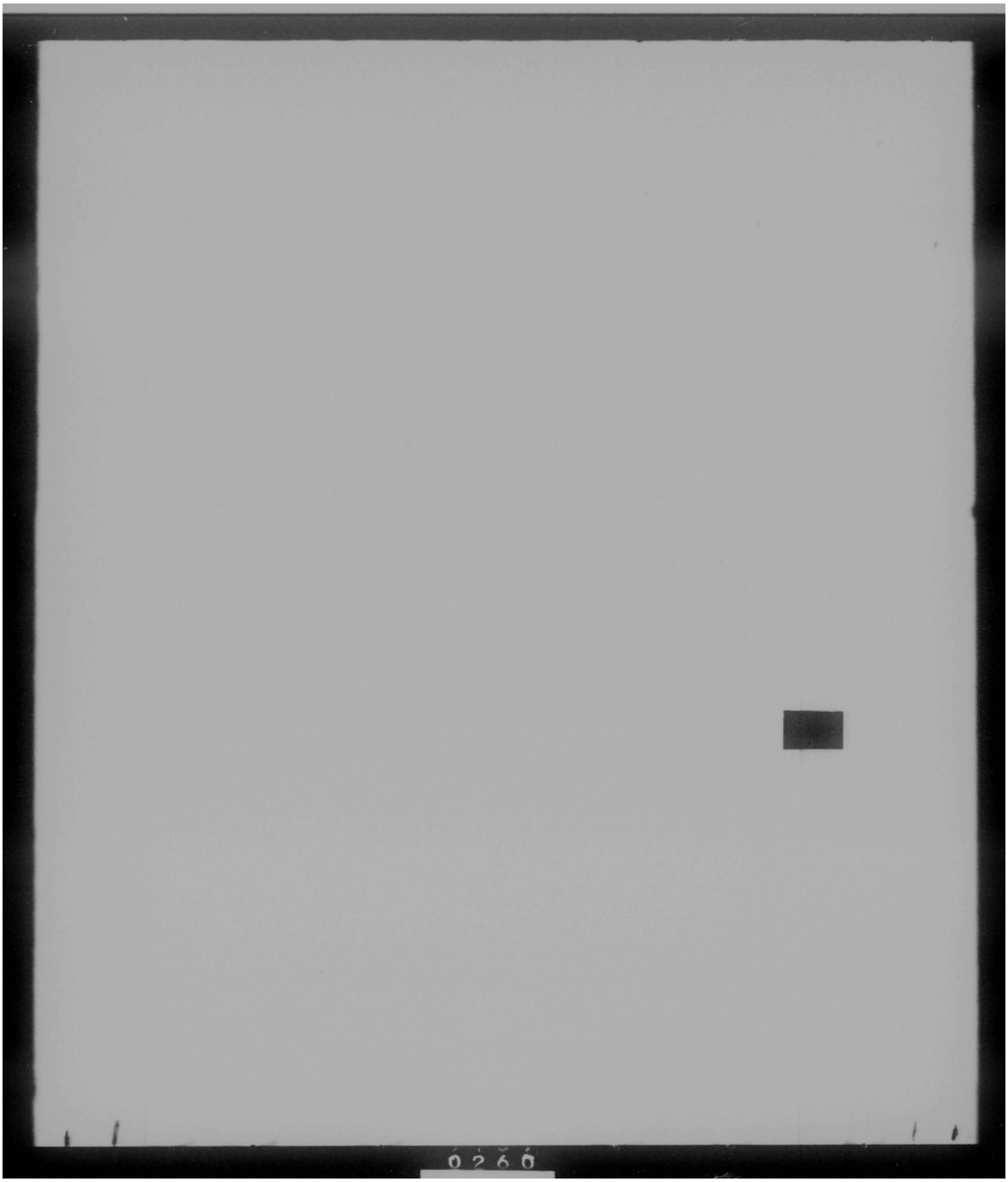
32nd Air Division, Headquarters at Truax AFB, Wisconsin
- 433 FIS Truax Field, Wisconsin
- 56 FIS Scott AFB, Illinois

34th Air Division, Headquarters at Richards AFB, Missouri
- 61 FIS Richards AFB, Missouri
- 15 FIS Davis-Monthan AFB, Arizona

4th Air Division, Headquarters at Dobbins AFB, Georgia
- 407 FIS McNair Tyson Air Port, Tenn.
- 411 FIS Charleston AFB, South Carolina
- 410 FIS McNair Tyson Air Port, Tenn.

Attachment No. 2

0259



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

MAINTENANCE INSTRUCTION LETTER NUMBER 00-2A — 1 October 1954

DAILY FLYING AND MAINTENANCE ACTIVITY REPORT
RCS: 15-K6

Maintenance Instruction Letter 00-2 dated 19 August 1954 is amended as follows:

* * * * * * * * * * * * * *

4. PROCEDURES:

c. Aircraft Records and T.O.C. Section of Maintenance Control.

(1) Part II of Report:

(a) Column G:

1. As reads "SAC Message DM4MTN13 7260 dated 30 July 1954" is changed to read "SAC Message DM4EMTN13 12893 dated 19 Aug 54".

* * * * * * * * * * * * * *

e. 303rd Field Maintenance Squadron:

(2) Part II of report, (as of last calendar day of each month).

(a) Column H: Ground power equipment will be divided into three sub-columns as follows:

1. Average number of ground power units on hand for past 15 days, to include the following types: A-3's, B-10's, B-11's, C-21's, C-22's, C-26's, Gramco, Marathon, SS12000B, F-1, F-2, F-3, F-5 or substitute power units or systems which furnish ground electric power to aircraft.

2. Average number of ground power units (as reported in 4e(2)(a)1 above) that were out of commission for parts.

3. Average number of ground power units (as reported in 4e(2)(a)1 above) that were out of commission for maintenance. Units reported in this paragraph will not be included in 4e(2)(a)2 above.

0261

(3) Part III of report, (as of 15th day of each month).

(a) Column E: Ground powered equipment will be divided into three sub-columns as follows:

1. Average number ground power units on hand for past 15 days. Reference paragraph 4e(2)(a)1 herein.

2. Average number of ground power units (as reported in 4e(3)(a)1 above) that were out of commission for parts.

3. Average number of ground power units (as reported in 4e(3)(a)1 above) that were out of commission for maintenance.

(4) Reports required in paragraph 4e(2) and (3) above, will be compiled by Reports & Analysis from information submitted daily to Chief of Maintenance on Daily Ground Power Recap sheet, 303rd Bomb Wing Form 7(T), by Auxiliary Equipment Section. A ground power status report giving status of individual units by serial number will be submitted by the Auxiliary Equipment Section to the Chief of Maintenance on 7th, 15th, 23rd, and last day of each month.

* * * * * * * * * * * * *

5. SPECIAL INSTRUCTIONS:

e. Ground power units or systems will only be reported out of commission for parts or maintenance if parts or maintenance will result in unit or system being inoperational for period in excess of eight clock hours.

* * * * * * * * * * * * *

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 (16 cys ea Sq)

1 Attachment
Daily Ground Power Recap Sheet

0262

_____BOMB WING DAILY GROUND POWER RECAP FOR _____(DATE)_____19___

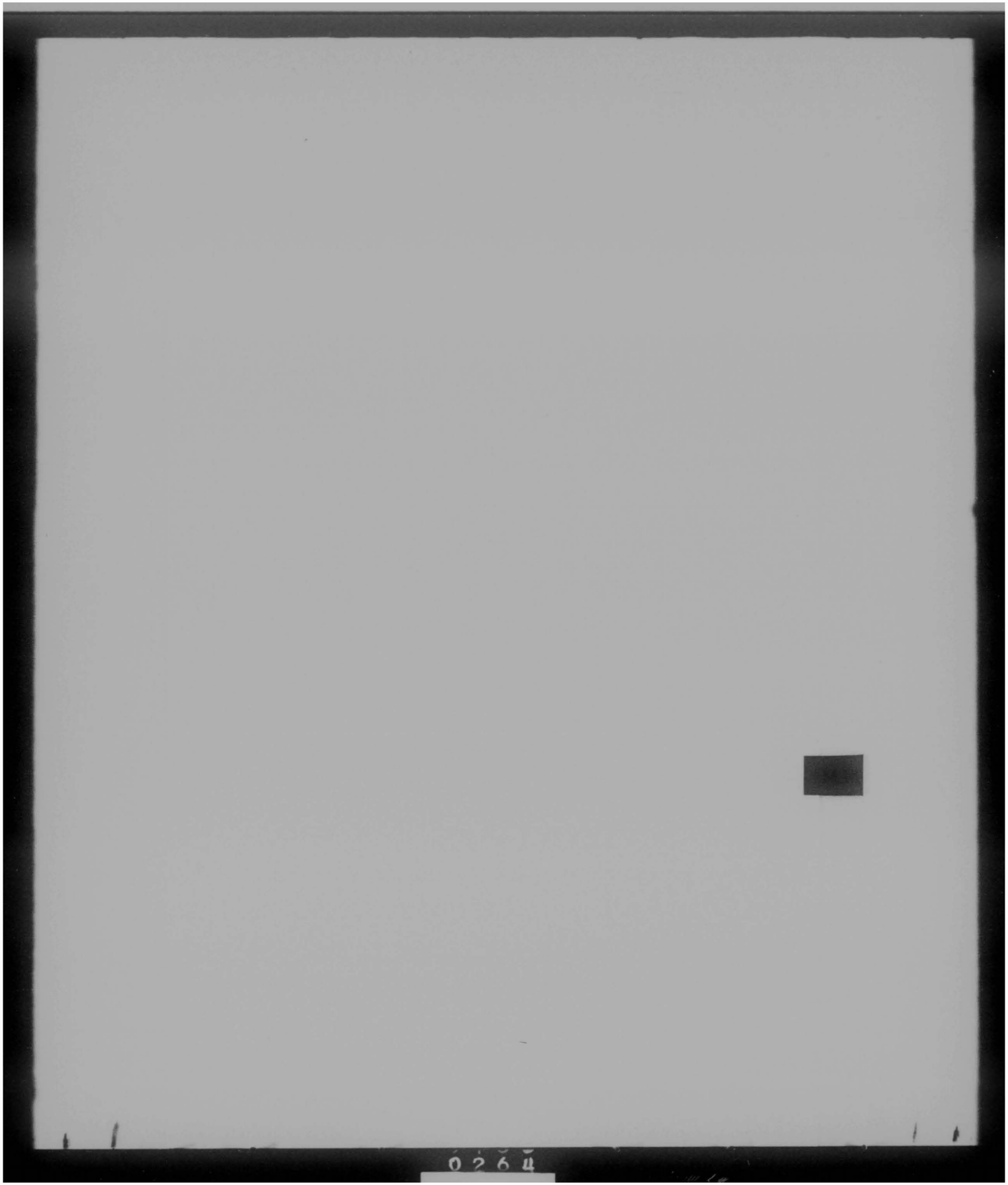
UNIT NOMENCLATURE	ASGND	IN COMM	OUT OF COMMISSION				REMARKS
			MAINT	PARTS	INSP	OTHER	
Elect Supp Sys Marathon, Gremco, Cat.							
" " " " Mtr. Gen							
" " " " Rectifier							
Generator Set Type, A-1							
" " " A-3							
" " " B-11, All Type							
" " " C-21							
" " " C-22							
" " " C-26							
" " " C-1B							
TOTALS							
Compressor, Air 2 Stages							
Compressor, Air 3 Stages							
Stand Hyd Test (All Types)							
Conditioner, Air Freom(All Type							
Blower, Ground Type A-2							
Power Cycle, 2 Wheel							

Attachment #1 to MIL OC-2A

303 Form 9 Oct 54 7(T)

Signed

0263



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

MAINTENANCE INSTRUCTION LETTER
NUMBER 00-10

8 October 1954

LOCAL MANUFACTURE PROCEDURE

1. PURPOSE. It is the intent of this directive to reiterate the proper procedure in submitting a local manufacture work order on nonstandard, nonstocked or local designed items as outlined in SAC Manual 66-14.

2. SCOPE. This directive is applicable to all organizations of the 303rd Bombardment Wing, Medium.

3. GENERAL. Indiscriminate local manufacture can tie up the maintenance shops and destroy the supply economy of the wing. In following the procedure outlined, local manufactured items will be controlled in accordance with current pertinent directives.

4. PROCEDURE. a. Whenever an item of nonstandard, nonstocked, or locally designed special tools or equipment is necessary for local manufacture, the organization will submit, to Job Control Branch, drawings of the item showing all dimensions and material specifications. Stock listed items will be requested through normal supply channels.

b. Job Control Branch will, with the aid of Quality Control or the Maintenance Standardization Team if necessary, study the drawings prior to recommending approval or disapproval.

c. When a request is approved by Job Control, a Form 446 will be made up by the squadron and submitted with four copies of the drawings to the Chief of Maintenance for signature and approval. The squadron will be held responsible to insure that official correspondence is initiated to outline in detail the deficiency found in standard procured tools or equipment which made it necessary to manufacture the item in question.

(1) In the event a request is disapproved, the request will be returned to the organization with a notation as to the reason for disapproval. If the need for local manufacture still exists the request may be resubmitted to Job Control with additional information.

(2) After the Form 446 has been approved, it will be returned to the organization for submission to Base Supply, who in turn will submit the work order request (SAC Form 96) to Job Control for process to Material Control Section.

d. Job Control or the Chief of Maintenance will limit manufacture of the item to minimum essential requirements and will not manufacture in excess of immediate needs.

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e. The initiating squadron will forward, to the Chief of Maintenance, photos or drawings and complete description including reason for manufacture of the item, for submission through channels to Headquarters Strategic Air Command, Attention: DMS, immediately upon completion of manufacture with recommendations for necessary action for procurement, design change in standard item, etc.

f. RESPONSIBILITY. Squadron Commanders will insure that the provisions of this directive are complied with.

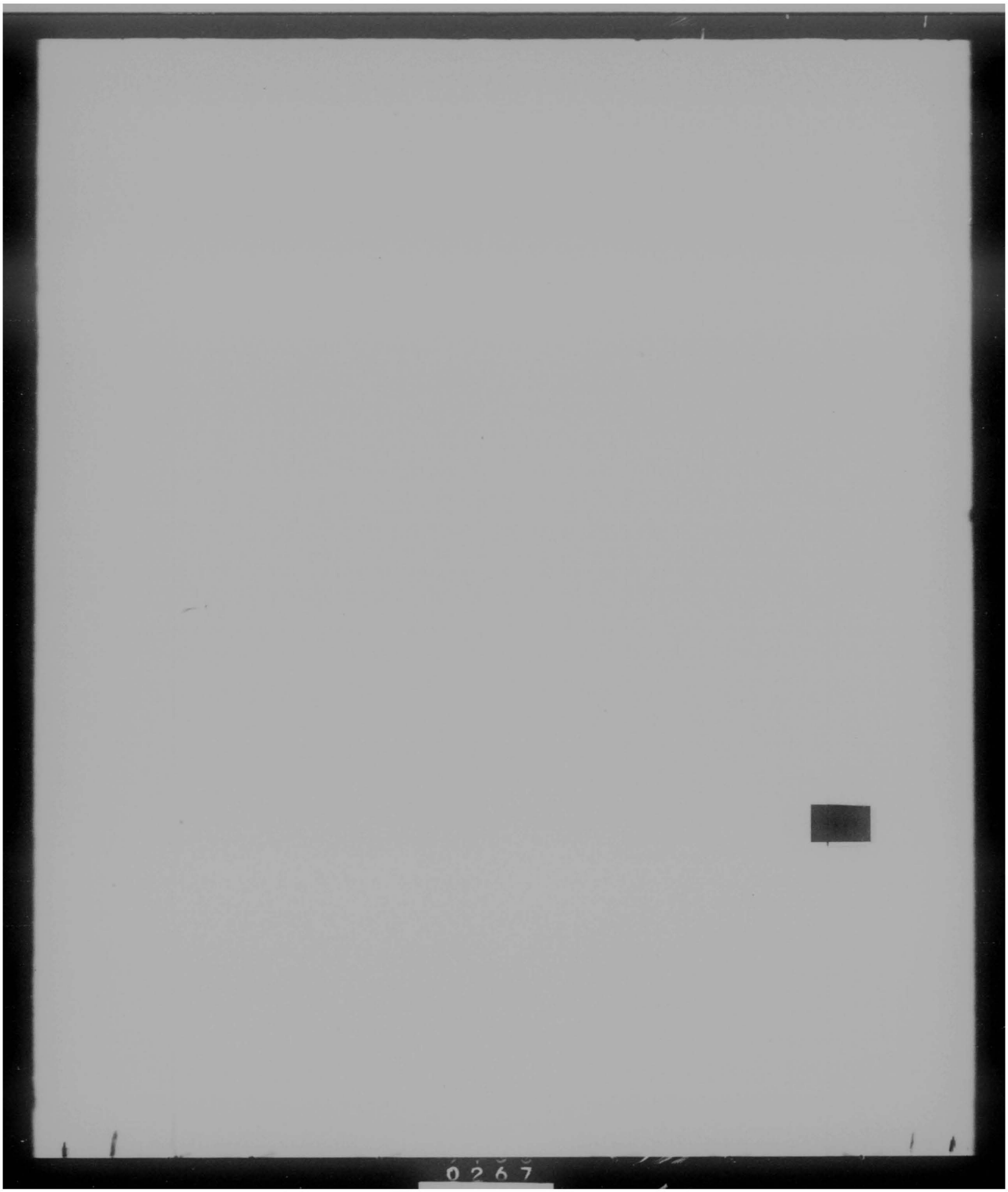
BY ORDER OF THE COMMANDER:

OFFICIAL:

WILLIAM T. BARRY
Major, USAF
Chief of Maintenance

JOHN D. HAMPTON
Captain, USAF
Adjutant

DISTRIBUTION: "B" Plus (16 cys to Sq)



HEADQUARTERS 3OOTH BOMBARDMENT WING, MEDIUM
Davis Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER
NUMBER 66-13

11 October 1954

PROCESSING AIRCRAFT
ARMAMENT-ELECTRONICS (AMP) EQUIPMENT

1. PURPOSE: The purpose of this directive is to establish uniform procedures for the processing of reparable armament-electronics equipment in awaiting parts (AWP) status to Base Supply Reparable Warehouse.

2. SCOPE: This directive is applicable to all maintenance and supply activities responsible for processing armament-electronics equipment.

3. GENERAL: a. The provisions of this directive are in accordance with SAC Manual 65-2, "Supply Support of Specialized Aircraft Maintenance" and are intended to clarify procedures therein, to eliminate confusion, and excessive handling of armament-electronics equipment, physically, between the maintenance activity and the reparable warehouse.

b. Reference to paragraph 4e(2), SAC Manual 66-14, "Production Control for Specialized Aircraft Maintenance" as pertains to holding AMP items in a suspended file for a maximum of thirty days. The practice of allowing an item from Pre-Issue levels to remain in an AWP status while still a part of a Pre-Issue level will not be condoned due to the lowering of availability of such items for issue to flight line maintenance. When an item is classified AWP (required parts not on the bin), A&E Material Control will initiate immediately the necessary action to exchange the unserviceable AWP item for a like serviceable item with Base Supply Reparable Processing, on a "proper work" basis only. The serviceable item that is received becomes a part of the Pre-Issue stock and the unserviceable (AWP) item will remain in the shop on work order from the reparable processing unit for an indefinite period, consistent with sound maintenance procedures.

4. PROCEDURES: When a reparable item becomes AWP, the following procedures will apply:

a. The A&E Shop Supervisor will:

(1) Enter the AWP item on the Daily AWP Status Report.

(2) Enter the necessary information on the reverse side of the AF Form 345 that is attached to the item.

(3) Store the AWP item in the shop AWP bin.

b. The A&E Supply Expediter will:

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(2) Request serviceable like item for the Aircraft Service Unit and, upon receipt, deliver the serviceable item to Pre-Issue for stock.

(3) Upon receipt of the serviceable like item from the Aircraft Service Unit, exchange the appropriate Hand Receipt (CREDIT or DEBIT) SAC Form 223 for the serviceable item.

c. The AGE Material Control Section will:

(1) Notify the Armament-Electronics Inspector at the reparable processing unit of the AWP item, furnishing him the following information:

(a) Nomenclature.

(b) AF Property Class and AF Stock Number.

(c) Quantity.

(d) AGE shop concerned.

(2) Request from the Armament-Electronics Inspector a Base Supply AWP order and immediately obtain a work order number.

(3) Inform the AGE Supply Expediter to request a serviceable like item from the Aircraft Service Unit to replenish Pre-Issue levels.

(4) Indicate in the remarks column of the Work Order Register, SAC Form 95, that Base Supply reparable work order action is pending.

d. The Armament-Electronics Inspector will:

(1) Upon receipt of the required information from the AGE Material Control Section immediately accomplish the following:

(a) Prepare an AWP Work Order, AF Form 447, in five (5) copies for the item concerned.

(b) Prepare a Credit Hand Receipt, SAC Form 223, in two (2) copies for the item concerned and sign both copies of this Credit Hand Receipt.

(c) Furnish the AWP Work Order number, verbally, to the AGE Material Control Section.

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(d) Offset delivery to the AGE Material Control Section of all five (5) copies of the AFP Work Order, AF Form 447, and one (1) copy of the Credit Hand Receipt, SAC Form 223 for the item concerned.

(e) Obtain a signature on the Voucher Copy of the AFP Work Order, AF Form 447, from the AGE Material Control Section.

(f) Return the Voucher Copy, Cost Accounting Copy and File copy of the AFP Work Order to the Stock Record Section of Base Supply, leaving two (2) copies of the AFP Work Order with the AGE Material Control Section.

(g) File the carbon copy of the Credit Hand Receipt, SAC Form 223, in Hand Receipt File for information.

e. The AGE Material Control Section will:

(1) Upon receipt of the AFP Work Order from Base Supply, accomplish AF Form 345, Parts Routing Tag, utilizing the Base Supply work order number and priority.

(2) Place copy 2 of the Base Supply work order, AF Form 447, in suspense file by priority.

(3) Forward copy 1 of the Base Supply work order, AF Form 447, to the AGE Supply Expediter.

(4) Deliver copy 1 (cardboard copy), copy 2, and copy 3, "Estimate Copy", to the appropriate shop supervisor.

(5) Immediately upon receipt of copy 2 from the shop supervisor, forward number 3 copy "Estimate Copy" of the AF Form 345 to Job Control.

(6) Close out old work order on Work Order Register, SAC Form 95.

(7) Enter new work order on Work Order Register, SAC Form 95.

f. The AGE Supply Expediter will:

(1) Transfer the parts request control number to the new work order number in the Parts Turnout Register, SAC Form 224, and immediately notify the Aircraft Service Unit of this change.

g. The AGE Shop Supervisor will:

(1) Upon receipt of the new AF Form 345, Parts Routing Tag, (Base Supply Work Order), close out the old AF Form 345 and transcribe the information on the reverse side of the old AF Form 345 (copy 1) to the reverse side of the new AF Form 345 (copy 1).

(2) Transfer the parts request control number to the new work order number on the Daily AIP Status Report.

BY ORDER OF THE COMMANDER:

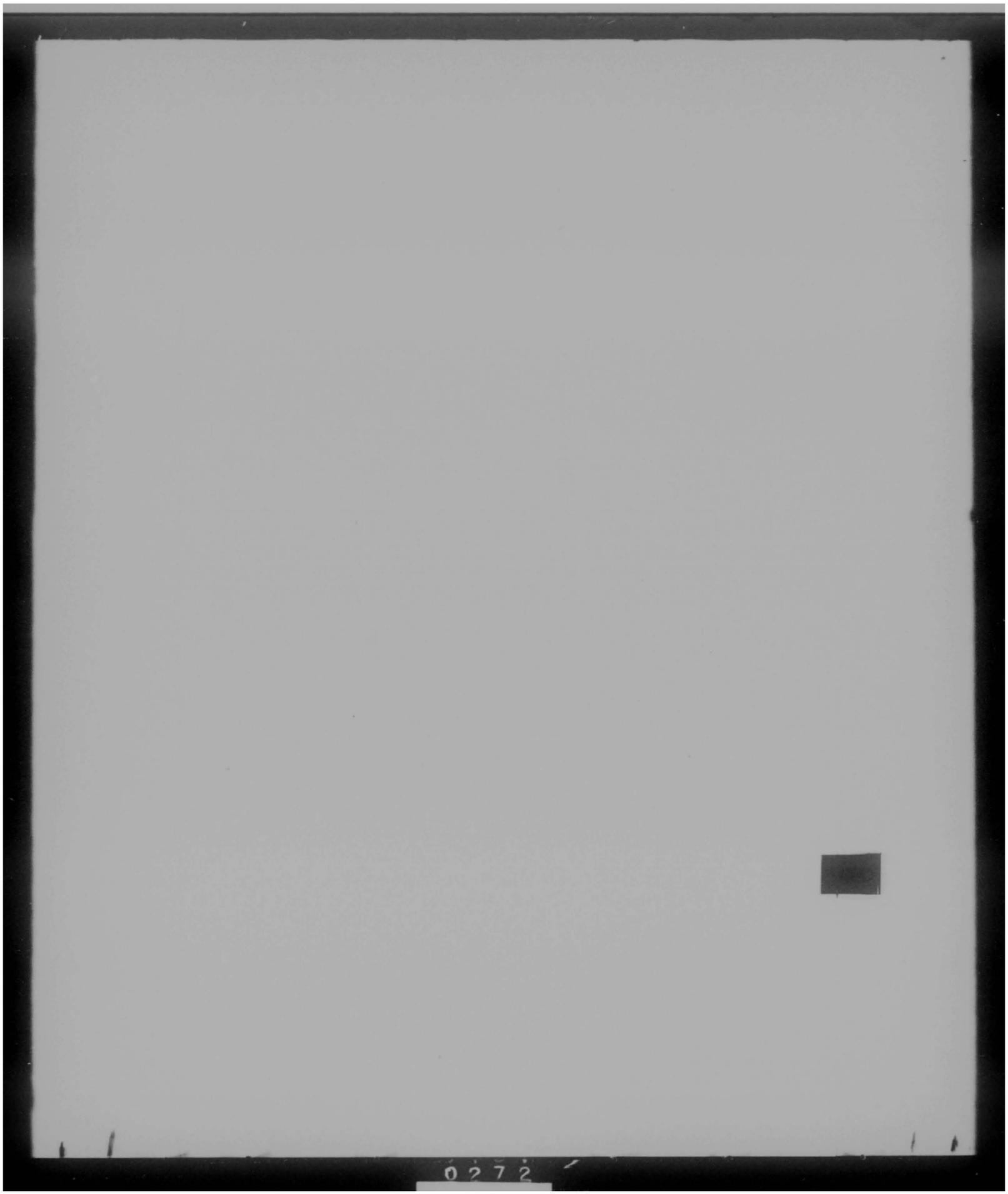
OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant

HAROLD J. EATON
Major, USAF
Chief of Maintenance

DISTRIBUTION: "B" Plus
16 cys cc sq.

0271



HEADQUARTERS [illegible] MISSILE MIDGET
Davis-Monthan Air Force Base
Tucson, Arizona

MAINTENANCE INSTRUCTION LETTER 11 October 1954
[illegible] 66-14

PROCESSING AIRCRAFT
ARMAMENT-ELECTRONICS EQUIPMENT

1. PURPOSE. To establish uniform procedures for the processing of armament-electronics equipment.

2. SCOPE. The provisions of this directive are applicable to all maintenance and supply activities within the wing responsible for handling armament-electronics equipment.

3. GENERAL. a. The provisions of this directive are in accordance with SAC Manual 65-2, "Supply Support of Specialized Aircraft Maintenance" and are intended to clarify procedures therein in order to eliminate confusion.

b. Reference paragraph 4a(5), SAC Manual 66-14, as pertains to the utilization of AF Form 48, Work Order. Utilization of AF Form 345, Parts Routing Tag, is more appropriate than AF Form 48 as it is defined in AF Manual 66-11 as the form to be used in routing items for repair to shops other than the shop to which the basic work order is assigned. Basic codes or orders are assigned to flight line aircraft and any subsequent work can be properly accomplished on a Parts Routing Tag.

c. As a matter of definition, all armament-electronics items installed in aircraft that require "In Shop" maintenance are considered to be Pre-Issue Items.

d. SAC Manual 65-2, "Supply Support of Specialized Aircraft Maintenance", requires that one central place within the Armament-Electronics Squadron be designated as a centralized pick-up and delivery point for Base Supply. In addition, Pre-Issue within the Armament-Electronics Squadron will be designated as a centralized pick-up and delivery point for the personnel of flight line, periodic and field maintenance branches within the Armament-Electronics Squadron. It is mandatory that all paper work be processed through Pre-Issue for accounting and control purposes, but equipment may be processed directly to and from any section. Example: A vehicle driver may deliver equipment that requires Calendar Inspection directly to the field shop, but the paper work must be processed through the Pre-Issue Section.

4. PROCEDURES.

a. EQUIPMENT PROCESSED TO AND FROM FLIGHT LINE AIRCRAFT WHEN ITEM IS AVAILABLE IN PRE-ISSUE:

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(1) An A&E specialist is dispatched to an aircraft which has a reported malfunction.

(2) He trouble-shoots and decides that a serviceable replacement item is required.

(3) A&E specialist signals flight line radio vehicle. Upon arrival of the vehicle at the aircraft, he requests the item, returns to the aircraft, and removes the unserviceable item. Indicate in the Part II of the aircraft Form 1 the following information: nomenclature, and serial number (when applicable) of the unit removed, disposition of the unit, date and time it was removed, reason for removal, SJR number, enter red diagonal in the appropriate block, and affix his initials to this entry. When the serviceable item is received, installed and found operationally acceptable, clear the existing red diagonal and have the SJR signed by the aircraft crew chief.

(4) Flight line radio vehicle calls Job Control requesting that a serviceable like item be delivered to the aircraft. Job Control then relays this information to A&E Specialists Dispatch Section. Contact Material Control to determine if item is available and if in stock will dispatch driver to Pre-Issue to pick-up and deliver the equipment to the A&E Specialist at the aircraft. Driver will sign AF Form 446, Work Receipt, for this equipment

(5) Vehicle driver will deliver the serviceable item to the aircraft and effect exchange for the unserviceable item.

(6) Vehicle driver returns the unserviceable item which the A&E specialist at the aircraft has properly tagged with AF Form 345, Parts Routing Tag, and exchanges the unserviceable item for his hand receipt with Pre-Issue.

b. WHEN ITEM IS NOT AVAILABLE IN PRE-ISSUE.

(1) Material Control will first research Pre-Issue, secondly, the appropriate flight shop and finally, the Aircraft Service Unit for the availability of the required item and advise the A&E specialist dispatch section when the item will be available.

(2) The A&E Specialist Dispatcher will:

(a) Notify Job Control that the item is not available, and the estimated time that it will be available.

(b) Notify Job Control when the item has become available.

(c) File AF Form 446, Hand Receipt, in suspense with the appropriate SAC Form 10.

(d) Upon receipt of a new work request, forward the SJR and the suspense copy of AF Form 446, Hand Receipt, to the appropriate systems supervisor for the dispatch of the required specialist.

(3) Job Control will:

(a) Determine the necessary action to be taken (cannibalize, await repair or cancel) and relay, through the flight line radio vehicle, the necessary instructions to the AGE Specialist at the aircraft. If cannibalization is directed, Job Control will initiate a new SJR to the AGE Specialist Dispatch Section.

(b) When notified that the item has been repaired, arrange with the appropriate crew chief for rescheduling and initiate a new SJR to the AGE Specialist Dispatch Section.

(4) The AGE Specialist will:

(a) Through the flight line radio vehicle, request transportation and return the unserviceable unit to Pre-Issue and obtain AF Form 446, Hand Receipt. Specialist will return the completed SJR and the hand receipt to the AGE Dispatcher after coordinating with his systems supervisor.

(b) Upon receipt of a new SJR, obtain from his systems supervisor, along with the SJR, the completed hand receipt. Exchange the hand receipt with Pre-Issue for the serviceable item and then proceed to the appropriate aircraft for SJR completion.

c. WHEN CANNIBALIZATION IS DIRECTED.

(1) Job Control will:

(a) Initiate a new SJR to the AGE Specialist Dispatch Section to include what item is to be removed, what aircraft it is to be removed from, and what aircraft it is to be installed on.

(b) Notify the aircraft crew chief and the AGE Specialist through flight line radio vehicle of the two aircraft concerned that the cannibalization is to be accomplished.

(2) A&E Specialist Dispatcher will:

(a) Dispatch, with the vehicle driver, the appropriate A&E Specialist, to the aircraft to remove the item from the aircraft that is to be cannibalized.

(b) When the AF Form 446, Hand Receipt (Credit), is received from the A&E Specialist, file in suspense with the SAC Form 10 of the aircraft that the item was removed from to show due-out to that aircraft.

(c) Insure delivery of the completed SJR to the A&E Technical Analysis Branch for file in the aircraft records jacket.

(3) The A&E Specialist dispatched to perform the cannibalization will:

(a) Arrive at the aircraft with the SJR and then remove the item to be cannibalized. Indicate in the Part II of the aircraft Form I the following information: nomenclature and serial number (when applicable) of the unit removed, disposition of the unit, date and time it was removed, reason for removal, SJR number, enter red diagonal in the appropriate block, and affix his initials to this entry, and have the SJR signed by crew chief. Request transportation, if required, and deliver to the A&E Specialist the serviceable item that has been removed.

(b) Exchange the removed (serviceable) item for the unserviceable item with the A&E Specialist at the aircraft. A&E Specialist that removes the unserviceable item will accomplish AF Form 346, indicating the aircraft serial number from which the unserviceable item was removed and affix it to the unit concerned.

(c) Deliver the unserviceable item to Pre-Issue and obtain an AF Form 446, Hand Receipt (Credit), to show due-out to the aircraft from which the item was removed.

(d) After coordination with his systems supervisor, deliver the completed SJR and the credit hand receipt to the A&E Specialist Dispatcher.

d. EQUIPMENT PROCESSED TO AND FROM PERIODIC AIRCRAFT.

(1) The A&E Dock Coordinator will:

(a) Determine equipment to be removed from the aircraft and accomplish separate AF Form 446, Work Receipt, by ASE System, in duplicate, indicating the equipment removed.

(b) At the appropriate time, have each unit removed and properly tagged with AF Form 345, Parts Routing Tag, and indicate on both copies of AF Form 446, the date and time the equipment is due back to the dock, consistent with established time standards for the periodic inspection.

(c) Request transportation from the ASE Specialist Dispatch Section and instruct the driver to effect delivery of the equipment to the Pre-Issue Section with original of AF Form 446. Be responsible for the delivery of the equipment and AF Form 446 to Pre-Issue.

(d) Upon receipt of calendared equipment from Pre-Issue, ascertain that all equipment represented on the AF Form 446 is returned or each missing item is covered by valid due-out. Contact Pre-Issue and rectify any discrepancies.

(e) If aircraft leaves the dock before due-outs are filled, send due-outs to flight line flight chief and notify Material Control to change due-outs from dock to flight line.

(f) Keep Material Control informed as to any time changes that affects the return of equipment to dock.

(2) The MB Vehicle Driver will:

(a) When instructed, proceed to the appropriate Periodic Dock and pick-up the equipment that is due for Calendar Inspection, and deliver the equipment and the original copy of the AF Form 446 to the Pre-Issue Section.

(b) When instructed, pick-up from Pre-Issue the calendared equipment, and/or due-outs, and deliver to the appropriate Periodic Dock. Obtain from the Dock Coordinator the duplicate copy of AF Form 446 and return it to Pre-Issue.

(3) The Material Control Branch will:

(a) Establish and assign work priorities based on Pre-Issue levels, or Job Control requirements and enter this priority on each AF Form 345 being processed into the field shops. Enter abbreviated nomenclature, priority, and shop on reverse side of each tab of AF Form 345.

(b) Maintain a suspense file by priority on all jobs removed from the AF Form 345.

(c) Forward copies 1, 2, and 3 of AF Form 345 with the unit to the appropriate shop. Copy 3, "Estimate Copy" will be immediately returned and then will be forwarded to Job Control with estimated manhours required to complete the maintenance.

(d) When equipment is returned from the field shops, immediately forward number 2 ply of the AF Form 345 to Job Control and destroy the corresponding job in the suspense file.

(e) Insure that all unserviceable equipment is immediately processed to the appropriate field shop.

(f) When NRTS, or condemned, items are returned from the field shops, immediately process them to Base Supply and requisition a like item for the Aircraft Service Unit.

(g) Insure that all serviceable equipment received from Base Supply is bench checked upon receipt in the appropriate field shop prior to issue.

(h) On equipment requiring Calendar Inspection, enter on the AF Form 345 the date and time the equipment is to be returned.

(i) Keep the field shops informed of any changes in equipment priority or any time sequence changes.

(j) Insure that AF Form 345, Parts Routing Copy, and appropriate condition tag containing proper work order, is attached to each unit returned from the field shops.

(k) Retire the AF Form 45, Parts Routing Copy, from each unit being returned from the field shops and file and the completed copy to Technical Analysis.

(l) Upon receipt of equipment from Periodic Dock, ascertain that all equipment listed on the original copy of the AF Form 446 is accurate. Contact AGE Dock Coordinator to rectify any discrepancies.

(m) Suspense the original copy of the AF Form 446 in Periodic Inspection file, by AGE systems, according to the date and time the requirement is to be completed by the field shop.

(n) Prepare due-outs on all equipment when serviceable equipment is not available.

(o) When calendared equipment is received from the field shop, request transportation from the AGE Specialist Dispatch and have the vehicle driver deliver the calendared equipment and/or due-outs to the appropriate dock and pick-up the duplicate copy (suspense) of the AF Form 446.

(p) When notified by the AGE Dock Coordinator that an aircraft that has valid due-outs against it has been returned to the control of flight line maintenance, transfer the due-outs to the Flight Line Maintenance Branch.

(q) Upon receipt of the duplicate copy of the AF Form 446, remove the original from the file and destroy both copies.

(r) When items are received from Base Supply on AF Form 447, the following procedure will apply:

1. Originate AF Form 345 for each unit, utilizing the same work order number and priority as indicated on the AF Form 447. Enter abbreviated nomenclature, priority, and ship on reverse side of each tab. File tab in suspense by priority.

2. Forward copies 1, 2, and 3 of AF Form 345 with the unit to the appropriate shop. Copy 3, "Estimate Copy", will be immediately returned and then will be forwarded to Job Control.

3. Place the AF Form 447 in suspense along with tabs from AF Form 345.

4. Upon return of the equipment from the field shops, prepare new AF Form 447 (Turn-In) to Base Supply.

5. Remove the AF Form 345 (Copy #1) from each unit and forward to Technical Analysis. Forward fly number 2 to Job Control and remove the tab from suspense and destroy.

(4) The Field Shop Supervisor will:

(a) Upon receipt of equipment, ascertain that all equipment is present and verify the completeness of each unit.

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(b) Upon receipt of copies 1, 2, and 3 of AF Form 345 with the unit from Material Control, estimate the manhours required to accomplish the required maintenance, consistent with established job standards, and return copy #3 "Estimate Copy" to Material Control.

(c) File suspense copy #2 of the AF Form 345 by priority.

(d) Enter all work accomplished on the reverse side of original copy (cardboard copy) of the AF Form 345 which is attached to the unit at all times.

(e) Affix appropriate condition tag to all units.

(f) Remove copy #2 from suspense and attach to original copy (cardboard copy) and return unit to Material Control.

BY ORDER OF THE COMMANDER:

OFFICIAL:

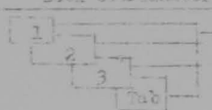
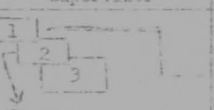
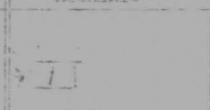
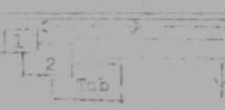
BILLIE J. BLUM
Major, USAF
Chief of Maintenance

JOHN D. HAMPTON
Captain, USAF
Adjutant

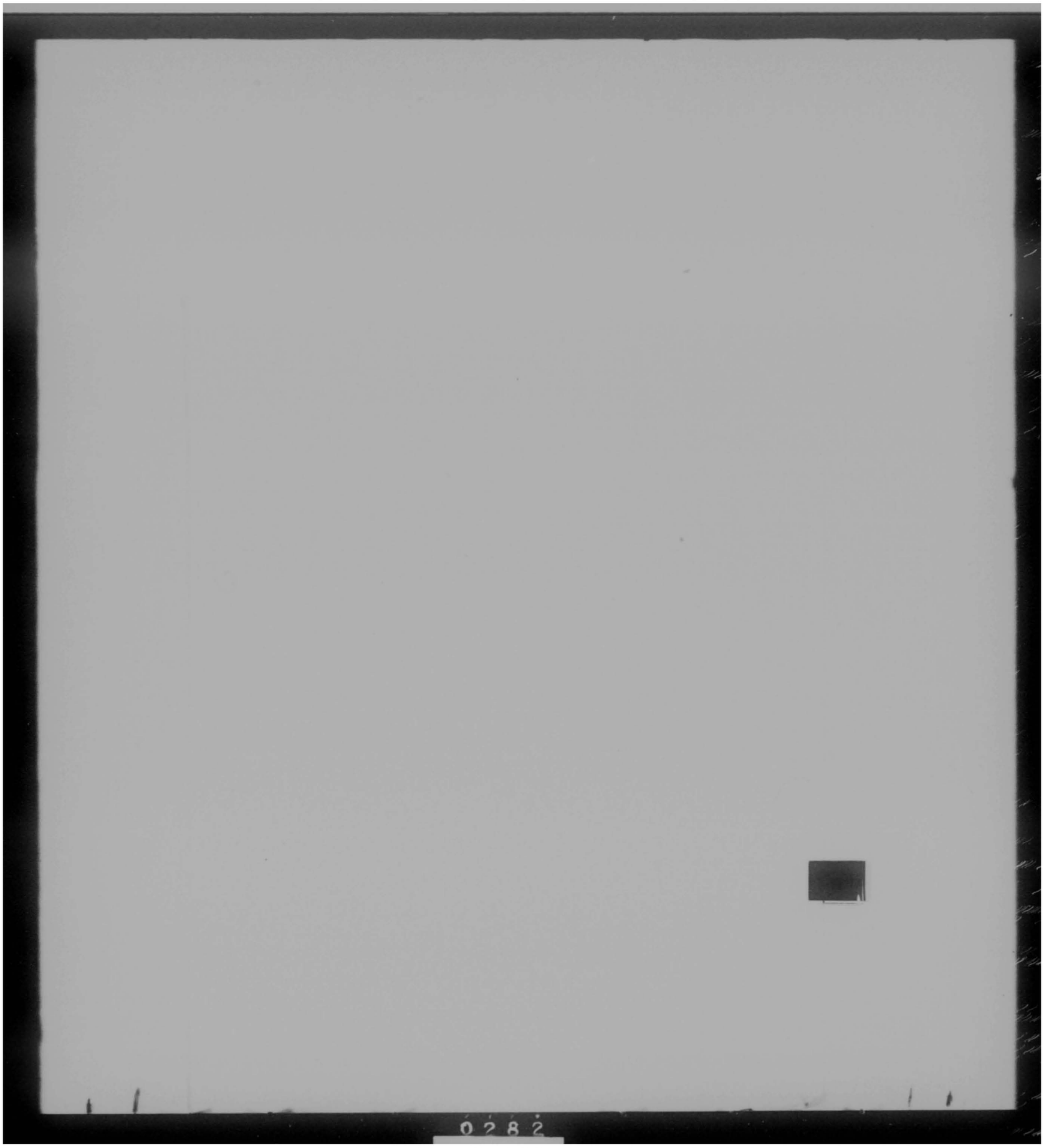
DISTRIBUTION: "D" Plus (16 cys to Cy)

1 Attachment
Flow Chart

0280

Flight Line Mechanic or Dock Coordinator	Material Control Branch	Field Shop Supervisor	Field Shop Mechanic	Job Control	Tech Analysis
				 "Retain to Copy" for backlog reporting.	
1. Prepare AF Form 3/5 and attach to each Unit. (See Incl 1)	1. Enter Abbreviated nomenclature, priority and shop on reverse side of each tab. 2. Forward copy 1,2,& 3 to field shop with each unit. 3. Put tab in suspense. 4. Forward copy 3 to Job Control	1. Put copy 2 in suspense 2. Send copy 1 to mechanic with unit. 3. Return copy 3 "Retain to copy" to Material Control.	1. Enter on reverse of copy 1 all maintenance information.		
	 1. Forward copy 2 to Job Control. 2. Remove tab from suspense & Destroy. 3. Forward copy 1 to Tech Analysis. 4. Return unit to Pre-Issue.	 1. Pull copy 2 from suspense 2. Extract info to comp repair card. 3. Attach appropriate condition tag. 4. Forward copy 1&2 to Mat. C. with Unit	 1. Copy 1 retd to shop supervisor with each unit	 "Completed Copy" for backlog reporting	 1. Used for analysis purpose 2. File in aircraft records jacket.

ATCHMT # 1 MIL 00-14



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

MAINTENANCE INSTRUCTION LETTER NUMBER 00-37

7 October 1954

REPORTING OF AIRCRAFT AND ENGINE ACCESSORY REPLACEMENT (SAC FORM 85)
(Supersedes MIL 00-37 dated 2 Dec 53)

1. PURPOSE. To establish a procedure to insure accurate reporting of accessory replacements in Part V of AF Form 1.

2. SCOPE. This directive is applicable to all maintenance activities within the 303rd Bombardment Wing, Medium.

3. GENERAL. Maintenance documentation is a vital part of maintenance accuracy and safety requires that documentation be prompt and accurate.

4. PROCEDURE. a. Periodic accessory replacements coming due for a particular aircraft will be determined and compiled by the Aircraft Records Unit of Maintenance Control one periodic inspection in advance. Compiled list will be forwarded to the Supply Liaison Unit for requisitioning. Two copies of the compiled list of accessory replacements coming due will be retained in the Aircraft Records Unit. At next periodic inspection of the aircraft, the second copy of the compiled list will be screened at the pre-dock inspection meeting for accuracy and the copy will be given to the aircraft crew chief at the conclusion of the pre-dock inspection meeting.

b. When accessory replacement has been accomplished, replacement entry will be made on Part II of AF Form 1 in accordance with Section IX, paragraph 44d, SAC Manual 66-12 dated November 1952, and Section V, paragraph 31d, Technical Order 00-20A-1 dated 30 December 1953. In addition to the above information, a SAC Form 85 will be initiated for each accessory removed and/or installed. This form will be filled out in accordance with paragraph 1, 2 and 3, Section VI, SAC Manual 66-15, (see attached example).

c. All cylinder changes will be reported on Part II of AF Form 1. Reason for removal will be entered for each cylinder removed.

d. Completed SAC Form 85's are to be forwarded to the Aircraft Records Unit as soon as possible.

5. RESPONSIBILITY. It is the responsibility of all activities performing accessory changes and the Aircraft Records Unit to comply with the provisions of this directive.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D. HAMPTON
Captain, USAF
Adjutant

BILLIE J. BARRY
Major, USAF
Chief of Maintenance

1 Attachment
SAC Form 85 (Example)

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

0283

SAC FORM 18 NOV 53 85 PREVIOUS EDITION OF THIS FORM IS OBSOLETE. REPLACES AAF FORM 119, 12 MAR 52, WHICH IS OBSOLETE. O-578(54)

AIRCRAFT ACCESSORY CHANGE AND TO RECORD

SQUADRON AIRCRAFT ASSIGNED	ACFT TYPE	ACFT SERIAL NO.	ENG SERIAL NO.	WORK ORDER NUMBER
408th Bm Sq	B-47	51-2400		

ACFT RECORDS UNIT

ENG POSITION	PROP POSITION	AIRCRAFT GENERAL	WORK AREA	ESTIMATED MANHOURS
#1				

SPECIALISTS REQUIRED

ACCESSORY TO BE CHANGED OR TO, DATE AND TITLE	SIGNATURE AND GRADE OF ORIGINATOR
Alternator - 20KVL Type	John Doe, A/1c

SUPPLY UNIT

DATE (TOC Kit, Parts or Accessory Requisitioned)	VOUCHER NUMBER	RECEIVED BY: SIGNATURE AND GRADE

JOB CONTROL BRANCH

TO BE ACCOMPLISHED BY (Maint Activity)	ACCOMPLISH AT (Period Required)	SIGNATURE AND GRADE OF JOB CONTROL OFFICER

MAINTENANCE ACTIVITY

DATE ACCOMPLISHED	ACCESSORY REMOVED (SN)	ACCESSORY REPLACED (SN)	ACFT HRS	ENG HRS
20 July 1954	2589K	3746-K	476.00	320.30

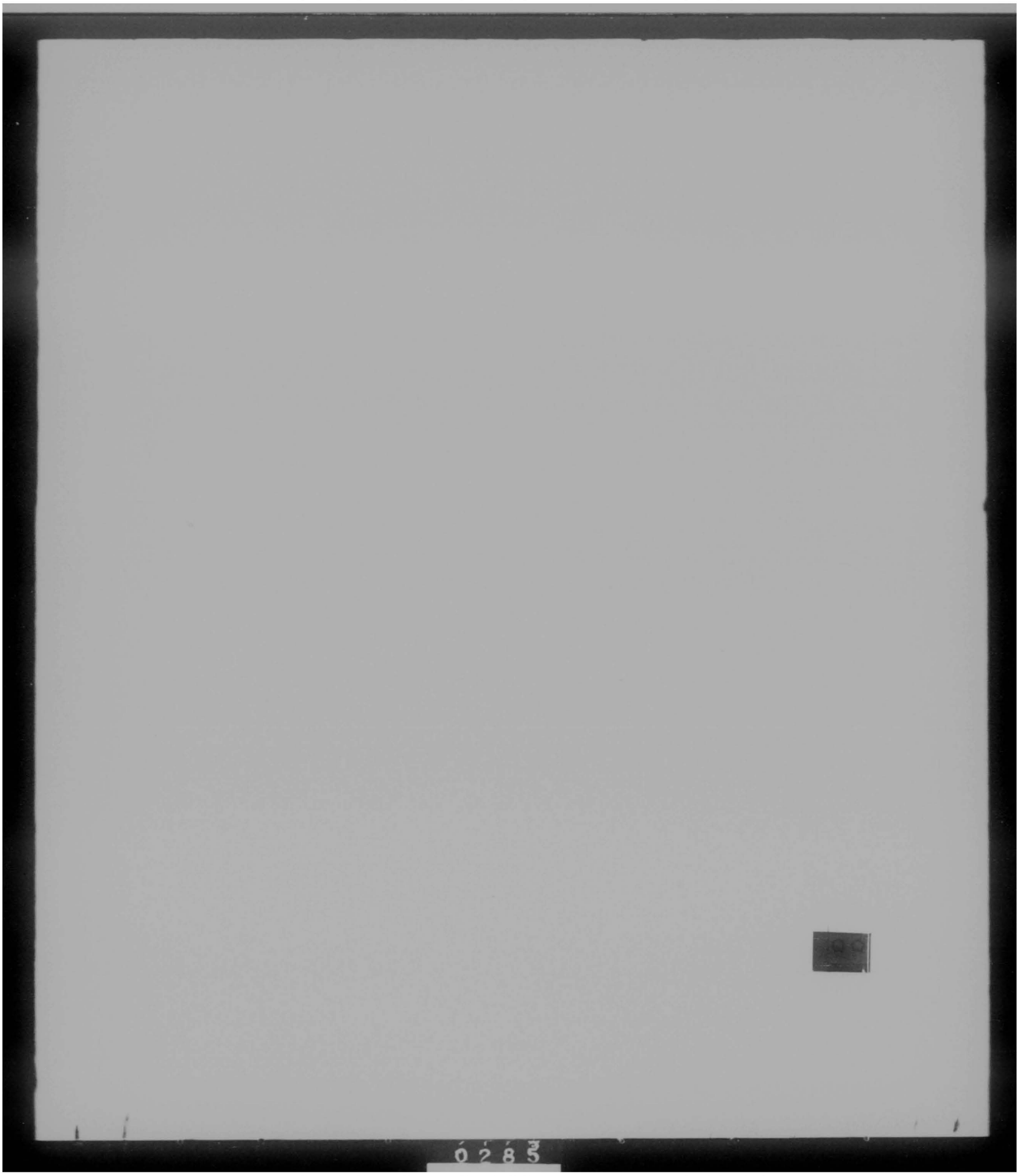
ACCOMPLISHED BY: SIGNATURE AND GRADE	SIGNATURE AND GRADE OF QUALITY CONTROL INSPECTOR OR SUPERVISOR
John Doe, A/1c	I. C. Ali, T/Sgt

AIRCRAFT RECORDS UNIT

ENTERED ON AF FORMS 60A, 60B, 60B(11), 61 (Indicate)	DATE ENTERED	SIGNATURE AND GRADE

SQUADRON AIRCRAFT ASSIGNED	ACFT TYPE	ACFT SERIAL NO.	ENG SERIAL NO.	WORK ORDER NUMBER
Attachment #1 to MIL OO-37 dated 7 Oct 54				

0284



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

MAINTENANCE INSTRUCTION LETTER) 7 October 1954
NUMBER CO-51)

SERVICING OF AIRCRAFT TIRES AND AIR OPERATED SYSTEMS

1. PURPOSE: To establish safe procedure for the servicing of equipment requiring air under pressure.

2. SCOPE: Applicable to all units assigned or attached to the 303d Bombardment Wing, Medium.

3. GENERAL: The operation of both low and high pressure compressors and their use in servicing equipment requires that certain precautions be observed to prevent possible serious injury to personnel and/or damage to equipment.

4. PROCEDURE: a. Low pressure air compressors will be used to service only those systems requiring 100 lbs pressure or less.

b. All aircraft systems requiring air pressures of greater than 100 lbs (including aircraft tires) will be serviced from high pressure air compressors having not more than 2000 lbs capacity. When using a high pressure compressor, pressure in the storage tank will not exceed 25% more pressure than required to service the system.

c. Prior to applying air to any system the preload pressure will be checked using a high pressure gage, obtained from the squadron tech supply (stock number 7900-387480.) A substitute gage will not be used under any circumstance unless approved by the Chief of Maintenance.

5. RESPONSIBILITY: Each Squadron Commander will require all personnel engaged in servicing aircraft tires and air operated system or equipment, to be familiar with and understand applicable technical orders prior to operation of equipment.

OFFICIAL:

John D Hampton
JOHN D HAMPTON
Captain, USAF
Adjutant

BILLIE J BARRY
Major, USAF
Chief of Maintenance

DISTRIBUTION: "E"

0286

SECRET

HISTORY

NOV. 1954

303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

DAVIS-MONTHAN A F B TUCSON, ARIZONA

SECRET

SECRET

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

1 November - 30 November

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:

Robert L. Pritchard
Staff Sergeant, USAF
Historical Technician

ROBERT V. MOREY
1st Lt, USAF
Historical Officer

D. W. SAUNDERS
Colonel, USAF
Commander

SECRET

TABLE OF CONTENTS

W H A T ' S O N T H E C O V E R ?

Clete Roberts, and his staff of technicians are shown on the Flight Line at Davis-Monthan Air Force Base, shooting shots for his television show "World Report", the television series which is used by 79 US TV Stations.

These TV shots are being sponsored by Aircraft Industries Associated, and when completed will be assigned to the Materiel Command at Wright Patterson for use on the nation's TV screens.

The Davis-Monthan film is a brief dramatic vignette of one phase of the Strategic Air Command's role in the Air Force drama.

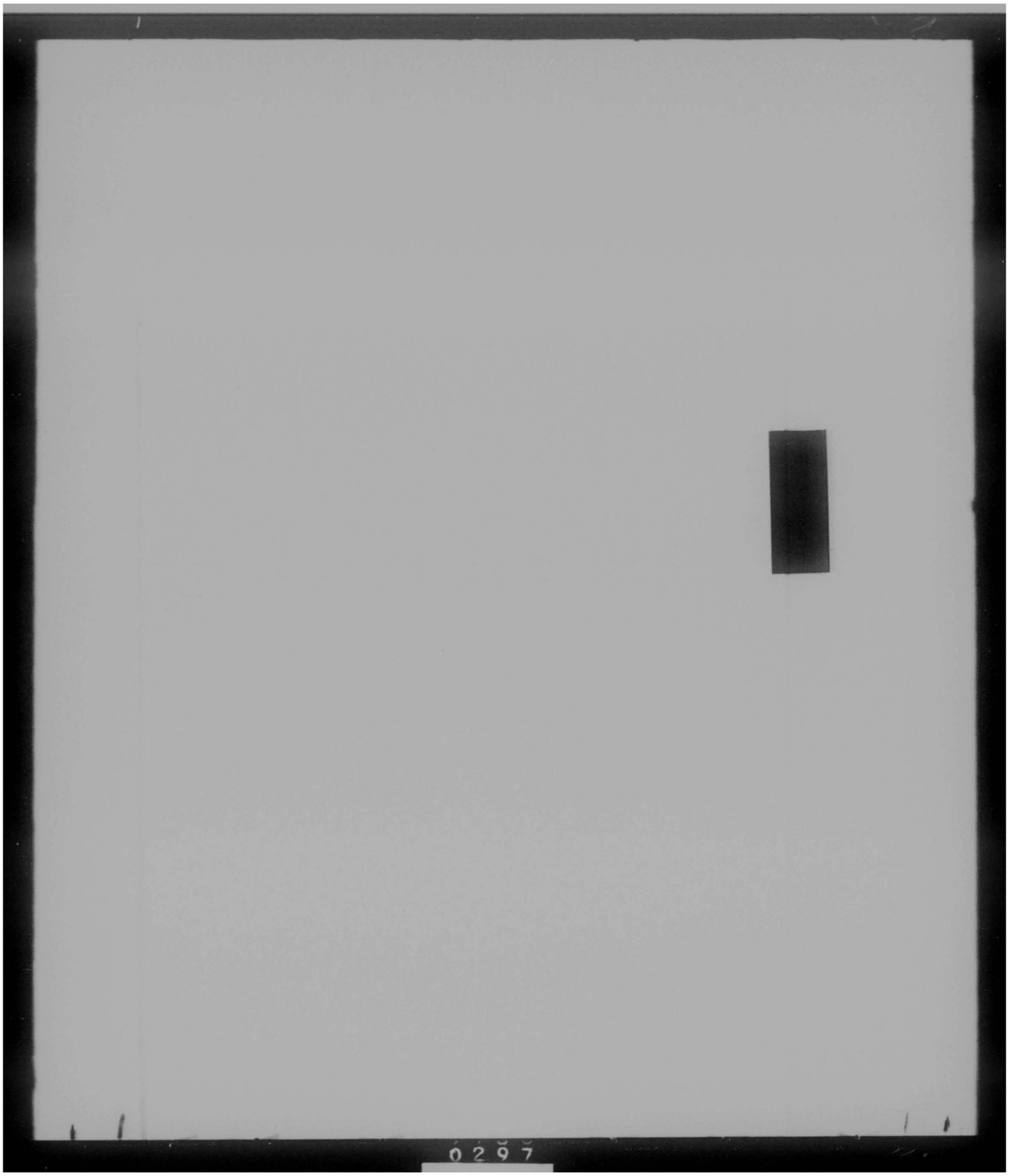
The film opens with a shot of a B-47 aircraft and the camera comes to rest on the SAC crest of a jet bomber. Then it moves to the crew readying for a mission. From this the camera swings to a B-47 coming in for a landing. All the while the voice of Clete Roberts narrates the story of the new jet bomber which has supplanted the old B-29 aircraft.

The next scene is the old graveyards of B-29's at Davis-Monthan. The camera swings the full 360 degrees for a long shot of the storage area and then comes to rest on "The Bocksoar"--the old B-29 which made history when it dropped the second atomic bomb--the one which destroyed Nagasaki.

The film closes as the camera focuses on the crew chief and Clete Roberts says: "This is the man who keeps this fighting machine in the

air. Victory or defeat rests with him."

The B-47 Stratojet Bomber in the photograph on the cover and the bombardment crew are from the 360th Bombardment Squadron, part of the 303rd Bombardment Wing, Medium, at Davis-Monthan Air Force Base, Tucson, Arizona.



M I S S I O N

There were no changes in the mission of the 303rd Bombardment Wing, Medium, during the month of November 1954. 1/

O R G A N I Z A T I O N

This history constitutes the twenty-third report since the conversion of the 303rd Bombardment Wing, Medium to B-47 type aircraft.

Activities in general and the current status of the "Combat Ready" wing for the month of November 1954 are reflected herein.

C O M M A N D

On 27 November 1954, Officers and Airmen of the 303rd Bombardment Wing, Medium, and the 803rd Air Base Group participated in a Formal Review 2/ at Davis-Monthan Air Force Base, as Colonel William J. Wrigglesworth formally turned over his command of the 303rd Bombardment Wing to Colonel Donald W. Saunders, 3/ former Director of Operations, 12th Air Division, March Air Force Base, California.

It was necessary for Colonel Wrigglesworth to relinquishe his command of the 303rd Bombardment Wing to undergo a major operation at a California hospital.

Colonel Wrigglesworth 4/ arrived at Davis-Monthan Air Force Base in July 1953 where he served as Base Commander and 803rd Air Base

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1/ 303rd Bombardment Wing History for July 1954.
2/ Photographs of Review at DMAFB, Appendices B thru D.
3/ Photograph and Biography of Colonel D. W. Saunders, Appendix E.
4/ Photograph and Biography of Colonel W. J. Wrigglesworth, Appendix F.

Group Commander. He assumed command of the 303rd Bombardment Wing in June 1954.[5/]

In accordance with 303rd Bombardment Wing, General Order Number 25, dated 19 November 1954,[6/] Colonel Donald W. Saunders, officially assumed command of the 303rd Bombardment Wing, Medium, vice Colonel William J. Wrigglesworth, relieved.

Colonel Saunders was born in Athens, N. Y. on March 28, 1913. He graduated from Athens High School and Attended Cortland College, Cortland N. Y.

He graduated from the United States Military Academy on June 14, 1938, and was commissioned a Second Lieutenant in the Field Artillery.

In September 1938 he was assigned to Flying School at Randolph Field, Texas. Upon graduation from Kelly Field, Texas on August 25, 1939, he was transferred to the Air Corps and assigned to Kelly Field, for duty.

After serving as Base Adjutant and Stage Commander at Moffett Field, Calif., in 1940 and 1941, he was assigned to Four-engine Flying Training. He served as Director of Flying for the B-17 School, which was opened at Hobbs, New Mexico, in October 1942.

After completing various assignments and commands in the United States, England and the South Pacific, and at the end of hostilities in 1945, Colonel Saunders returned to the United States with the 498th

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5/ 303rd Bombardment Wing History for June 1954.
6/ GO No. 25, HQ 303rd Bombardment Wing, 19 Nov 54, Appendix G.

Bombardment Group to MacDill Air Force Base, Florida.

After attending the first Air Command and Staff School Class at Maxwell, 1946 to 1947, he was assigned to the faculty of that school for two years. He was assigned to HQS USAF for duty with the Director of Operations 1950 to 1953, and from August 1953 to June 1954 he attended the Air War College. After graduation he was assigned to the Strategic Air Command for duty as Director of Operations of the 12th Air Division, March Air Force Base, California.

Colonel Saunders is rated a Command Pilot and during World War II flew 25 combat missions totaling 350 combat hours in the Pacific Theatre.

COMPTROLLER

The following analysis of 303rd Bombardment Wing Operations was conducted by the Comptroller section, for the training quarter ending 30 November 1954.

1. Computation of Scores - Personnel

a. Manning in Required Specialties

	Officer	Airmen Direct Support	Indirect Support
Required	460	1213	548
IRS	303	784	400
% IRS	65.9	64.6	72.9

Officer MIRS decreased as compared to 81.1 percent for the previous month. 1/ The factor influencing this decrease was authorization

1/ MIRS Standard Wing Control Chart, Appendix H.

changes. Combat crew authorization increased by four additional crews per each Bombardment Squadron and five additional crews for the Air Refueling Squadron.

Airmen MLRS increased during the month of November as a result of reclassification action.[8] Of the 50, AFSC's , 43131J's authorized for each Bomb Squadron there are 21, 19 and 15 assigned respectively. Reclassification which will bring all three Bombardment Squadrons up to strength has been completed, however, the results have not been returned.

During the month of November, there were a total of 27 Airmen terminations as compared to only two reenlistments. For the four months period, there were 95 terminations and six reenlistments for 6.3 percent.[9] The decrease in reenlistment rate as compared to 48.8 for the previous three month period resulted in a change to reporting criteria. Reenlistment of those Airmen who change from indefinite status to four or six year contract is no longer considered a reenlistment.

The 303rd Bombardment Wing flew a total of 7722 hours for the four months period with one aircraft accident for 12.9 accident rate percent.

The B-47 MTD for the months of August, September, October and November were as follows:

	B-47
Desired Utilization	14000
Actual Utilization	11336
Percent of Desired	80.9

8/ MLRS Standard Wing Control Chart, Appendix H .
9/ Reenlistment Rate Chart, Appendix I .

The following training minimums percentages were completed during the training quarter ending 30 November 1954.

BOMB CREWS	Item Weight	% Complete
Bombing	35	90
Navigation	25	93
Cruise Control	10	100
Air Rfl & Rdvu	25	91
Gunnery	10	98
Atomic Weapons	10	97
Miscellaneous	15	81
Flying Time	20	70
Total	150	88.1
AIR REFUELING CREWS		
Air Rfl & Rdvu (radar)	15	95
Navigation	10	97
Cruise Control	5	93
Miscellaneous	10	85
Flying Time	10	48
Total	50	84

The principle reason for shortages in certain categories of training minimums are as follows:

a. The emphasis placed on the improvement in radar bombing proficiency did not allow flexibility of scheduling at squadron level to insure completion of all items of training. It is believed that the advantages gained in radar proficiency outweight the training shortages. This emphasis required that all scorable crews be available for bombing proficiency training, thus decreasing the availability of crews for ground training such as physical conditioning.

b. During the training quarter the 303rd Bomb Wing flew three

higher headquarters directed missions and 15, 20 hour Globetrotter missions. The planning and execution of these missions dictated and restricted the scheduling capability of the Wing toward normal training. On 10 November the Wing began mission planning and target study for a mission to be flown on 2 December. This affected crew availability for normal training. During the training quarter 17 crews attended strategic evaluation. Eight of the crews required re-evaluation during the quarter, further restricting crew availability for normal training.

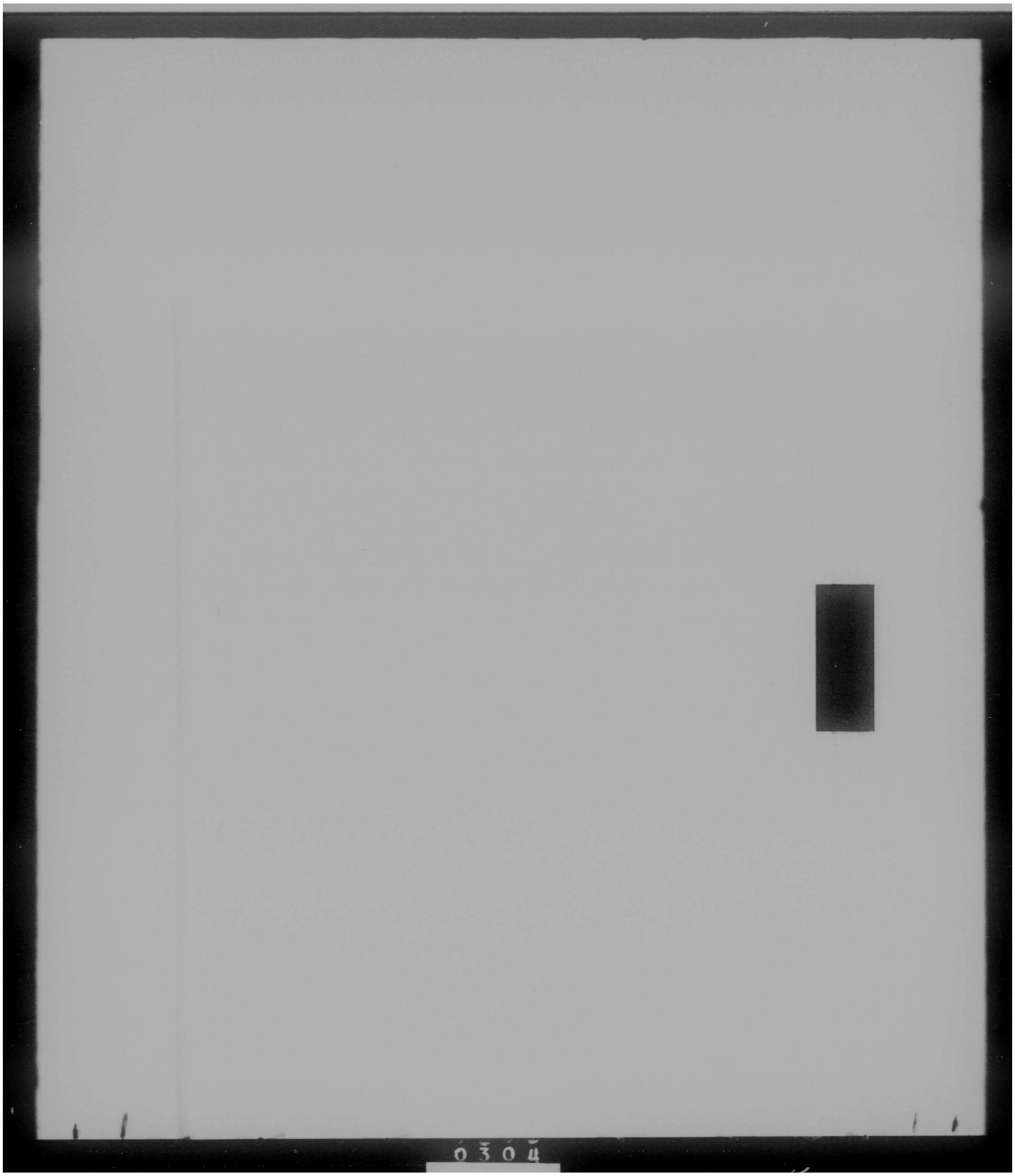
c. The 303rd Bombardment Wing lost eight highly qualified crew members on PCS assignments to the 3943rd Strategic Evaluation Squadron during the quarter. This resulted in crew changes and created scheduling problems in that newly formed crews had to be given training priority in order to re-establish suitable capability.

The Standard Wing Control Charts illustrated in the appendix of the history serve as management tools and briefing aids for the Command section and are maintained by the 303rd Bombardment Comptroller.

CHANGES IN KEY PERSONNEL [12/]

Under the provisions of paragraph 4, Air Force Regulation 24-1, 10 November 1950, Colonel Donald W. Saunders, assumed command of the 303rd Bombardment Wing, Medium, vice Colonel William J. Wrigglesworth [10/] relieved, effective 19 November 1954. [11/]

10/ Photograph and Biography of Colonel D. W. Saunders, Appendix E.
11/ GO 25, HQ 303rd Bombardment Wing, 19 Nov 54, Appendix G.
12/ Key Personnel Roster, November 1954, Appendix A.



PERSONNEL

COMBAT CREW RESOURCES

On 18 November 1954, the 303rd Wing Bombardment Squadrons (358th, 359th 360th) were increased from 18 crews each to 22 Combat Crews per squadron. The Air Refueling Squadron was also increased from 25 crews to 30 crews. The increases were due to new TO&E's furnished the wing by Strategic Air Command Headquarters.

Combat Crew Resources of the 303rd Bombardment Wing for the month of November 1954 were as follows:

Combat Crew Resources (B-47)

AFSC	1245	1234B	1525
Assigned	90	43	64
Less Staff Personnel	14	5	11
Total Crew Personnel	76	38	53

Combat Crew Resources (KC-97)

AFSC	1234	1534	43271D	29353	43159
Assigned	60	35	40	29	72
Less Staff Personnel	2	1			
Total Crew Personnel	58	34	40	29	72

OFFICERS

During the month of November 1954, a total of 31 Officers were gained in the 303rd Bombardment Wing as compared to 19 Officers lost. Losses were due to Release from Active Duty and Zone of Interior and overseas assignments. There were a total of 406 Officers assigned to the Wing as of 30 November 1954 as compared to 394 as of 31 October 54.

This Wing requested 36 spaces for Radar Equipment Air Maint Upgrading Course #152003 for the first half of calender year 1955.

Also, the wing requested 62 spaces for Staff Officers ECM Familiarization Course and five spaces for Phase II Observer Training at McConnell Air Force Base, Kansas. A total of thirteen officers were selected to attend various schools during the month of November.

The MIRS percentage for the month of November 1954 was 65.9 percent. 1/

AIRMEN

There was a loss of 65 airmen during the month as compared to a gain of 103. The total assigned strength of airmen for the month of November was 1798 as compared to 1760 as of 31 October 1954.

During the month of November the following Mandatory Technical School Quotas were received.

CRSE NUMBER	AFSC	NUMBER OF AMN TO ATTEND CRSE	LOCATION OF CRSE
AA 32171E(c)	32150E	1	Lowry AFB, Colorado
SS 30170-6	30150	1	Scott AFB, Illinois
SS 30170-11	30150	1	Scott AFB, Illinois
SS 43156-15	40453	4	Chanute AFB, Illinois

2/

The MIRS percentage for the month of November was:

Direct Support Skills - 64.6 percent.

Indirect Support Skills - 72.9 percent.

1/ MIRS Standard Wing Control Chart, Appendix H

2/ MIRS Standard Wing Control Chart, Appendix H

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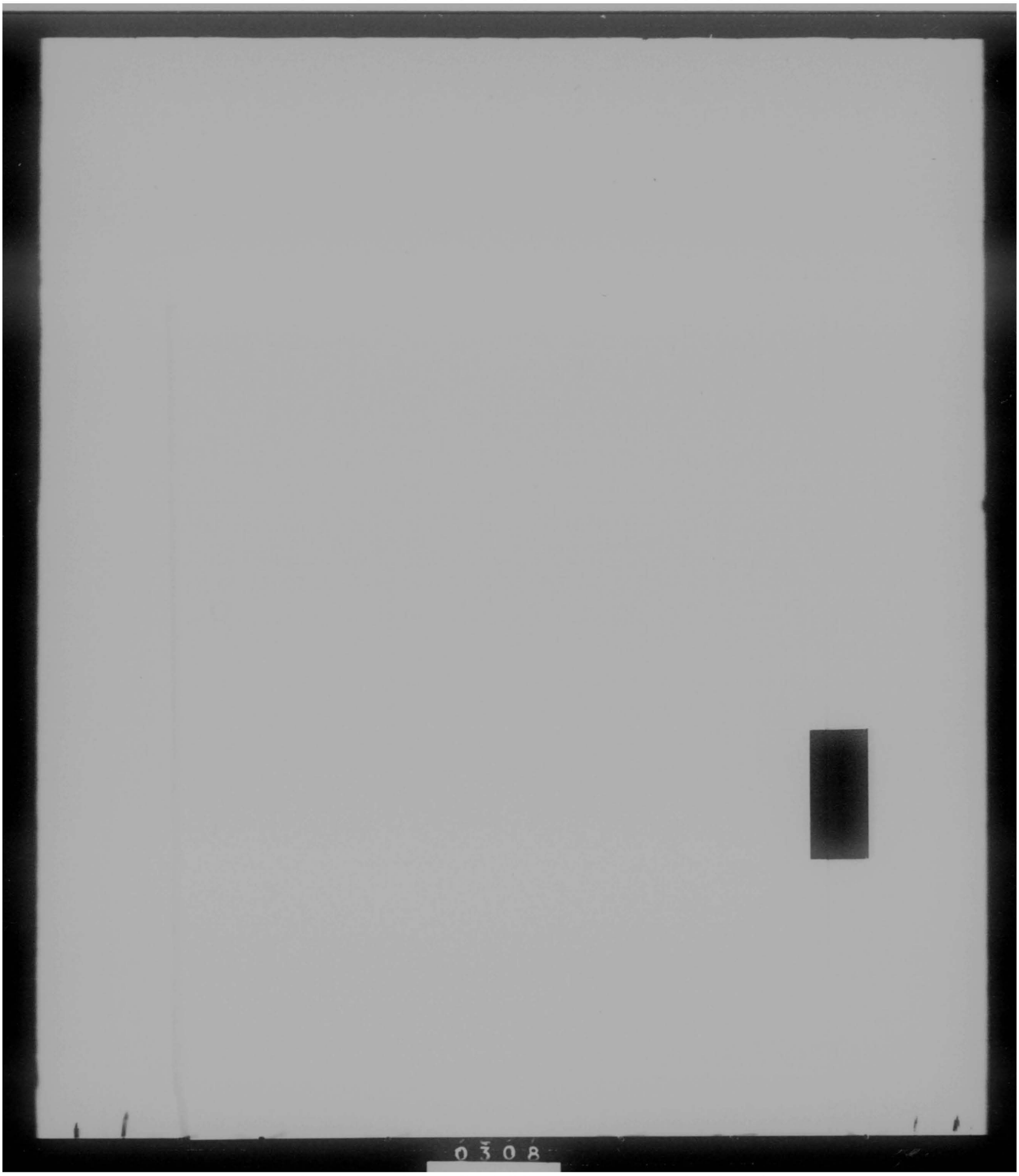

OPERATIONS AND TRAINING

ASSIGNED MISSIONS, EXCERCISES, AND PROJECTS

The month of November 1954 was the last month of a 50-8 training quarter, and the 303rd Bombardment Wing, Medium, increased their record RBS accomplishments to a total of 297 runs. Of these, 229 were record radar runs with a CEA of 2071 feet and a CEP of 1600 feet.[1] Comparing this result with Octobers the CEA and CEP has increased approximately 100 feet but is still felt to be a very good outcome. An improvement was shown in the record visual RBS work quantity and quality wise.[2] A total of 68 runs were accomplished for a CEA of 987 feet and CEP of 885 feet. The reliability factor remained approximately the same, 87.3 percent being the RF for record radar RBS and 94 percent for the record visual RBS. The gross error rate for record radar RBS was 7.9 percent while no gross errors were obtained in the record visual RBS work.

A considerable decrease is shown in the accomplishments for actual visual releases. There were 32 runs made for a CEA of 615 feet[3] and CEP of 470 feet. The gross error rate was 9.3 percent.[5]

Navigational accomplishments for the 303rd Bombardment Wing, consisted in obtaining 16 record day celestial legs for a CEA of 18.9 NM. The average time between the last LOP and/or MPP and final ETA was 13.6 minutes. Forty-one record night celestial legs were accomplished[4]

1/ RBS Radar Bombing, Record CEA - CEP Chart, Appendix J.
2/ RBS Visual Bombing Record CEA - CEP Chart, Appendix K.
3/ Visual Release, Record CEA Chart, Appendix L.
4/ Night Celestial Navigation Record CEA Chart, Appendix M.
5/ Gross Error Rate Chart, Appendix N.

with a CEA of 18.2 NM and 18.7 minutes was the average time between the last celestial fix and final ETA. Thirty-eight record grid legs were obtained with a 14 NM CEA.

The 303rd Air Refueling Squadron accomplished 14 record day celestials for a 9.3 NM CEA with 32 minutes being the average time between the last LOP and/or MPP and final ETA. A total of 24 night celestial legs were flown with a CEA of 9.5 NM[6/] and the average time between the last celestial fix and final ETA being 37 minutes. Three record grid legs were flown for a 20 NM CEA. This squadron has shown improvement over the past month by reducing the CEA considerably.

On 3 November 1954, the wing flew an evaluation mission in accordance with Fifteenth Air Force and 303rd Bomb Wing Operations Order 145-54[7/], nickname "GREEN POINT". This mission was flown to determine the capability of the 303rd Bomb Wing in aerial refueling, night celestial, grid and radar record bombing. Simulated radar bombing was made against industrial targets in Dallas, Houston and Little Rock. A total of 61 record radar RBS runs were accomplished with a CEA of 2775 feet and CEP of 2050 feet.[8/] The night celestial work consisted in accomplishing 19 legs for a CEA of 19 NM and grid accomplishments consisted of 19 legs for a 15.1 NM CEA.

The success of this mission is estimated to be good, based on the following related factors:

6/ Night Celestial Navigation Record CEA Chart, Appendix M.

7/ 303rd Bomb Wing Operations Order 145-54, Appendix O.

8/ Chart (Special Mission Results CEA & CEP) Appendix P.

(1) Unpredicted jet stream winds throughout the mission.

(2) Thunderstorms in the Little Rock, Houston, and Dallas areas that seriously effected navigation and bombing accuracy. In several instances aircraft were forced to deviate from course to avoid severe turblence.

(3) A low aircraft and radar rate abort despite the above conditions.

(4) The improvement of the 303rd Armament and Electronics Maintenance Capabilities in comparsion with operation Skylark.

(5) The determined and aggressive spirit exhibited by combat crews in making 61 record runs of 72 scheduled on strange targets, under adverse weather conditions.

A complete and detailed report of the Conclusions, Lessons learned from the mission and Recommendations may be found in the appendix of the history.[9/]

In accordance with SAC Letter 50-1, and 303rd Bomb Wing Operations Order 257-54,[10/] the Globe Trotter missions which began during the month of October, were continued during November with eight missions scheduled to accomplish the minimum of 15 phase one missions during the last scoreable quarter of 1954.

General mission planning originated in the Plans Section for the Globe Trotter missions and included such items as route, refueling points, mission requirements, and no-wind plan. Tanker support from other 15th Air Force units was requested upon receipt of notification

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9/ 303rd Bomb Wing B-27 and T-27 Report, Appendix 9.

10/ 303rd Bomb Wing Operations Order 257-54, 20 Oct 54, Appendix J, History for October 1954.

of the mission requirements to facilitate confirmation prior to final mission preparation. A minimum of forty-eight hours prior to take-off crews reported for briefing and wing flight planning which included the general over-all weather forecast. At this time adjustments were made for tanker rendezvous and RBS Site time for required runs. Minor adjustments were also made to complete as many 50-8 requirements as possible for the individual crew concerned. No major problems were encountered during the planning phase of any of the scheduled missions.

Of the eighteen scheduled sorties to complete fifteen Globe Trotter mission during the last scoreable quarter of 1954, three were aborted . The three incomplete were due to:

a. Mission No. 5 was scheduled against the Castle Air Force Base tanker for the first refueling which was the over-water rendezvous; the tanker failed to become air-borne and, due to the distance and limited time involved, a replacement tanker from the 303rd Bombardment Wing was not feasible.

b. Mission No. 10 was unable to make refueling contact due to malfunction of the B-47 refueling system.

Mission No. 16, after flying seventeen hours and thirty minutes and upon completion of the fourth refueling, while climbing back to optimum altitude two fire warning lights came "on" necessitating fire shutdown of No. 5 and No. 6 engines. The aircraft was in the Tucson local area at the time of the incident and was advised to fly over the

base until fuel was used down to a safe landing weight. The aircraft landed with no further incident.

On the first ten scheduled missions, of which eight were completed, clean aircraft configuration was used (no drop tanks). In consideration of the need for external heavyweight refuelings, the remaining were flown with drop tank-carrying aircraft. Due to the length of time en-route, aircraft with drop tanks required the scheduling of a fourth tanker. All completed Globe trotter missions flown used four tankers. A fourth tanker was scheduled as an airborne spare for all missions, and in view of the fact every mission used the extra tanker regardless of the need for all the extra fuel.

Two of the over-water refuelings were moved inland as a last minute effort to avoid aborting the mission because of poor weather off the coast of California in the primary scheduled refueling area. All over-water refuelings were planned for night rendezvous and refueling. Difficulty maintaining refueling position was reported by all crews while refueling at night over water with no reference other than to the tanker aircraft. The elapsed time from take-off to night over-water refueling averaged four hours and thirty minutes for all flight plans; therefore, it is believed crew fatigue was not a contributing factor. As much as ten minutes was added to refueling time at low altitude resulting from the difficutly of maintaining refueling position.

Aside from the two over-water night refuelings that were moved inland because of weather, two other missions required additional tanker support from the 303rd Air Refueling Squadron due to the weather being below minimums at the scheduled tanker support bases. The area for the second scheduled refueling (McCook, Neb.) generally was good, however, a secondary rendezvous point was available to the extent that the tanker would locate a clear area, then inform the B-47 and direct receiver to that area.

The most critical item on this mission seemed to be the supply of oxygen. All B-47 aircraft scheduled for Globetrotter had the ten bottle oxygen supply system. To conserve the supply as much as possible crew members used oxygen only when the cabin altitude was above 10,000 feet, during climb, descent, and refueling. A check each half hour was recorded on forms provided for this purpose and the indications are that, on an average, the oxygen system was not used two-thirds of the time. The remaining supply varied between 50 and 250 pounds depending upon pressurization system of the aircraft involved.

A total of 307:55 hours flying time was used for the 15 completed missions, for an average of 20:50 per sortie. Of the three aborted missions 33:35 was flown for an over-all total of 341:30 to complete Phase I Globetrotter. From analysis of the accomplishments and results, creditable toward minimum training requirements in compliance with SAC

Regulation 50-8, 70 percent of the flying was used to the best possible advantage. The remaining 30 percent was used as a pad to avoid excessive crew fatigue.

All crews were given 24 hours continuous rest before the mission and only reported to Operations for a pre-mission physical and pre-take-off briefing two hours before take-off time. Pre-flight of aircraft was accomplished by another crew.

The first Globetrotter mission was flown by crew L15, in aircraft No. 51-2419, flying time 20:20, on 19 October 1954.

The last and final Globetrotter mission was flown by crew S48, in aircraft No. 51-2419, flying time 20:30 hours, on 29 November 1954.

During the period of 19 October 1954 through 29 November 1954, the total analytical results of Globetrotter Mission for Observers are as follows:

	No.
Acft scheduled	18
Crews scheduled	17
Complete missions	15
Record radar runs	45
Record radar runs C&A	1940'
Record visual RBS runs	8
Visual RBS runs C&A	961'
Visual actual releases	4
Actual releases C&A	632'
Malfunction runs	31
Complete radar air aborts	3
Aircraft Equipment aborts	2
Tanker aborts	1

A complete and detailed report including Mission Summary of each

mission by crew to include all scheduled sorties with indicated crew accomplishments, results, and an analysis of each mission, communications problems encountered during Globe Trotter missions, conclusions, and recommendations may be found in the appendix of the history. 11/

FLYING TRAINING GENERAL

358th Bombardment Squadron

Flying time for the 358th Bomb Squadron for the month of November 1954 totaled 449 hours and forty-five minutes as compared to 438 hours for the month of October 1954.

Missions performed as directed by higher headquarters included:

Globetrotter (four sorties) totaling seventy hours and five minutes.

S&S Evaluation (seven sorties) totaling thirty-four hours and forty minutes. Three crews were utilized on the S&S mission.

Two Fly Trap missions, one over Luke Air Force Base for four hours and fifteen minutes, totaled twenty hours and thirty-five minutes.

Performance averages for the 358th Bombardment Squadron for the month of November included:

Ninety-six record radar RBS runs for a C&A of one-thousand nine-hundred and forty-one feet, twenty-seven record visual RBS runs for a C&A of eight-hundred and twenty feet, fifteen and nine tenths for fourteen night legs and twenty-two for two celestial legs.

There was one crew change during the month of November, Crew R1o was regressed on transfer of the Aircraft Commander.

11/ Detailed Report on "Globe Trotter" Appendix R .

On 3 November 1954, the 303rd Bombardment Wing flew an evaluation mission in accordance with Fifteenth Air Force and 303rd Bomb Wing Operations Order 145-54, [12] nickname "Green Point". The mission was flown to determine the capability of the wing in aerial refueling, night celestial, grid and radar record bombing. In conjunction with this mission the 358th Bombardment Squadron was required to provide eight B-47 aircraft and crews on 3 November 1954 to fly a simulated radar bombing mission against industrial targets in Dallas, Houston and Little Rock.

The overall success of this mission was estimated to be good. [13]

359th Bombardment Squadron

In accordance with Fifteenth Air Force and 303rd Bomb Wing Operations Order 145-54, nickname "Green Point", the 359th Bombardment Squadron was required to place seven B-47 aircraft over three selected RBS targets (Dallas, Houston & Little Rock). Six aircraft flew the complete route and were considered effective, one aircraft was forced to abort the mission due to radar troubles.

Two flights of twenty hours, and fifteen minutes, and twenty-one hours were of the "Globe Trotter" type. One "Fly Trap" mission completed the various special types of flights during the month of November.

Flying time for the 359th Bombardment Squadron for the month of November 1954, totaled 431:25 hours.

12/ 303rd Bomb Wing Operations Order 145-54, 20 Oct 54, Appendix O .

13/ 303rd Bomb Wing B-27 & T-27 Report, Appendix Q .

360th Bombardment Squadron

During the month of November the 360th Bombardment Squadron flew a total of 460:50 hours against a scheduled requirement of 472 hours. This was accomplished in 73 sorties, the scheduled sorties being 79. The average sortie for the month was 6:18 hours.

In conjunction with 303rd Bomb Wing Operations Order 257-54, Globe Trotter Missions, which scheduled the wing to fly fifteen long range sorties between 19 October and 1 December 1954, the 360th Bombardment Squadron flew three Globe Trotter missions during the month of November. Crew No. L43, in Aircraft No. 52-214, on 9 November 1954 flew 20:10 hours and accomplished on this mission, two record radar RBS runs with a CEA of 1410', one visual RBS record run with 970' CEA. One malfunction run and three record visual actual releases were scored with a CEA of 920'. There was one night celestial leg with a CE of 13 NM, a Grid Leg with 07 NM CE and a day celestial of 12 NM CE.

Crew No. L46, in Aircraft No. 51-2433, flying time 22:10 hours, on 16 November 1954, accomplished three record radar RBS with a CEA of 916', one radar malfunction run, one record visual actual release of 690', and one photo-scored visual camera attack. There was one grid leg with celestial scored at 13.6NM.

Crew No. L39, in Aircraft No. 51-2420, flying time 18:45 hours, on 22 November 1954, was forced to return to their home base prior to completion of the scheduled twenty hours after two radar malfunction runs

and loss of two engines, altitude could not be maintained and safety of flight conditions were hazarded.

On 3 November 1954, in conjunction with 15th Air Force and 303rd Bombardment Wing Operations Order 145-54, nickname "Green Point" which required the 360th Bombardment Squadron to provide nine B-47 aircraft and crews, plus one ground spare, the 360th accomplished a total of eight sorties for 77:35 hours flying time. The mission was considered to be good and helped improve their strange target capability.

303rd Air Refueling Squadron

The month of November ended a SAC Regulation 50-8 quarter, and the 303rd Air Refueling Squadron ended with an average weighted score of 87.2 percent under the SAC Management Control System.

In addition to 50-8 requirements during the month the 303rd AR Squadron participated in "Operation Greenpoint", utilizing a total of 16 KC-97 aircraft and refueling 24 B-47 type aircraft for 100 percent. A total of 24 Globetrotter sorties were also accomplished which involved 79 hours of flying time. Fifteen sorties were also flown in support of the 90th Strategic Reconnaissance Wing totaling 70 hours. Two flights to McConnell and March Air Force Bases carrying passengers consumed 31 hours; and three flights to Tinker AFB involved 12 hours.

The 303rd Air Refueling Squadron accomplished a total of 592:45 flying hours during the month of November 1954.

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DIRECTORATE OF OPERATIONS

Operational Plans

During the month of November, seven "Fly Trap" missions were scheduled by the 303rd Bombardment Wing. Three of the missions were normal calibration runs and four missions were scheduled to simulate an agressor aircraft penetrating the excercise are west of 125° OOW longitude. The B-47 routes were not divulged to the RC-121 aircraft at anytime during the mission, however, the Project Officer at McClellan was advised prior to B-47 aircraft departing this base. Of the seven missions scheduled, three were incomplete due to the following reasons: One B-47 aircraft returned due to expected fuel leak, one aborted because of tanker abort from Castle due to weather and one returned because of complete navigation equipment malfunction, radar and omni. These missions will be continued as required during the month of December 1954.

Globe Trotter missions, in accordance with SAC Letter 50-1 and 303rd Bomb Wing Operations Order 257-54 [14/] were continued during the month of November with eight missions scheduled to accomplish the minimum of 15 Phase One Globe Trotter missions. Two of the eight did not complete; one because of inoperative air refueling equipment in the B-47, and the other B-47 aborted after approximately 18 hours

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14/ 303rd Bomb Wing Operations Order 257-54, 20 Oct 54, Appendix J History for October 1954.

because of fire warning lights on 5 and 6 engines, inspection revealed faulty wiring. During this period tanker support from 12th Air Division, 93rd Bombardment Wing, and 818th Air Division was excellent, except that weather conditions on the coast necessitated changing the overwater refueling orbit inland for two missions. November flights were changed to incorporate 190,000 pounds aerial refueling. These missions have proved valuable as familiarization flights for crews and staff personnel of the 303rd Bombardment Wing.

On 3 November 1954 the 303rd Bomb Wing flew an evaluation mission in accordance with Fifteenth Air Force and 303rd Bombardment Wing Operations Order 145-54, nickname "Green Point".[15/] This mission was flown to determine the capability of the Wing in aerial refueling, night celestial, grid and radar record bombing. The record bombing was accomplished on strange RBS sites, with very good results, malfunction-wise and fair bombing results. Twenty-four B-47 aircraft were scheduled for the mission. The 93rd Bombardment Wing from Castle Air Force Base furnished 10 KC-97 tankers in support of the mission. The 303rd Air Refueling Squadron furnished 14 primary tankers and two spare aircraft. The 303rd Air Refueling Squadron was 100 percent effective on this mission.

On 19 November 1954, Fifteenth Air Force Operations Order 149-54, nickname "Meadow Lark" was received. The 303rd Operations Order implementing this order was prepared and distributed the following week.

15/ 303rd Bomb Wing Operations Order 145-54, Appendix O .

The purpose of the mission will be to excercise the Air Rescue Squadron, and enable higher headquarters to determine adequacy of current survival equipment. For the 303rd Bomb Wing, the requirements are to furnish two B-47 and two KC-97 crews. This mission is scheduled to be executed 10 thru 17 December 1954. Details will be forwarded in the December history.

On 20 November 1954, the 303rd Bomb Wing received a message which stated that the EWP (Emergency War Plan) would be changed on or about 1 January 1955. This plan requires a new 303rd EWP, completion of which will be the main objective of the Plans Branch during the month of December 1954.

Advanced information on Amendment Number Six to Eight Air Force Operations Plan 50-54 was received on 22 November 1954, adjustment in the 303rd plan in line with this amendment was accomplished and distributed on 30 November 1954.

Strategic Air Command Operations Order 72-54, "Fancy II", was received on 20 November 1954, and the 303rd Bomb Wing plan implementing this plan was prepared and distributed on 29 November 1954.

The following operations plans are complete except for additional information requested: Harmon Task Force 48-54, SAC ZEBRA 48-54. Upon receipt of required data, the plans will be reproduced and distributed. These plans are evacuation plans under EWP conditions.

THIS PAGE IS DECLASSIFIED IAW EO 13526

ECM AND COMMUNICATIONS

During the month of November the communications portion of 303rd Bombardment Wing Operations Order 146-54 (Big Tent) was written for simulated bombing missions to be conducted during the period 2-4 December 1954. The missions will be conducted against RBS targets in Omaha, Kansas City, and Oklahoma City. Communication flimsies were prepared for the bombardment squadrons, no air refueling activities were required.

Operations Order 145-54 (Green Point) directed that a mission be accomplished for the purpose of evaluating the combat potential of the 303rd Bombardment Wing. The mission was briefed and flown on 3 November 1954.

The communications results were that many HF position reports were not made due to the following causes.

(1) Traffic density on suitable frequencies.

(2) Schedule reports falling during the period when other duties took precedence.

(3) HF position reports could not be made to the primary station.

The problem of traffic density is a recurring one over which this headquarters has no control. From evidence available it is indicated that weather reconnissiance aircraft are responsible for lengthy weather reports on particular frequencies, and therefore responsible for most

of the congestion.

Schedule reporting interfers with other mandatory functions and the only solution is the elimination or re-scheduling of one of the functions.

It was recommended that the parent wing be allowed to designate the primary ground control station which would be a more realistic approach to the long range communications problem at the operating level. A thorough study could be made of the propogation prediction and a station chosen to give optimum results on all frequencies. It was also recommended that requirements for hourly tactical position reporting be reviewed and consideration be given to waiving reporting requirements when reporting interfers with other mandatory crew activities.

During the "Globe Trotter" missions that were flown between 19 October 1954 and 29 November 1954, in accordance with 303rd Bombardment Wing Operations Order 257-54, the missions revealed two problems in the communications field that had not been encountered before in the type missions normally flown by this unit, the problems are:

a. The seriousness of the lack of long-range communications capability in long-range missions. The distances and courses flown by the B-47 aircraft made it difficult to make good and ETA some 12 to 13 hours after take-off at a designated orbit point. The refueling problem was of parmount importance in these missions, and a successful

rendezvous during the latter part of the mission required that the B-47 aircraft have a means of transmitting a revised ETA at the orbit point to the unit responsible for the refueling. Aircraft not having high frequency radio equipment installed did not have access to the normal channels of communications for transmitting a message of this type. The only means available was through UHF contact with CAA, AACS, or other military facilities. Normally these facilities, having UHF capability, did not have the capability of rapid relay of message traffic to the desired military units. Throughout the period that these missions were flown it was found that the most reliable and rapid means of relaying tactical messages was through a SAC Control Room, via the SAC SOCS telephone system to the unit concerned.

b. The other problem encountered was the lack of proper ACP 101 (A) address groups for certain air refueling units supporting our missions. As an example, ACP 101 (A) lists the 98th Bombardment Wing as being located at Fairchild Air Force Base, Washington. Further there is no address group listed for the 90th Air Refueling Squadron located at Castle Air Force Base, California. These deficiencies in ACP 101 (A) increased the problems encountered in relaying revised refueling area ETA's to the units concerned.

Correspondence was initiated to Headquarters Fifteenth Air Force, 30 November, 1954, requesting that a consolidated list of SAC Control Rooms, with hours of operation, call sign, and frequencies be published for use by aircraft without high frequency facilities.

INTELLIGENCE

Estimates Section

Of principal interest during the first week in November was the 303rd's particpation in Excercise "Green Point". The Estimates Section prepared the major portion of all briefing aids used in connection with this excercise. The operations map with route, target and refueling information was prepared on a postive transparency for projection at the general briefing.

The Fox Hole briefing auditorium was arranged by this section, security guards were arranged and the briefing aids were operated by personnel of this section.

The interrogation of crews following the mission was superintended by the head of the Combat Intelligence Branch and the intelligence interrogations were accomplished by officer personnel taken from all sections of the Intelligence Division. Simulated enemy fighter reaction consisted of 4/F-86, 1/F-94 and 9/unknown type aircraft. There were eleven encounters most of which occurred in the Albuquerque ADIZ area.

On 10 November this mission was critiqued at the Fox Hole establishment. Personnel of the Estimates Section prepared and operated all intelligence de-briefing materials and arranged for security protection during the meeting. During the interrogation following the mission, this section furnished coffee and pastry which was served to the combat crews.

During this period of November 1954, 303rd Bombardment Wing Operations Order 50-54, Fighter Radar Reaction Forecast was reviewed. Early Warning and Ground Controlled Intercept Radar estimates were studied. A completely revised forecast will be sent to Headquarters Eighth Air Force during the month of December 1954. This will be the last such forecast made for Hq Eighth Air Force as advanced information has been received that the new EWP (Emergency War Plan) provides operational control by Headquarters 15th Air Force at March Air Force Base rather than by Headquarters Eighth Air Force.

On 14 November work was begun on preparing for Excercise "Big Tent", (Operations Order 146-54), an evaluation mission to be flown 3 December 1954. Briefing aids for this mission were prepared differently than has been the practice. In addition to the transparency aids used for briefing personnel of this wing, a separate set of graphic aids were made for a special briefing at Hq 15th Air Force. During a similiar briefing at Hq 15th Air Force prior to the "Green Point" mission, the briefing team had used the same transparencies used for our general briefing. However, the Commander, 15th Air Force expressed a desire to have a set of briefing aids which could be retained at Hq 15th during the performance of the mission. Therefore, for "Big Tent" a special set of briefing aids were prepared. 16/

16/ Briefing Aids for excercixe "Big Tent", Appendix S .

Operational Intelligence

The new filing system initiated during the month of October was further refined and and major effort expended in bringing section administration to a high peak of efficiency.

Receipt of a new P-2 Program directive, SAC Ltr 39-24, resulted in extensive activity. A check was made with Squadrons concerning their accomplishment of P-2 requirements set down in a letter issued from this section. None of the squadrons remembered receiving the letter. Since this letter had outline clearance procedures and personnel information necessary to the mission of the Operational Intelligence section, and in view of the new reporting requirements of the P-2 Program, another letter was written. However, this letter was hand-carried to the Squadron Orderly Rooms so that delivery was certain. Further, the importance of this program was discussed with squadron supervisory personnel and it is felt that increased cooperation in this program will be forthcoming.

Renewed emphasis was applied to the completion of P-2 interviews. At the end of November, only 19 personnel had not completed interviews.

Likewise the P-2 testing program was emphasized and it is estimated that by the end of December this portion of the project will have been completed.

A great amount of time was utilized in planning next year's training schedule and in preparation of new lectures.

A proposed schedule of Intelligence Training for 1955 was prepared and submitted for comment to the head of the 36th Air Division Ground Training Department. This proposed schedule was approved in all important aspects.

Because of an apparent deficiency noted among some new combat crew members, back issues of SAC Survival Trends were distributed to the tactical squadrons for their use. Crew members deficient in this subject were requested in an accompanying letter to seriously study the materials furnished.

A request for literature on survival subjects was submitted to the Base Librarian. This request consisted of two lists of books. The first list of 19 was requested for permanent use by this section. The second was much larger number of books on survival which it is felt should be available as the Base Library. Many of these books are listed by the 3904th Composite Wing as "required" or "most highly recommended" for Intelligence and combat crew personnel.

Such a collection of literature will provide an excellent source of information on all facts of survival, evasion and escape and resistance to interrogation and unhealthy political idealogy.

When these books are received, a recommended reading list will be prepared and distributed.

Instruction hours during the month of November for the Operational Section totaled thirty-four.

Target Intelligence Branch

Activities during November followed the pattern established for the past few months - all out support of the Wing in evaluation missions, special missions and routine 50-8 accomplishments.

Operation "GREEN POINT" (15th Air Force Operations Order 145-54) was executed on 3-4 November. Twenty-four B-47 aircraft and crews attacked simulated targets at Little Rock, Houston, and Dallas. The Target Development Section scored a total of 61 record radar bomb runs for this excercise and submitted B-51 reports in accordance with SAC Manual 55-8A. In addition, 18 night celestial and 17 grid navigation legs were scored for a total of 96 separate scored items.

November 30 saw the final Phase I "GLOBE TROTTER" mission successfully accomplished. The Wing completed 15 out of 18 missions attempted. The Target Development Section submitted a B-51 report on one radar run on each of the 18 missions.

Preparation was begun early in November for Operation "BIG TENT" (15th Air Force Operations Order 146-54). Two crews flew successful radar reconnaissance over the scheduled targets, Ohaha, Kansas City, and Oklahoma City. The squadron target study officers were briefed during the week of 8 November and target study, Phase I under SAC Manual 50-12, was begun in the squadrons. On 15 November, Phase II (Ultrasonic Trainer Runs) was begun, to continue through 30 November.

Also during the week of 15 November the Wing Director of Operations was thoroughly briefed on the targets, and briefing aids were prepared for his briefing of General Walter C. Sweeney and his 15th Air Force Staff on 19 November 1954.

The Wing accomplished 380:15 observer hours of target study. Of this 88:50 hours was Ultrasonic Trainer time. All target study provided an average of approximately 17 hours for each observer participating in the missions.

On 22 November, inital preparation was begun for the January 1955 Evaluation Mission. A roll of radar film was obtained through the cooperation of the Operations and Training Division, on targets at Richmond, Virginia; Charlotte, N.C.; and Atlanta, Ga. Target study was immediately begun in the Target Intelligence Branch.

Radar Prediction

The month of November proved to be another very active month for the Prediction Team. The primary objective was the completion of simulation plates for operation "Big Tent", preparation of aids for trainer use, and the supervision of the various phases as outlined by 50-12 as peratins to the Prediction Team.

For the mission "Green Point", one officer was sent TDY to the RBS site at Dallas for the purpose of observing the scoring procedures,

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and to provide any assistance which could be offered from the standpoint of observer identification, crew numbers, B-47 procedures for the site operators, etc. The duration of the TDY was five days.

Simulation plates for operation "Big Plate" were completed and constructed well in advance of the time for the first observer to start his Phase II requirements. The plates included IP to city complex runs on Omaha, Kansas City, and Oklahoma City. These plates were compared to actual radar scope photography, modified, and positioned in the Ultrasonic tank for calibration and scoring. The validity factory of these plates averaged at seventy-five percent; which is considered a very fine validity for simulation plates. Calibration of these plates for trainer scoring was a new innovation to the Ultrasonic program. The plan was to have each observer operate the trainer in his first hour for familiarization with the target complexes. At the start of the second hour the Observer becomes eligible to make "Record Runs" on the plates. If he can make three consecutive runs of 1500 feet or under on each plate, synchronizing for wing, using proper ballistics and procedures, the Observer is considered qualified and checked out for the Phase II portion of target study.

The new scoring procedure gives the Observer as added incentive to "Checkout", and the self-competition adds to the interest of this phase of training.

An auxiliary scope, headset, and microphone were added outside the trainer for the purpose of allowing the Prediction Team (who monitor and supervise the program) to aid, and instruct the observer as to aiming point,offset aiming point, identification, and bomb-run procedures.

A total of 88:50 trainer hours, and 428 bomb runs were monitored from the 15th of November thru the 30th.

Comments upon the plates were solicited from the observers and the general concensus of opinion seemed to be, "scoring improves the trainer program, the Omaha, Kansas City plates 'look just like the scope photos', Oklahoma City looks good, but the Tinker AFB return doesen't quite break up as we expect it to."

The Prediction Team took an active part in the selection of the offset aiming points for "Big Tent". The team also aided the Wing Observer's staff by measuring and computing offset components. The hand drawing of Predictions by Observers as directed by 50-12 in Phase I was corrected by the Prediction Team.

A project has been initiated to mount a gun camera (16mm) upon the auxiliary scope for the purpose of making a moving picture file of simulation plates, both domestic and foreign. These aids would greatly enhance Prediction phases of target study and mobility should the occasion arise that the wing be based where there is no trainer available.

Gunnery

A total of 14 maximum load aerial gunnery sorties were accomplished during the month of November with an average fire-out percentage of 91 percent. Only three malfunctions were encountered while accomplishing aerial gunnery training: failure to extract following a firing circuit failure; misaligned ammunition; and a broken torque spring in a feeder mechanism constituted these malfunctions.

Fifteen co-pilots accomplished OQ range excercises during the month.

A total of 53 fighter interceptions with practice in lock-on and automatic procedures were coordinated and accomplished with fighter aircraft of WAD and CAD forces.

Munitions

During the month of November the Munitions Officer inspected the Base CBR School at March Air Force Base, and discussed problems of the CBR Training Program with the OIC, CBR Training Section, Hqs 15th Air Force.

It was requested that a Base CBR School be established in order to facilitate and expedite the CBR Training Program. It was also suggested that all RADIAC equipment on the base be stored and maintained by the Base CBR School. This equipment would be readily available for instructional purposes and would be maintained and calibrated for immediate use in case of an emergency.

Permission was received from the 303rd Directorate of Operations to establish a Base CBR School and to store RADIAC equipment at the school, however, plans to go ahead with the school have been delayed because of the 43rd Bombardment Wing being on TDY.

The Wing Munitions and CBR Office was moved from building T-1533 to the 303rd Bombardment Wing, Ground Training Office at 36th Air Division Ground Training building.

Plans were completed with 36th Air Division Ground Training to schedule Unit CBR Defense Course and Tactical Countermeasure Course to begin 3 January 1955.

Special Weapons

Activity within the Special Weapons Section during the month of November was routine and no special missions were flown by the Wing which included Special Weapons accomplishments.

During the month of November, work was completed on the classroom to provide individual mock-up booths to facilitate training on the Universal Trainers. A total of three booths were completed.

The Special Weapons Section completed all eligible Combat Crews needing training for the September thru November quarter.

A request to Sandai Base was submitted for use of Salton Sea Bombing Range for T-59 drops.

It is hoped that during the month of December 1954, some of these T-59 drops can be accomplished.

Ground Training

During the month of November, a special course of training was established for B-47 Observer trainees. This course will approximate the training given at Wichita and will cover SAC 51-19 requirements pertaining to Observers. Training will be completed in the early part of December.

At the request of the 303rd Maintenance Standardization Team, the abbreviated course on Maintenance Familiarization (3 weeks) conducted by the B-47 MTD was discontinued. Over 90 percent of personnel requiring this training have completed it and the remainder will attend the regular seven weeks course.

A new training record form (15th AF Form 211) has been introduced by 15th Air Force. The wing has been directed to use this form experimentally during the first quarter of 1955. The forms have been procured and are being distributed to the squadrons along with explanation of their proper use.

The overall training accomplishments for the quarter ending in November were poor to fair. While non-crew training was good, the poor commitments from the three bombardment squadrons brought the average down.

Planning for the new training program for 1955 is nearing completion. In the near future these plans will be submitted for the

approval of Wing and Division, and, if accepted, will go into effect on 1 January 1955.

A B-47 WEMP (Written Evaluation of Mechanic's Proficiency) test has been scheduled for the following AFSCs: 43133J, 43131J, 43151J, 43171J, and 43170. Testing of all above personnel will be completed by 17 December with exceptions of those who are sick or on leave. Those remaining may be tested by making written request to the Maintenance Standardization Team for time and date of testing.

Flying Safety

The accident investigation on the major aircraft accident occurring on 18 October 1954, involving B-47E, S/N 51-2437, was completed during the month of November 1954.[17/]

All Flying Safety Publications (Combat Crew, Aircraft Accident Maintenance Review, and Flying Safety Magazine) were distributed to all squadrons throughout the Wing during the month of November.

On 27 November a Wing Flying Safety Meeting was held in the Foxhole, topics discussed were:

a. Standard Operating Procedures

b. ADIZ Violations

c. A discussion was held by the Wing Standardization Crew Aircraft Commander.

Under the provisions of Strategic Air Command's Flying Safety Brochure for 1954, crew T08DO, Aircraft Commander, Major Clarence L.

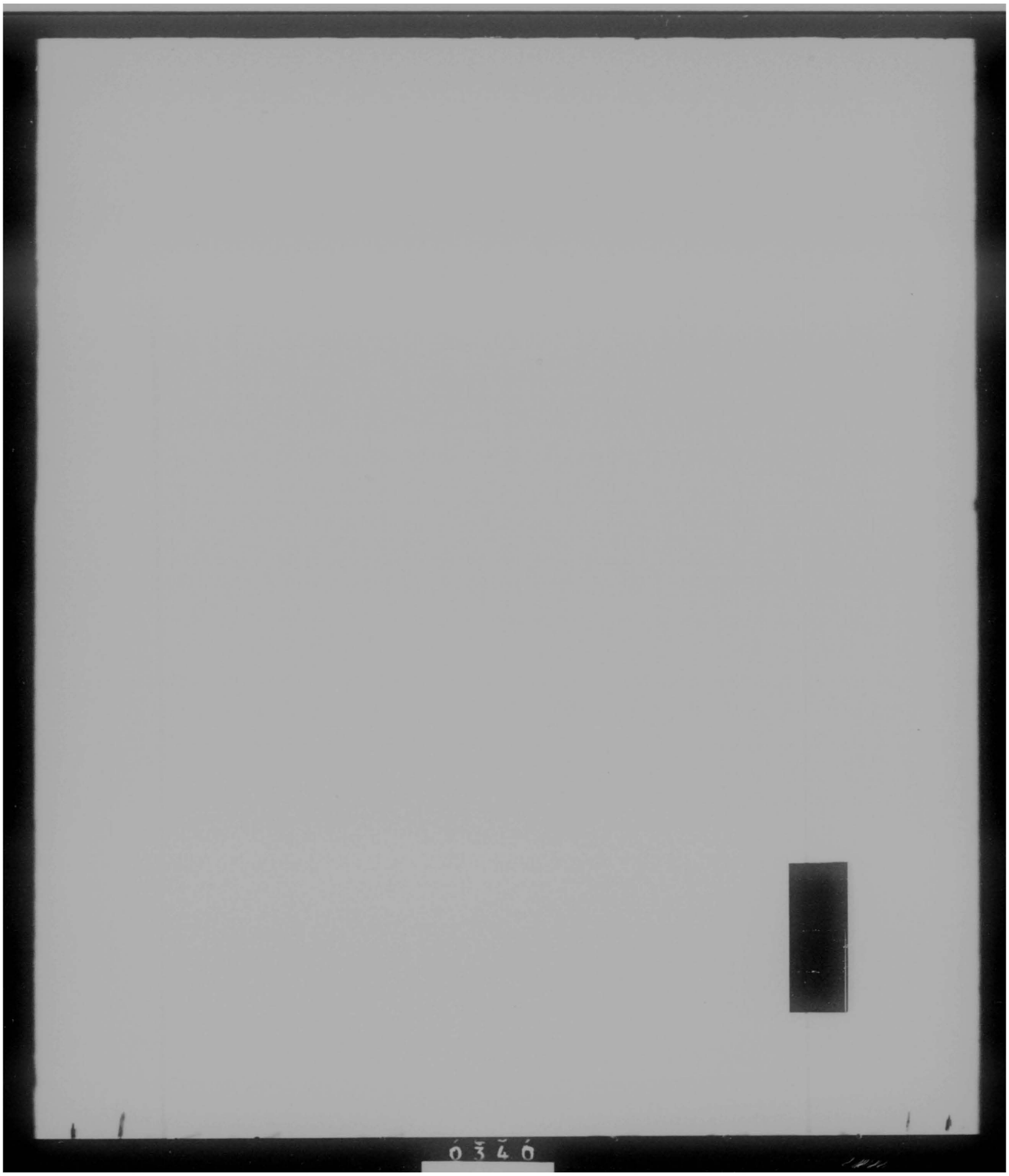
17/ Major aimaft accident report involving B-47E S/N 51-2437, Appendix L. 303rd Bomb Wing October History.

Martindale, 303rd Air Refueling Squadron, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for November 1954.[18]

Master Sergeant Arthur T. Kneuer, of the 303rd Air Refueling Squadron was also nominated as Maintenance Man of the Month for the Month of November 1954.[19]

18/ 303rd Bomb Wing Flying Safety Crew of the Month, Appendix T.

19/ 303rd Bomb Wing Maintenance Man of the Month, Appendix U.



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MAINTENANCE

303rd Armament Electronics Maintenance Squadron

The evaluation mission flown on 3 November 1954 (Green Point) was very successful from an A&E standpoint. The re-organization reported in October has shown promising results and has been supplemented by the A&E assistant crew chief concept of maintenance as directed by 15AF Letter, Subject: A&E Crew Chiefs, dated 1 November 1954. The A&E Crew Chief method of maintenance was started 10 November 1954, and the saving in man hours and efficiency of operation of the Flight Line K System section has improved considerably.

Pre-issue and Bench Stock levels were set up, but not completely filled during the month of November. However, revised pre-issue and bench stock levels have been re-searched and will be submitted to Base Supply not later than 3 December 1954. Pre-issue levels were raised to accomodate requirements for task force type operation.

Difficulties resulting from improper operation of the aircraft alternators and inverters, as well as ground power units were investigated by A&E and Field Maintenance personnel, as well as Field Engineers from Westinghouse, Beech Aircraft, Western Electric, and Sperry Gyroscope. The results in the investigation revealed minor discrepancies in procedures, and the building of a load bank tester whereby the alternators may be checked under load conditions in the

aircraft. It is expected that this will increase the efficiency of the maintenance, as well as the capabilities of the K System.

The OJT program, to raise the skill level of sub-standard skill level personnel is still in progress and during the month of November, fifty-eight 30 level airmen were raised to the 50 level. Continued loss of skilled technicians in the 301 field has reached a critical point in this organization.

The A&E dock section began and ended the month of November 1954, with ten airmen and one officer assigned. The functional chart for this section provides for one officer, one NCOIC, four co-ordinators, three system supervisors and two trouble shooters.

On 1 November 1954, six B-47 aircraft were in the docks undergoing periodic inspection. The month closed with seven B-47's and one KC-97 aircraft in the docks. Periodic inspections were completed on six B-47 and two KC-97 aircraft during the month of November.

SAC Regulation 137-9, controlling the frequency of periodic maintenance inspections on armament electronics components, was put into effect approximately 15 November 1954.

303rd Field Maintenance Squadron

The authorized strength of the 303rd Field Maintenance Squadron is 377 airmen and seven officers. There were 375 airmen and nine officers assigned this organization as of 1 November 1954, and 391 airmen

and nine officers assigned as of 30 November 1954.

During the month of November the Specialist Dispatch Section experienced several difficulties, the main difficulty concerns the turn-over in drivers. During the past 30 days we have had five new drivers. Each driver had to be briefed on flight line driving policies and ride with an experienced driver long enough to learn the locations of all necessary points of dispatch. Numerous manhours were lost because of this situation, and during this changeover period truck operations slows down considerably. Many manhours are still being lost due to flat tires, dead batteries, motor pool inspections and vehicle malfunctions in general.

There is still considerable difficulty in obtaining correct and punctual information from all shops as to location and number of specialists on a job. During noon hours and at night the dispatcher on duty has experienced difficulty in locating a specialist if a 1-A work order call is recieved.

This section is also experiencing considerable difficulty with Maintenance Control concerning unscheduled maintenance for aircraft undergoing periodic inspection in the docks. This section has been given an average of 30 minutes to have a specialist at a dock to meet his appointed time. This causes quite a bit of trouble due to the work load of all shops. A man must be pulled off a work order already started

in order to meet the appointed time that has been set for him to be in a specific work area.

During the month this section processed approximately 150 work orders per day and approximately 150 pickups and deliveries of specialists per day were made.

Materiel Control Section

There were a total of 120 work orders initiated from Base Supply during the month of November, of which there remain 80 work orders open, with a total of 40 work orders completed. Due to the movement of this section to Warehouse Number Nine, and change of the work order system, these figures are approximate.

The problem of TOC property is becoming very critical. The subject of Dome Assembly P/N 1AF8-4-2608-826, as reported last month, is a prime example. Due to the non-availability of parts necessary to comply with the TOC, we have been unable to send the domes to the Sheet Metal Shop. As a result these dome assemblies have become very critical, and it is our understanding that some aircraft are AOCP for them. To alleviate this situation, the OIC of Quality Control was contacted to ascertain if AN type bolts could be used in lieu of NAS bolts as required by the TO. If this request can be granted, the TOC compliance will average almost one hour per dome, which could lift the critical status on these domes.

Five cases of liquid Neoprene were received this month after several months delay. We will no be able to clear up two long existing work orders as well as many line work orders that have piled up because of the lack of liquid Neoprene.

An inspection was made by higher headquarters (36th Air Division) on pre-issue control during the month of November. There were many discrepancies noted and a report was submitted by this section.

Considerable difficulty was encountered by this section due to the necessity of moving to a new quarters and making the change-over to the new work order system. Both had to be accomplished at the same time. We were without a telephone for ten day which further complicated matters.

Fabrication Branch

During the month of November, the Sheet Metal Shop had very few difficulties. The manhours lost on transportation were held down to a minimum since we have a truck assigned to the branch and a motorbike assigned to our section.

The Sheet Metal Shop received a total of 118 SJRs, of which 12 were cancelled, nine still open, and 97 completed. A total of 78 shop work orders were received, of which 55 were completed and one cancelled, leaving 22 open. A total of 56 parts were received from the docks for repair under the Hour System; all were completed.

A great help and improvement in the Sheet Metal Shop is the Supply Section. The back part of the Branch Tool Crib is being used for sheet metal supplies and special tools, providing much needed operating space.

The Ground Power Section has 97 percent of its equipment in operation. The supply situation has improved slightly.

The Parachute Shop repacked a total of 651 personnel chutes and repaired 37, and removed seven from service. Fourteen radio-plane chutes were inspected and removed from service.

The Life Raft Shop inspected and repacked 85 one-man rafts, two 4-man rafts, two 6-man rafts, 22 each 20-man rafts, 206 R-1 suits, and 180 lifevests.

The Paint and Dope Shop have completed the placing of 14 SAC decals on assigned aircraft, and blue stripes on all aircraft except three. Organizations are not letting the decals dry long enough prior to running-up or flying the aircraft. The present load of line work orders does not leave much time for putting on these decals and stripes.

During November the bench stock in the Woodmill has not been replenished enough to fill present needs. The lumber received was not of good quality and can be used only for crating.

Power Plant Branch

There were 33 J-47 engines minor repaired and TOC completed during the month of November. Of these, 22 were returned to service and 11 were returned to the overhaul depot. One J-47-17 engine was minor repaired for excessive vibration of auxiliary gear case. Thirteen J-47-25 engines were returned to service after TOC for compressor rub and found serviceable. One J-47-25 engine was ret-unred to service after minor repaired for air oil seal rub. One J-47-25 engine was minor repaired for nicks and returned to service. Three J-47-25 engines were minor repaired for cracked transition liners and returned to service. Eleven J-47-25 engines were rejected by minor repair and shipped to the depot for compressor rub.

Two R-4360-59B engines were changes for internal failure during the month of November. Of 39 J-47 engines changed during the month, 36 were completed. Nine engines were changed due to nicks. A total of 20 engines were changed for TOC inspection of compressor section for compressor rub. Three engines were changed for compressor stall, and one for frozen compressor. One engine was changed for engine smoking after shutdown, one for noise in #4 bearing, and four for cracked transition liners.

Fourteen J-47-25 engines were torn down, preserved, canned and shipped to the overhaul depot, and three R-4360-59B engines also.

Aero Repair Branch

During the month of November, the Instrument Shop completed a total of 265 SJRs which were accomplished by approximately 18 men. Each SJR required two manhours to complete.

The Electric Shop accomplished 437 SJRs; each job took an average of five manhours. A total of 217 batteries were processed during the month of November 1954.

The IFR Boom Shop received a total of 102 SJRs, these were completed with some jobs requiring 40 to 50 manhours each. A total of 18 TOC 1097K-51 and 18 TOC Kits 1097K-59 were received. Each TOC required 48 manhours each. As of 30 November 50 percent were completed.

The Fuel Cells Shop completed the following fuel leaks during the month of November. Seven center main leaks which took 895 manhours, 1 aft main leak which took 14 manhours, 3 forward auxiliary leaks which took 40 manhours, and 1 ATO tank leak which took 64 manhours. This shop changed three center main cells which took 350 manhours and one ATO tank which took 64 manhours.

The Airframe Repair Shop completed five retraction tests, seven re-rigging and cable checks, and three TOC 1B-47-216's were complied with.

The Tire Shop tore down and built up 44 B-47 main gear tires and seven outriggers, and used approximately 88 bearings and approximately ten cans of high temperature grease.

303rd Periodic Maintenance Squadron

During the period 1 November 1954 to 30 November 1954, four B-47 aircraft and three KC-97 aircraft were processed through the maintenance docks and returned to the tactical squadrons. T.O.C.'s were completed on five aircraft. There were no postflights scheduled for the docks during the month of November.

Preplanned Inspection continues to show improvement as the maintenance men are being cross-trained on different aircraft systems.

Maintenance manhours are now being computed through the use of IBM Time Record Cards. This method reduces the paper work involved in computing manhours and gives the supervisor a better indication of where manhours are being spent.

One compressor and one B-1 maintenance platform were received, and four B-4 maintenance platforms were transferred to the 359th Bombardment Squadron.

The Unit Supply of the 303rd Periodic Maintenance Squadron was inspected by a SAC Supply Improvement Program Team on 17 November 1954. The team stated that Unit Supply was among the top supply sections in SAC.

The floor and storage counter in Unit Supply have been painted. This completes the renovation program that was set up for improving the supply section.

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303rd Maintenance Control

The operation of the Job Control Branch continues to improve in both efficiency and control. The removal of the three telephones has centralized all specialist job requests over the radio and one telephone. Also, the operator headsets installed by the telephone company on the "hot-line" phones have increased the efficiency of operation of the dispatch boards.[1/] A new policy covering the flow of specialists job requests and other information through the various processes involved in the control room has improved controlling capabilities.

The Work Order (Form 48) Section implemented the IBM maintenance manhour accounting system and has found many advantages in the new procedures.

The new SAC Form 332, Specialist Job Request, was put into use in the control room. This new form is much faster to use and presents a more complete picture of the work required, including more accurate information from which time standards can be drawn.

Plans are, at present, being formulated to remodel the Job Control Branch in accordance with 15th Air Force Commanders Conference.

Initial implementation of manhour accounting procedures under IBM was started in November. Considerable delay in implementation was realized due to late receipt of master card decks from 15th AF, late arrival of IBM operating personnel and briefing by SAC and 15th

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1/ 303rd Bomb Wing History for October 1954, page 70.

Air Force Project Officers of personnel. As a result, this unit had approximately four days of operational experience prior to being put on a "Record Status", on 1 December 1954. Initial planning by SAC was to provide a complete month of operation prior to starting man-hour accounting for records.

During November work was started on the complete revision of all bench stock lists and pre-issue lists. This phase was started immediately upon completion and publication of the bench stock master listing. With the completion of the pre-issue list inventories and bench stock lists, the master listings will be further developed into a more realistic manual making utilization by the flight line easier.

Preparations were made for the SAC SIP team which begins operations in December 1954. A Maintenance Review Panel was established to review the stock analysis and disposition records which will be prepared by the SIP team.

In the review of the records prepared by the SIP team members of the panel may call upon any section in Maintenance for assistance in determining the status of an item.

The new flyaway kit books have been received and are being reviewed for additions and deletions. This project is to be completed by 10 December 1954.

The total flying time for the 303rd Bombardment Wing for the month of November for B-47 aircraft totaled 1353 [2/] hours as compared to 1371 hours for the month of October 1954. KC-97 aircraft flying time totaled 593 [3/] hours as compared to 658 hours for the previous month.

Engine Changes in the wing during the month of November were as follows:

B-47 Aircraft: 29 J-47's KC-97 Aircraft: 2 R-4360's

The technical order compliance rate as of the end of November was : B-47 aircraft 1.9 technical orders not complied with per aircraft. KC-97 aircraft: 0.4 technical orders not complied with per aircraft.

303rd Maintenance Standardization Team

The written evaluation of mechanics proficiency (WEMP) program was initiated during the month of November. A total of 135 B-47 aircraft and engine mechanics in the Wing were tested for their proficiency in B-47 jet engines or airplane general depending upon their primary AFSC. The tests were well received and the results when evaluated will isolate the individual's need for further training in specific aircraft systems.

These tests were conducted by members of the Maintenance Standardization Team to expedite the program until such time that a WEMP Test

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2/ Chart of Flying Time for B-47 Aircraft, Appendix V .

3/ Chart of Flying Time for KC-97 Aircraft, Appendix W .

Control Officer is appointed to fully comply with SAC Manual 66-17.

A Report of Maintenance Management Improvement in the Job Control Unit and the Maintenance Standardization Team was submitted to the Wing Director of Personnel.

Utilization of the Maintenance Standardization Team by the Chief of Maintenance has this month dealt more with specific projects rather than in generalities as had been experienced in preceding months. Fewer projects have been covered this month, however, it is felt that actual progress and accomplishments have increased our effectiveness.

A cardex filing system has been utilized as a master index and cross reference file for all subject material covered by us. This method takes considerable time to post, however, researching a particular subject later on is greatly facilitated by it's use. Another advantage is that any member of the Maintenance Standardization Team can check the coverage on any subject coming to our office.

One maintenance supervisor from the Maintenance Standardization Team was assigned to the Strategic Evaluation Squadron (SES) for two weeks for the purpose of coordinating and expediting maintenance.

One maintenance supervisor from the Maintenance Standardization Team was assigned for five days to assist in and monitor the first B-47 planned postflight inspection through the entire inspection.

A summary report of good and bad features encountered was submitted to the Maintenance Quality Control Officer.

A report was submitted to the Wing Director of Materiel which outlined our ground training program. This report reflected the number of maintenance personnel who have attended either on or off base training, the utilization of factory technical representatives and other special classes which assist us in the improvement of quality maintenance. This requires constant evaluation of mechanics, by either oral or written examinations to insure that alert well informed personnel are performing their jobs in the most effective manner.

Surveys were made throughout the Wing to determine the areas of maintenance deficiencies. Many problems were solved "on the spot" while others are more complex and require additional study before corrective action can be completed. There seems to be too much emphasis on completion of flying committments and too little regard for maintenance problems which arise due to breaks in maintenance schedules. During our TDY earlier this year, we set up a maintenance schedule and set flying records by closely following that schedule. Perhaps we would do well to evaluate our present committments for flying.

Numerous visits to the Armament and Electronics Maintenance Squadron has revealed the need for much standardizing. We have assisted in getting an OJT program underway and training charts established.

A system of maintaining simple, accurate A&E systems status charts for all Wing assigned aircraft was initiated by the A&E Supervisors Section.

The Bendix Engine Analyzer Technical Representative, Mr. Schaeffer, arrived during the month of November. He was assisted in establishing a class for technical training of KC-97 maintenance and flight engineer personnel in the operation of the engine analyzer.

SAC Maintenance Timely Subject #12, Winterization of Aircraft Equipment, received special attention. Squadrons were briefed on the importance of keeping current status on the -7 Technical Order Check List and all winterization publications to be listed on reading charts.

SAC Maintenance Timely Subject #13, Corrosion Control of Power Packs Jet and Reciprocating Engines, was brought to the attention of the Power Plant Branch of the Field Maintenance Squadron.

Progress is being made in the operation and ground handling of all ground power equipment. Classes have been established and the 47 career field personnel trained. With a few changes in the class teaching methods, we will train flight line personnel. This should improve our utilization and maintenance of the ground power equipment. Only one factor remains to be corrected: Supply. We hope to investigate this more thoroughly in the next 30 days and have a higher percentage of power units serviceable at all times.

Quality Control Section

During the month of November the Quality Control Section again went all out in its effort to support the Wing to its fullest extent.

The parts for the special projects decepted by Quality Control during the month of October did not arrive on the station during the month of November 1954. When these parts arrive and are installed in the aircraft this portion of the history will carry a report on the subject each month.

During the month of November, the Quality Control Officer was on duty with the accident investigation board investigating the crash of a T-29 at the Tucson Municipal Airport. This investigation required the full time of this officer for approximately ten days.

Through the month of November a total of 131 inspections were performed by the Quality Control Section.

The test flight unit of Quality Control supervised the test flying of all aircraft going through periodic maintenance and other required test flights. All test flights were briefed before flight and de-briefed after the test flight of this unit.

There were a total of 28 test flights performed during the month of November 1954.

The Unsatisfactory Report Unit of Quality Control processed and typed a total of 403 unsatisfactory reports during the month of November.

303rd Wing Logistics Section

The Logistics Section of Harmon Task Force Operations Plan 41-54A (Top Secret) was completed and dispatched to Task Force Headquarters for approval.

New Tables of Organization were received for the 303rd Air Refueling Squadron and the Bombardment Squadrons; changes were posted in the mobility plan and entered on Change No. 6 which was started as a result of these changes.

A message was dispatched to Logistics Division of 15th Air Force requesting information as to type of spares support to be utilized for the forthcoming maneuver of the 303rd Bombardment Wing. The answer stated that type of support had not been received from Headquarters SAC; however, we should plan to use pre-strike kit for spares support. The supply liaison officer was informed of this answer.

On 26 November, the second 15-U14 Report was submitted to Commander 15th Air Force relative to the February maneuver. Requirements had not changed.

The latter part of the month was spent in reviewing the mobility plan, performing inspections of mobility card files, preparing a new loading plan for the entire wing deployment, and effecting changes in AFSC's on the Task Force as required.

The Logistics Section received from SAC Headquarters a proposed replacement form for the SAC Form 309. This form was considered a vast

imrpovement over the Form 309 and recommendations for implementation of this form were dispatched to Headquarters SAC, as per their request.

303rd Wing Supply Section

In accordance with SAC General Order No. 76, dated 8 November 1954; the 358th, 359th and 360th Bombardment Squadrons were reorganized on 18 November 1954. The reorganization increased the officer strength of these squadrons 12 men and reduced the airmen strength five airmen.

The 303rd Air Refueling Squadron was reorganized on 18 November 1954 under SAC General Order 74, dated 8 November 1954, with no changes in personnel.

Several revised ECL's were received during the month of November, reflecting more realistic authorizations of tools and equipment.

The Inspection Team of Phase I of the SAC Supply Improvement Program arrived this station during the latter part of November. The team discovered a relatively small amount of excess equipment on hand. The team gave the two units having excess equipment a deadline of 24 November for turning in the items to Base Supply. One of the units failed to meet the deadline and still had a small amount on hand at the end of the month of November.

GLOSSARY OF ABBREVIATIONS

AMMO	Ammunition
AOCM	Aircraft out of commission for maintenance
AOCP	Aircraft out of commission for parts
ARMT	Armament
AUX	Auxiliary
BGR	Bombing and Gunnery Range
BMBDR	Bombardier
BMR	Bomber
BOMST	Bombsight
BRL	Bomb Release Line
BTO	Bombing through overcast
CEL	Celestial
CEA	Circular Error Average
CEP	Circular Error Probable
CRC	Crew Chief
CRMN	Crewman
ECL	Equipment Component List
ECM	Electronic Countermeasure
ETA	Estimated Time of Arrival
GNR	Gunnery
INTEL	Intelligence
INTG	Interrogate

MAINT	Maintenance
MATS	Military Air Transport Service
MAX	Maximum
MIRS	Manning In Required Specialties
OBSR	Observer
OCST	Overcast
OPORD	Operations Order
ORI	Operational Readiness Inspection
ORT	Operational Readiness Test
PCA	Permanent Change of Assignment
PCS	Permanent Change of Station
PLT	Pilot
PTGT	Primary Target
RAWIN	Radar Wing Sounding
RBS	Radar Bomb Scoring
RCM	Radar Countermeasures
RCVR	Receiver
RDF	Radio Direction Finder
RDVU	Rendezvous
RECON	Reconnaissance
RECP	Reciprocal
RFL	Refuel
SCTY	Security

SOP	Standing Operating Procedure
STGAR	Staging Area
SUPP	Support
SWEL	Special Weapons Equipment List
TKR	Tanker
TNG	Training
UHF	Ultra High Frequency
UPREAL	Unit Property Record and Equipment Authorization List
USCM	Unit Simulated Combat Mission
VEL	Velocity
VHF	Very High Frequency
VIS	Visual
VLF	Very Low Frequency
VLR	Very Long Range
WPN	Weapon
WRAMA	Warner Robins Air Material Area
WT	Weight
ZI	Zone of Interior

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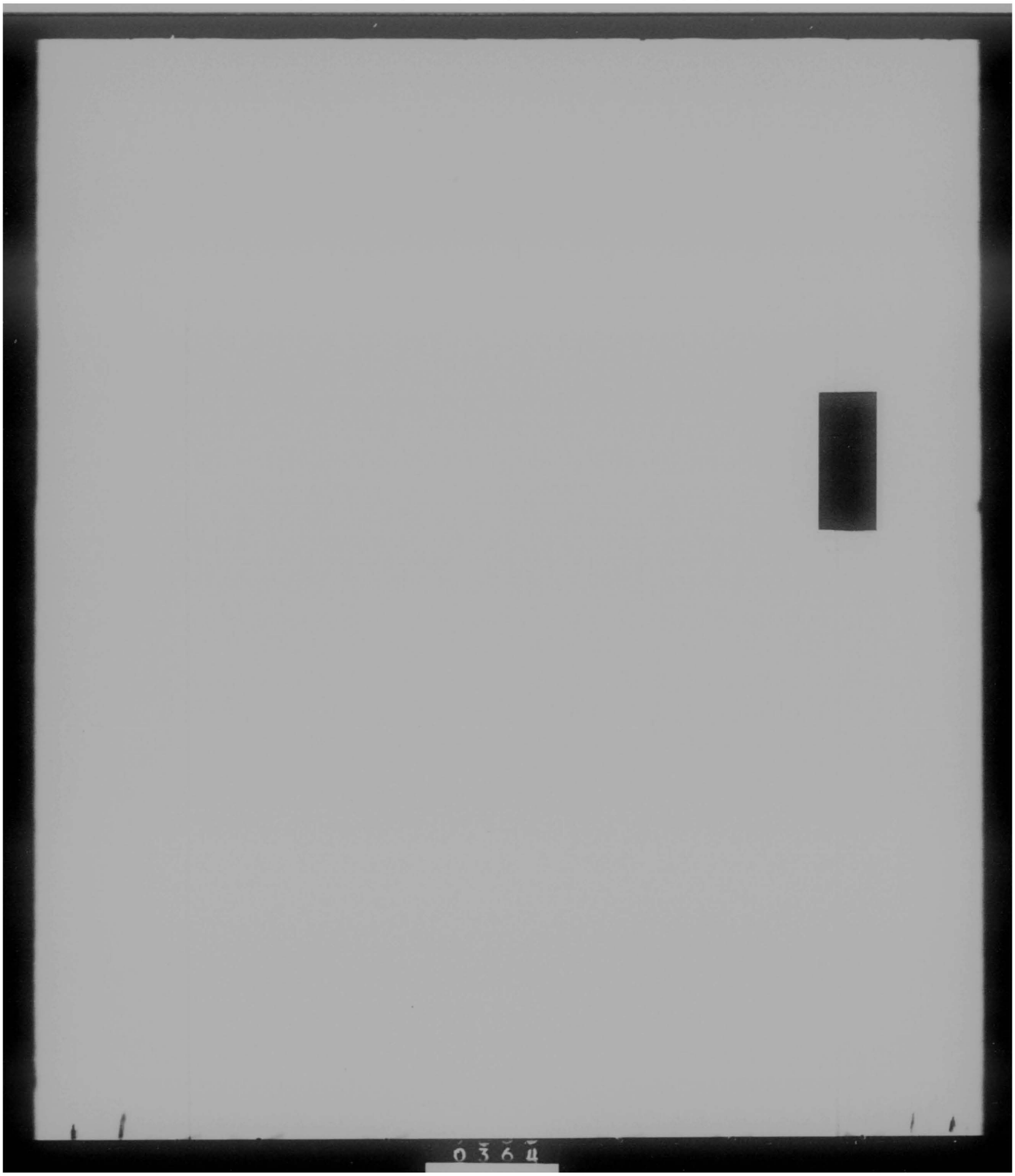
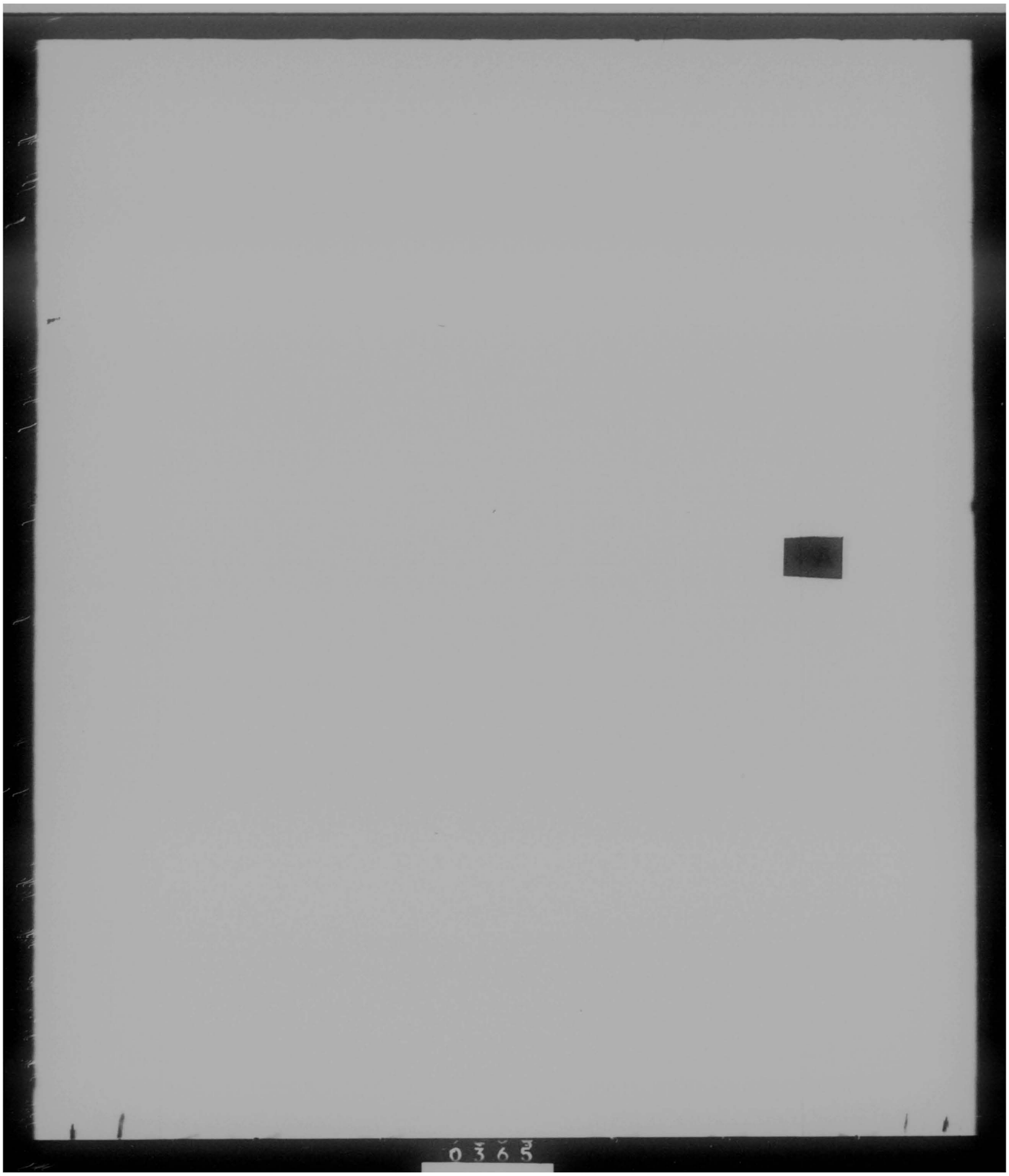
LIST OF APPENDICES





303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	DONALD W. SAUNDERS	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	MAJOR
303rd AIR REFUELING SQ COMMANDER	RUFUS A. WARD	LT COL
303rd FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303rd ARMT & ELSCT MAINT SQ COMMANDER	HERBERT M. LIGHT JR	LT COL

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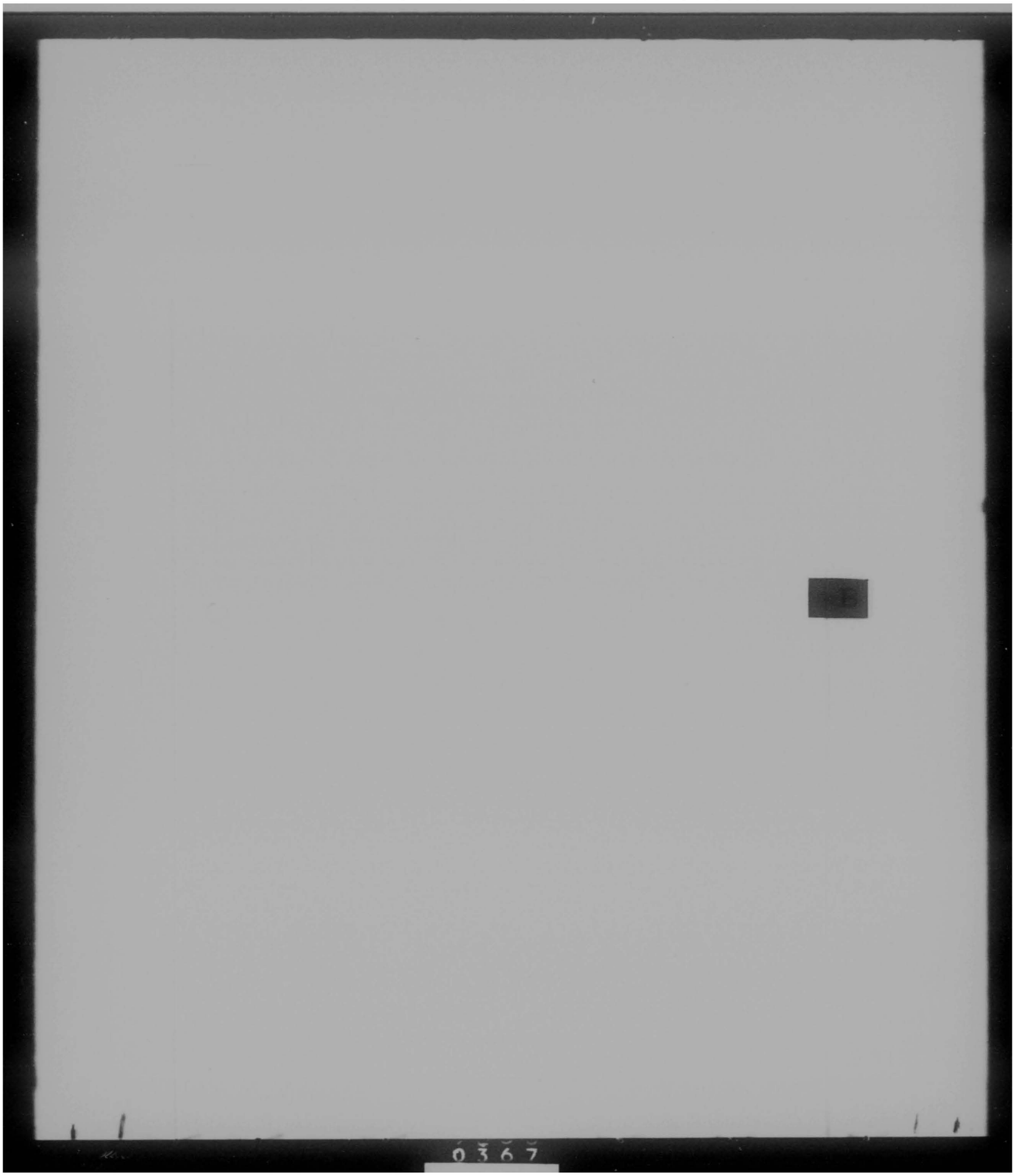

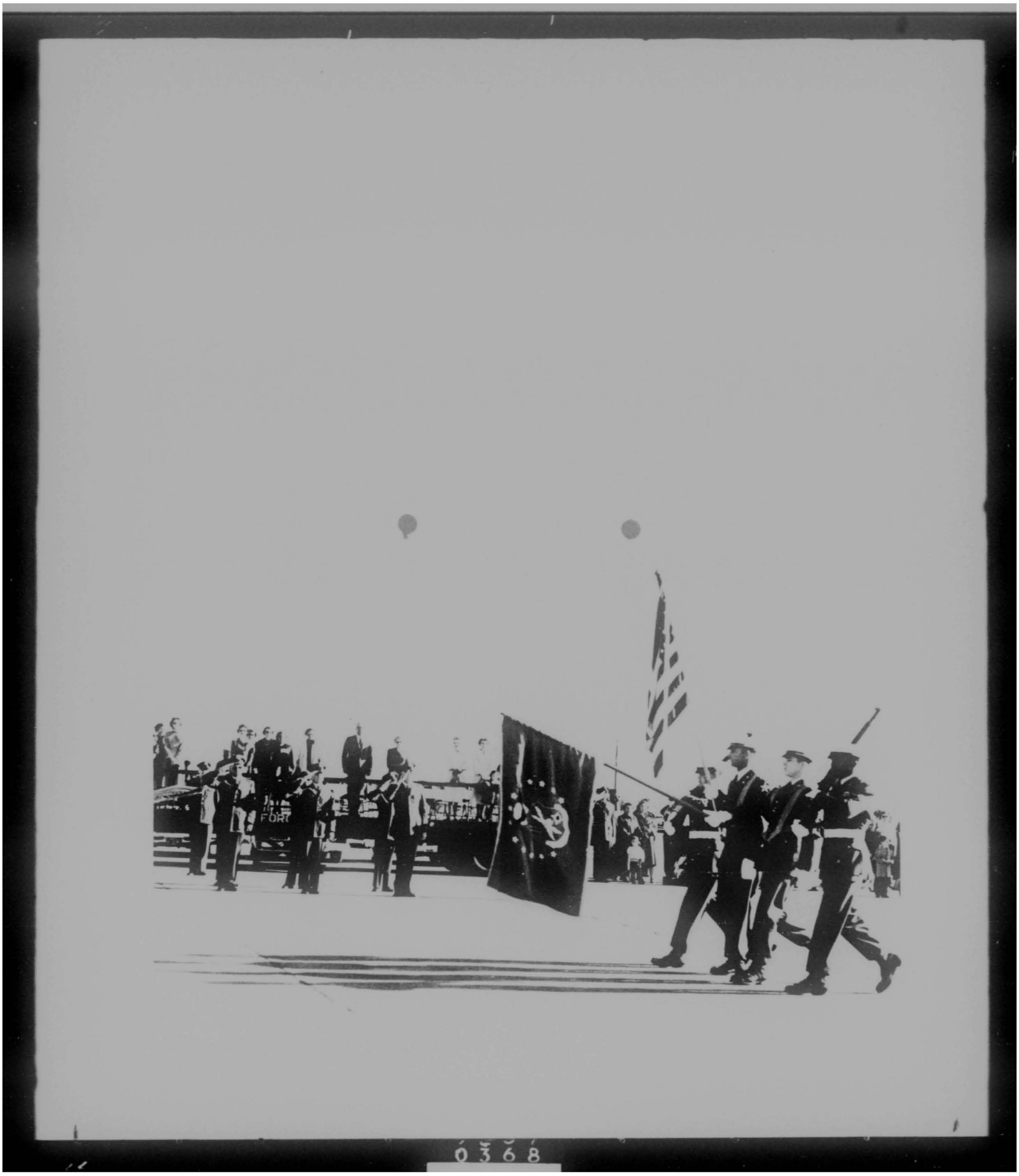

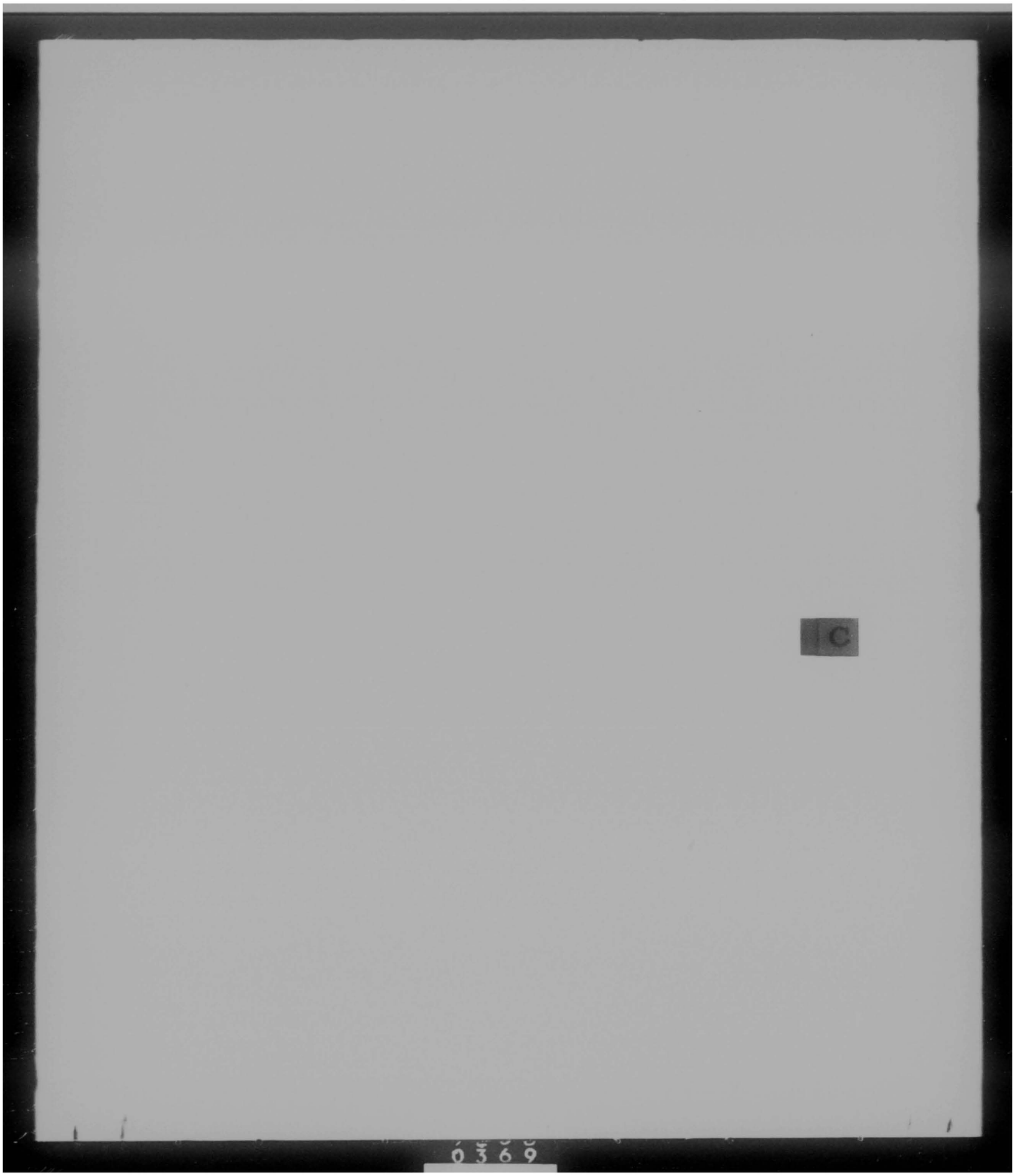

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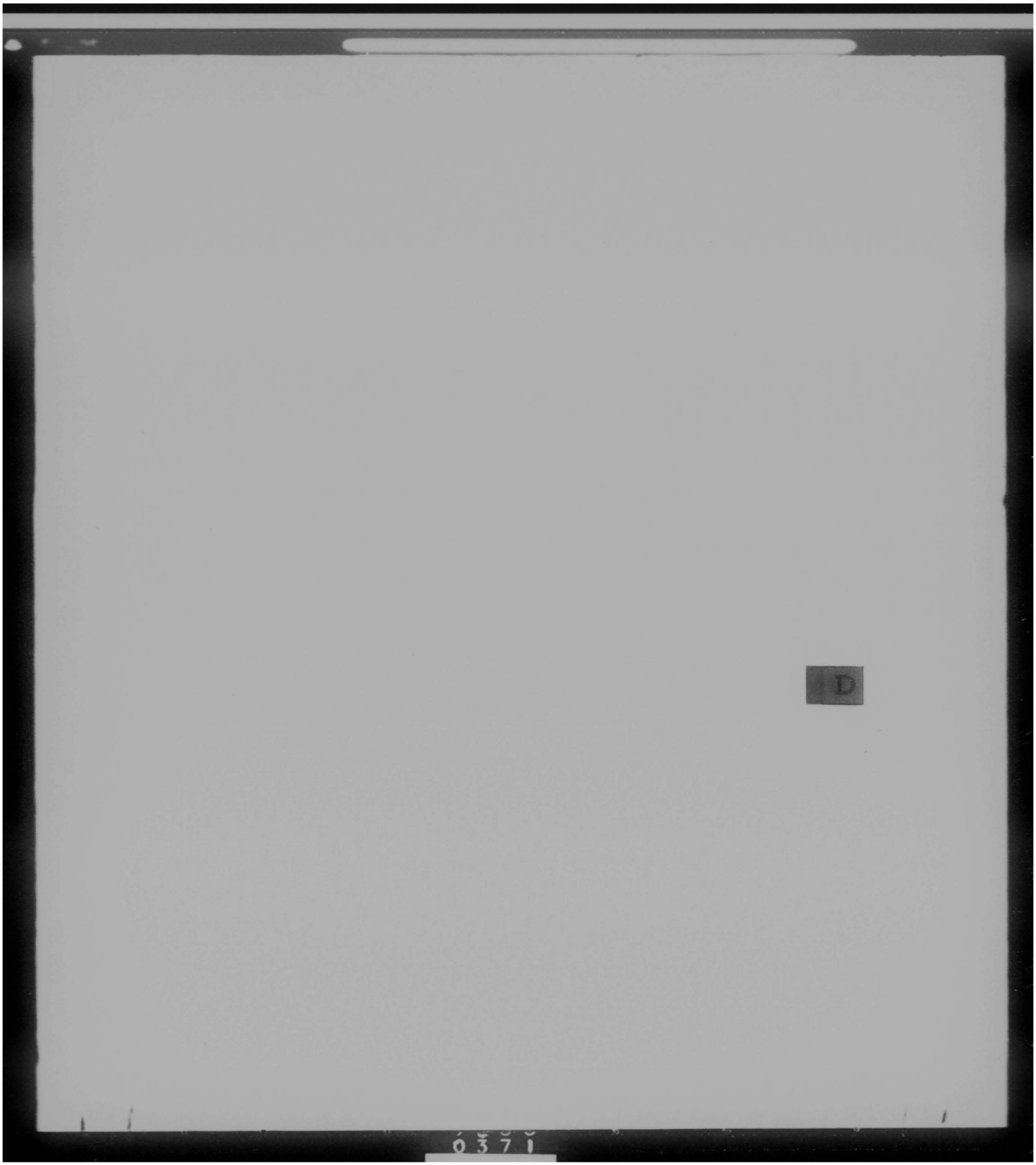
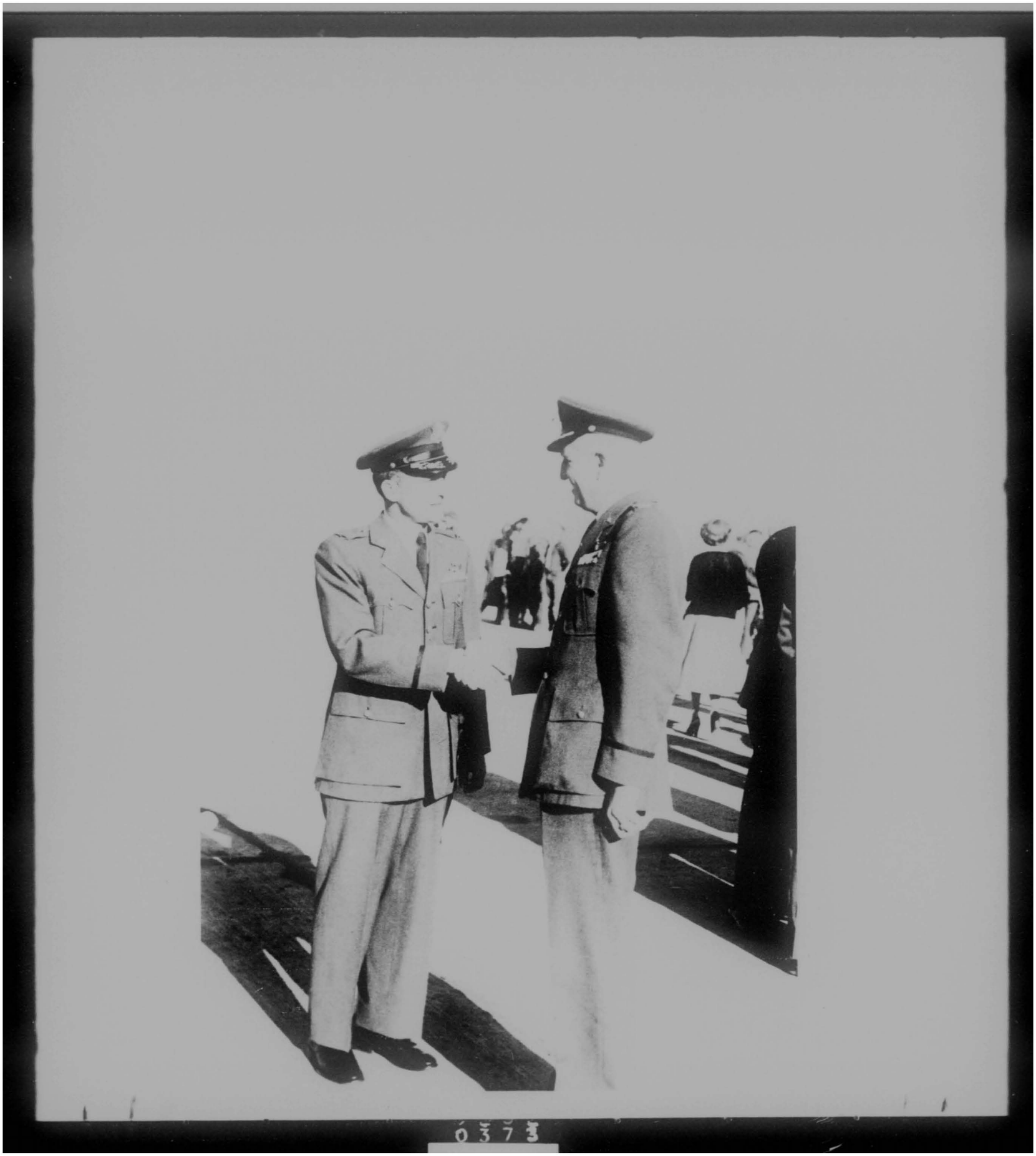
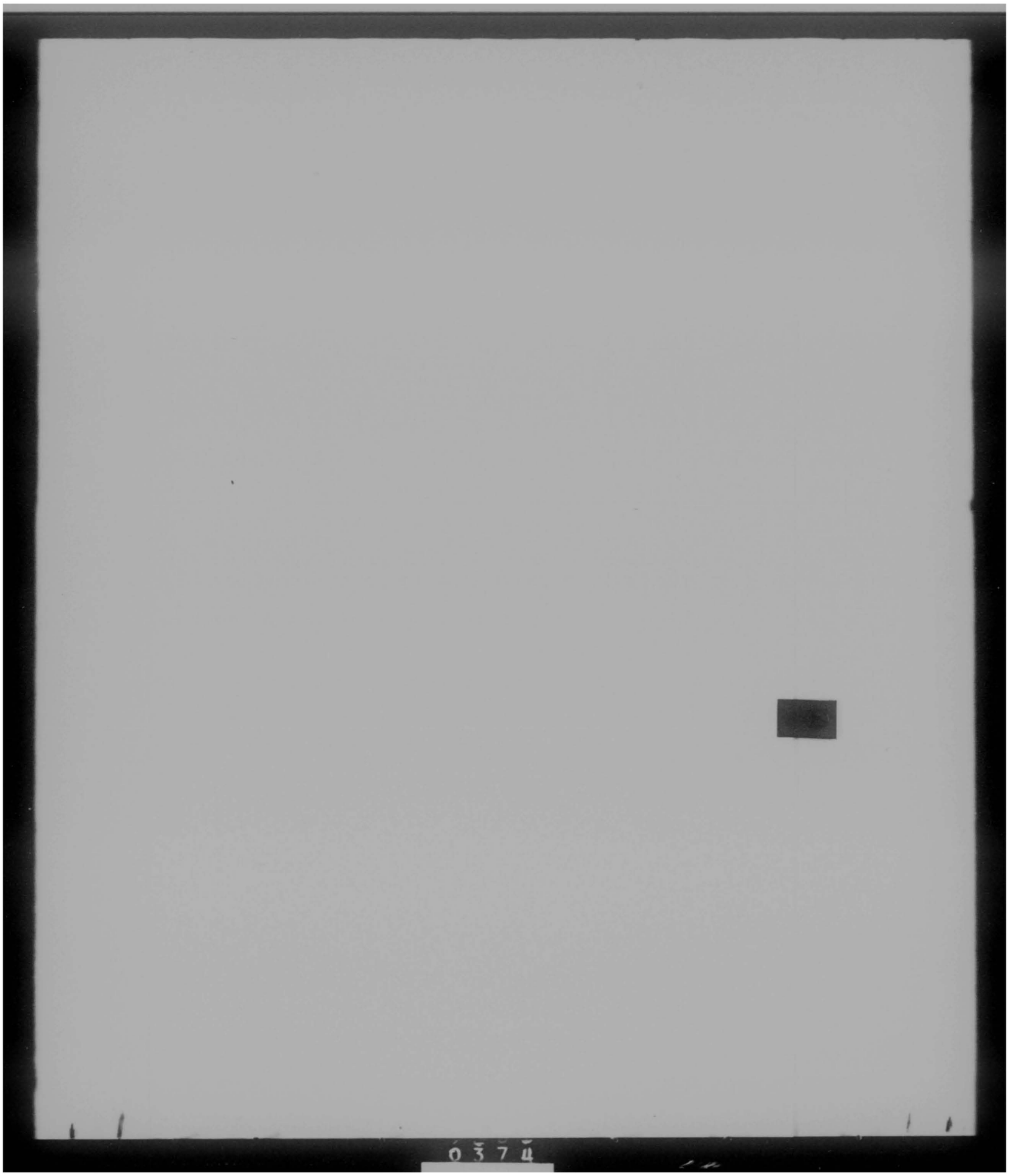


Colonel Donald W. Saunders (left) shakes hands with Colonel William J. Wrigglesworth, at Davis-Monthan Air Force Base, after the review held 27 November 1954, when Colonel Wrigglesworth formally turned over his command of the 303rd Bombardment Wing, Medium, to Colonel Saunders.





Colonel DONALD W. SAUNDERS, USAF

COMMANDER

303RD BOMBARDMENT WING, MEDIUM

Colonel Donald Ward Saunders was born in Athens, N.Y. on March 28, 1913. He graduated from Athens High School and Attended Cortland College, Cortland N.Y.

On June 14, 1938, he graduated from the United States Military Academy and was commissioned a Second Lieutenant in the Field Artillery.

In September 1938 he was assigned to Flying School at Randolph Field, Texas. Upon graduation from Kelly Field, Texas on August 25, 1939, he was transferred to the Air Corps and assigned to Kelly Field for duty.

After serving as Base Adjutant and Stage Commander at Moffett Field, Calif. in 1940 and '41, he was assigned to Four-engine Flying Training. He served as Director of Flying for the B-17 School, which was opened at Hobbs, N. M. in October 1942.

In April 1943 he assumed command of a B-17 Provisional Group at Blythe, California. After flying this group to England, he returned to Dalhart, Texas to take command of the 333rd Bombardment Group. In January 1944 he left Dalhart to report to the 21st Bomber Command, Salinas, Kansas. He was further assigned to the 498th Bombardment Group of the 73rd Wing and took command of the 874th Bombardment Squadron in March 1944. After training, he departed the United States for Saipan

with the 73rd Wing in October 1944. During the Pacific Campaign, he served as squadron commander and Deputy Group Commander; and in July 1945 assumed command of the 498th Bombardment Group. At the cessession of hostilities, he returned with the 498th Bombardment Group to McDill Field, Florida.

After attending the first Air Command and Staff School Class at Maxwell 1946-1947, he was assigned to the faculty of that school. He was assigned to HQS USAF for duty with the Director of Operations 1950 to 1953, and from August 1953 to June 1954 he attended the Air War College. After graduation he was assigned to the Strategic Air Command for duty as Director of Operations of the 12th Air Division, March Air Force Base, California.

He assumed command of the 303rd Bombardment Wing, Medium, at Davis-Monthan Air Force Base, on 19 November 1954.

He has been awarded the Distinguished Flying Cross with two Oak Leaf Clusters, the Bronze Star, and the Air Medal with two Oak Leaf Clusters.

He is rated a Command Pilot and during World War II flew 25 combat missions totaling 350 combat hours in the Pacific Theatre.

He and his wife, the former Margaret Whisenant of San Antonio, Texas, have three children: Page born Feb 10, 1944; Margaret, Born Oct 12, 1946; and Donald, Born Mar 1, 1949.

PROMOTIONS

He was promoted to First Lieutenant (Temp) 9 Sept 1940; to 1st Lt (Perm) 10 June 1941; to Captain (Temp) 10 Oct 1941; to Major (Temp) 1 Mar 1942; to Lt Colonel (Temp) 1 Mar 1942; to Lt Colonel (Perm) 1 Jul 1948; to Colonel (Temp) 25 Aug 1945; to Colonel (Perm) 23 July 1952.

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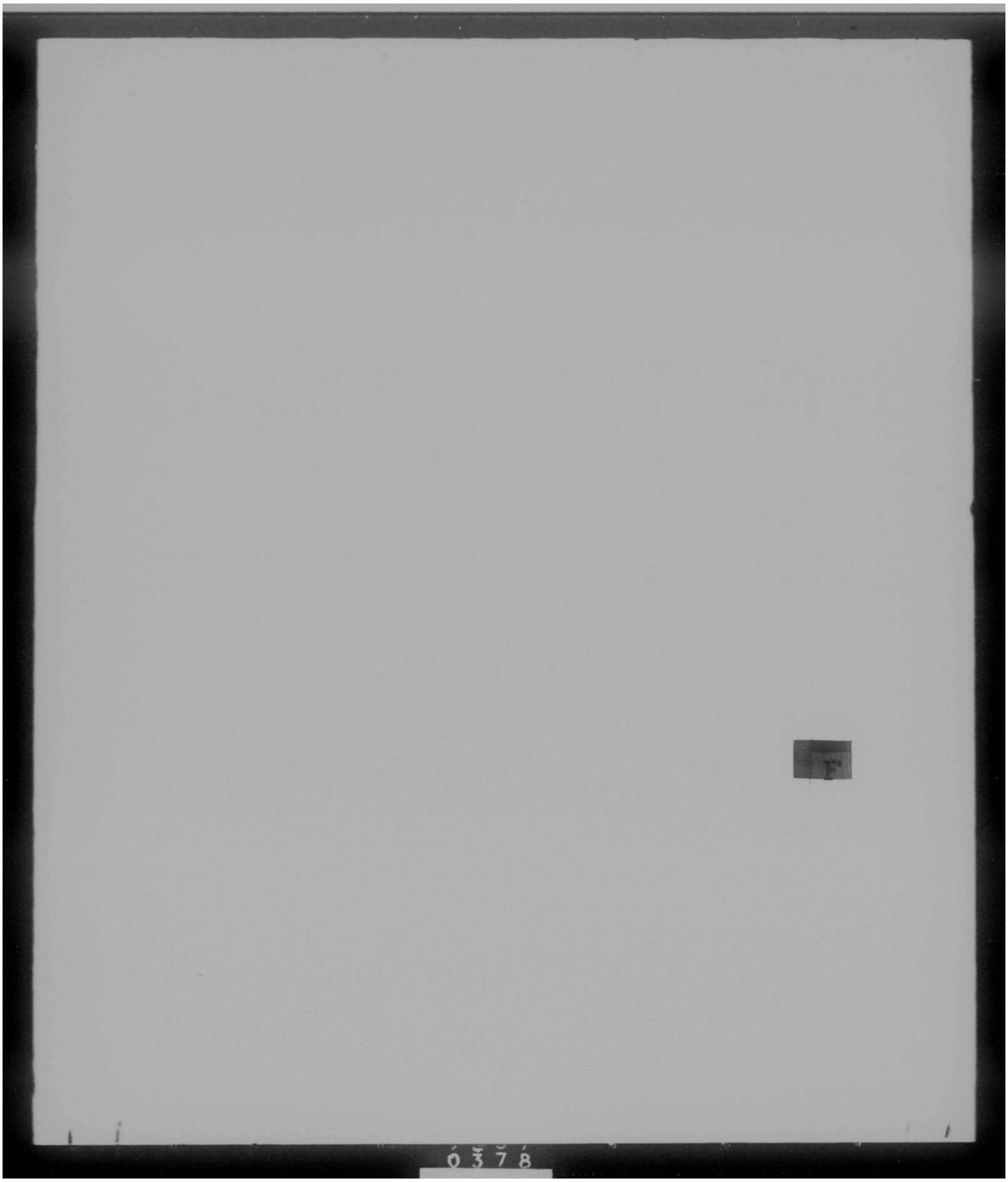


Colonel WILLIAM J. WRIGGLESWORTH, USAF

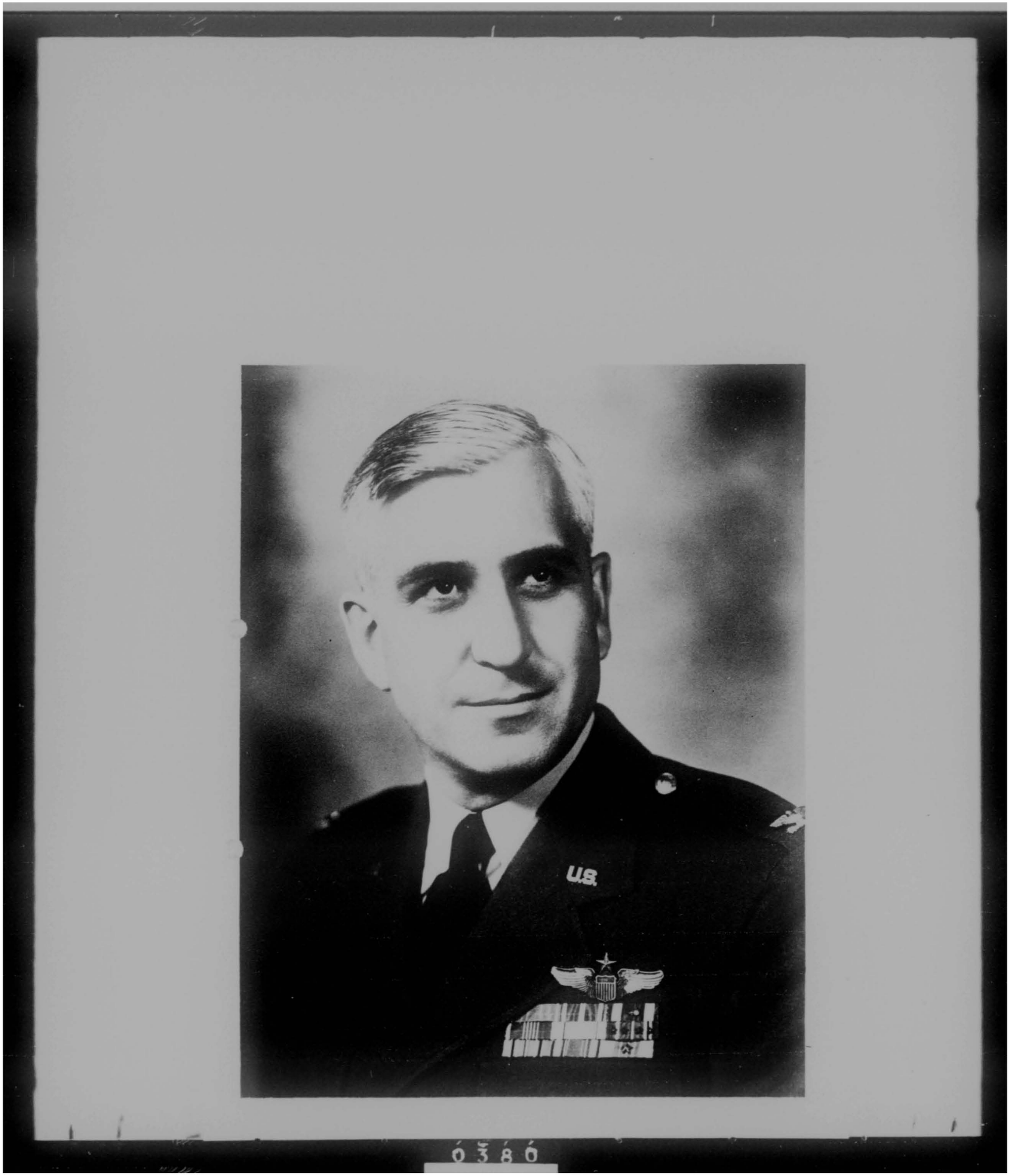
Former Commander

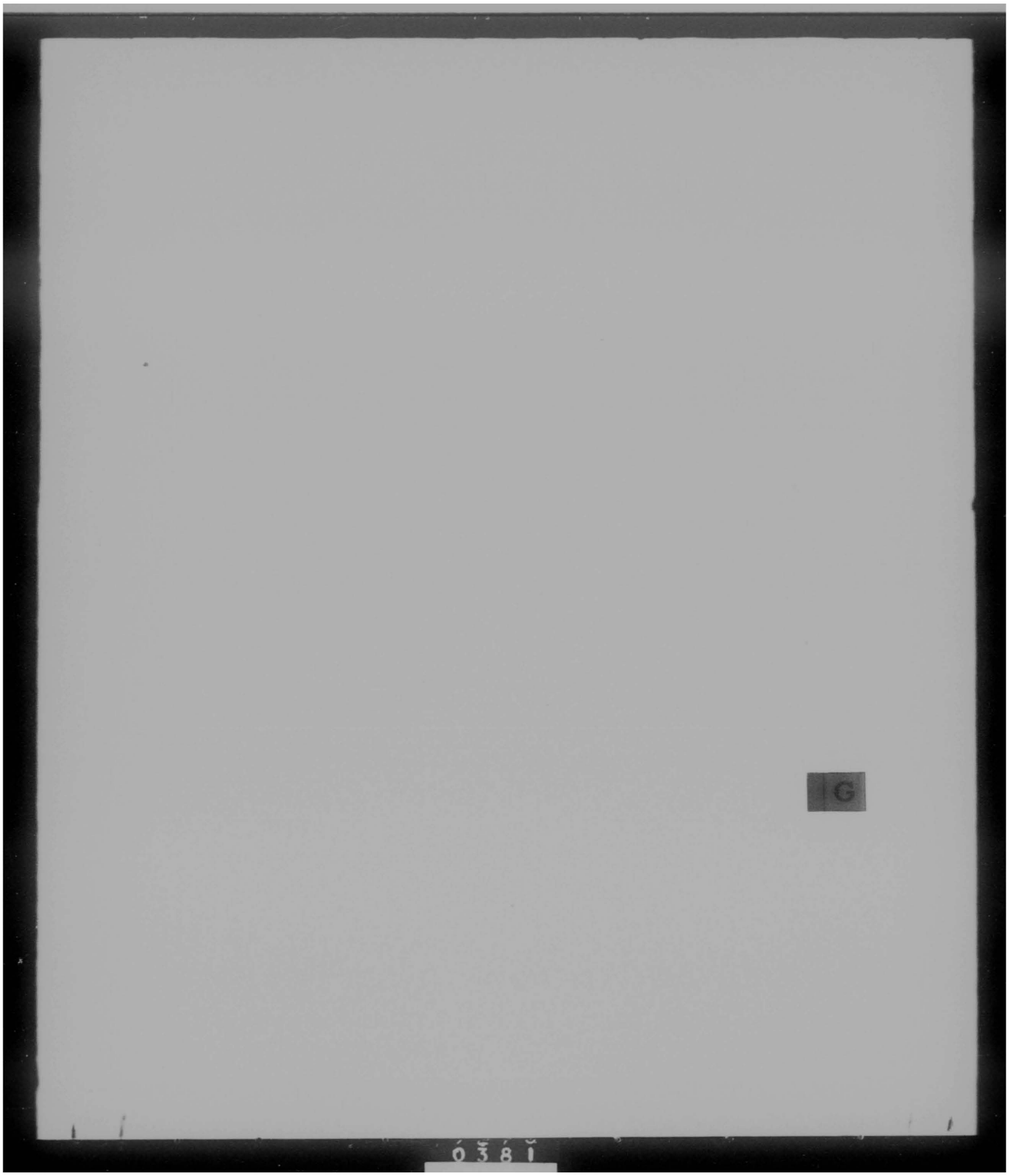
303RD BOMBARDMENT WING, MEDIUM

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 transition at B-47 school at Wichita, Kansas. He graduated from Kelly Field Flying school in 1939 and was then assigned to the 17th Tactical Group at McChord Air Force Base and the 89th Reconnissance Squadron also at McChord and March Air Force Bases. He later became commander of the 94th Bombardment Squadron at McChord. After completion of an assignment 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 Air Force Base 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 Crois de Guerre and other decorations.





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

GENERAL ORDERS)
NUMBER 25)

19 November 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 WILLIAM J WRIGGLESWORTH, 1 893A, United States Air Force, Regular Air Force, relieved, effective this date.

DONALD W SAUNDERS
Colonel, USAF
Commander

DISTRIBUTION: "B"

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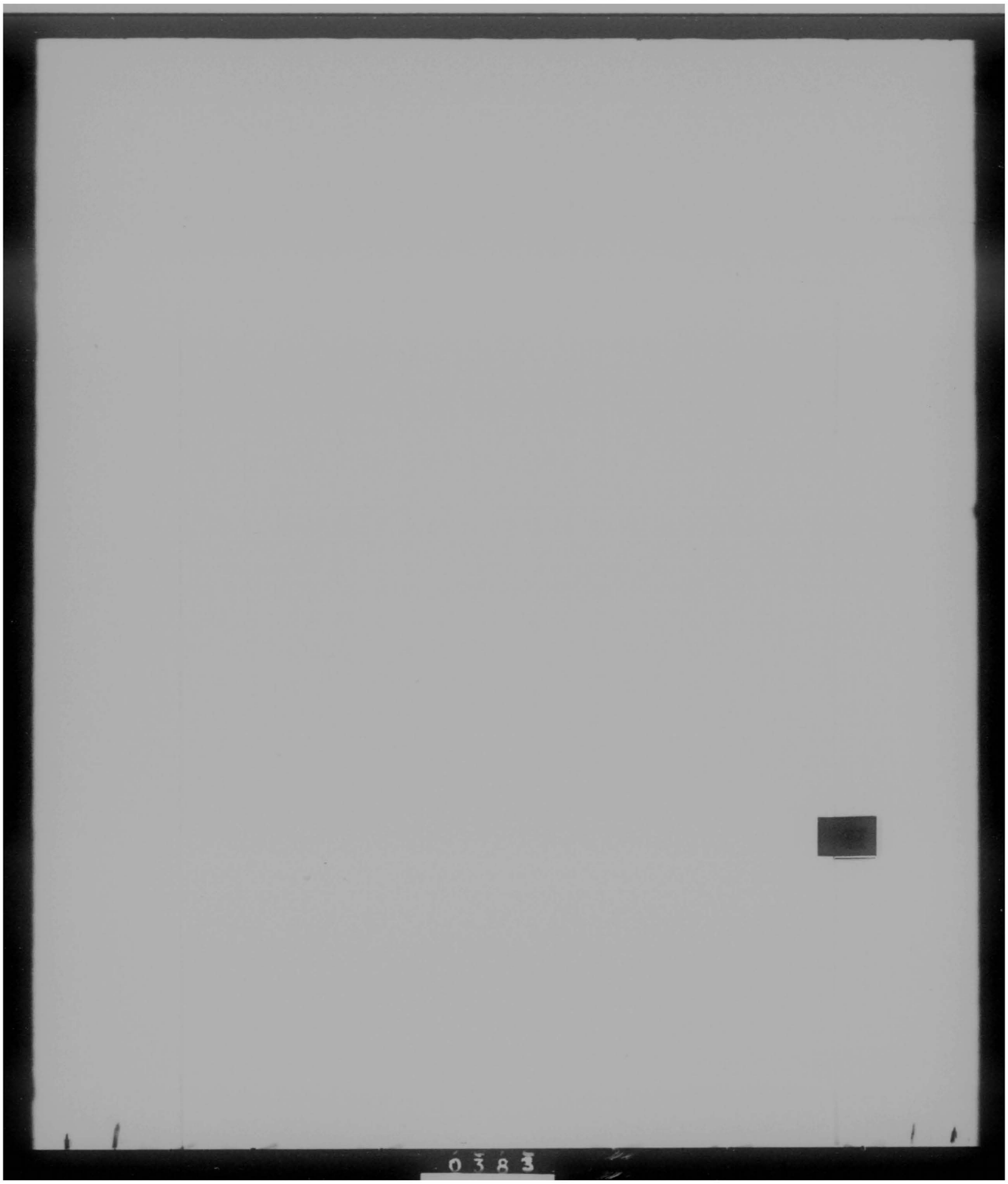
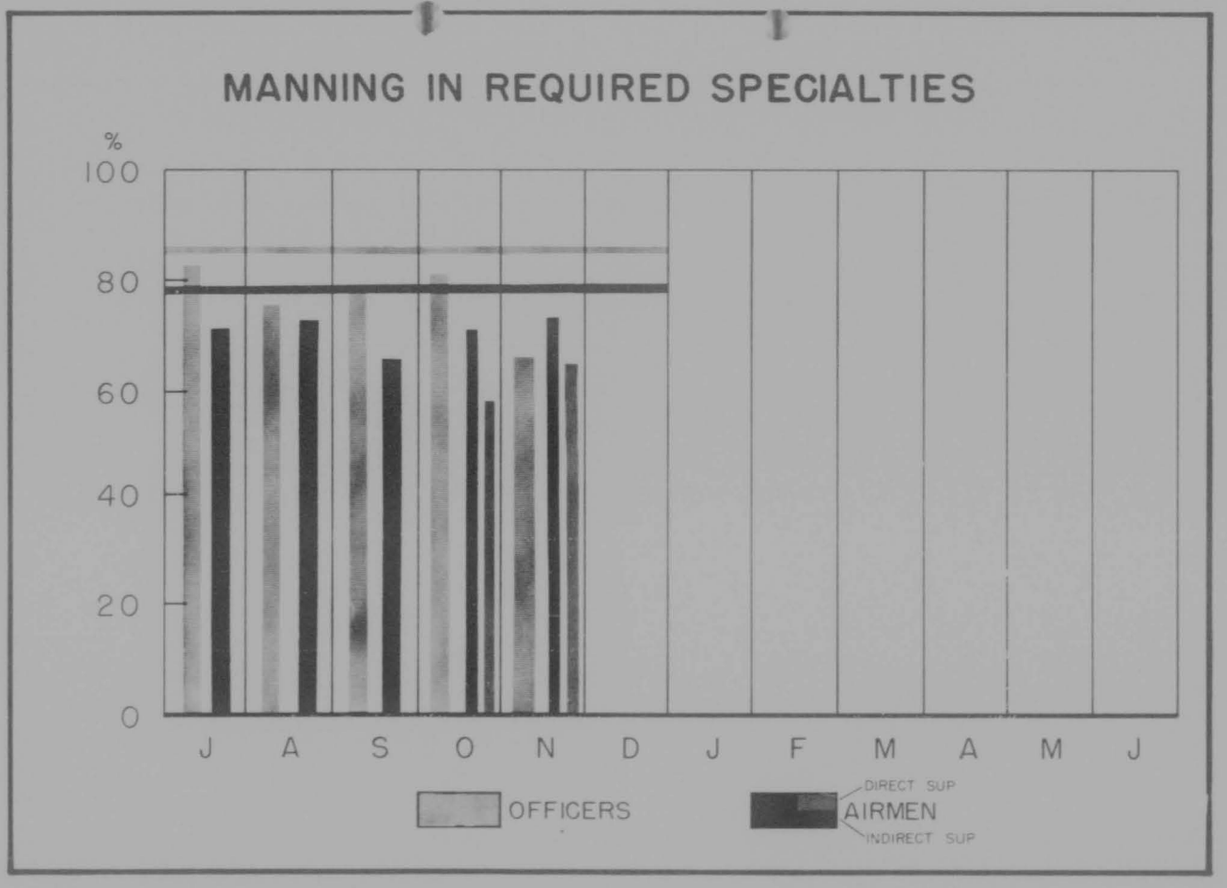
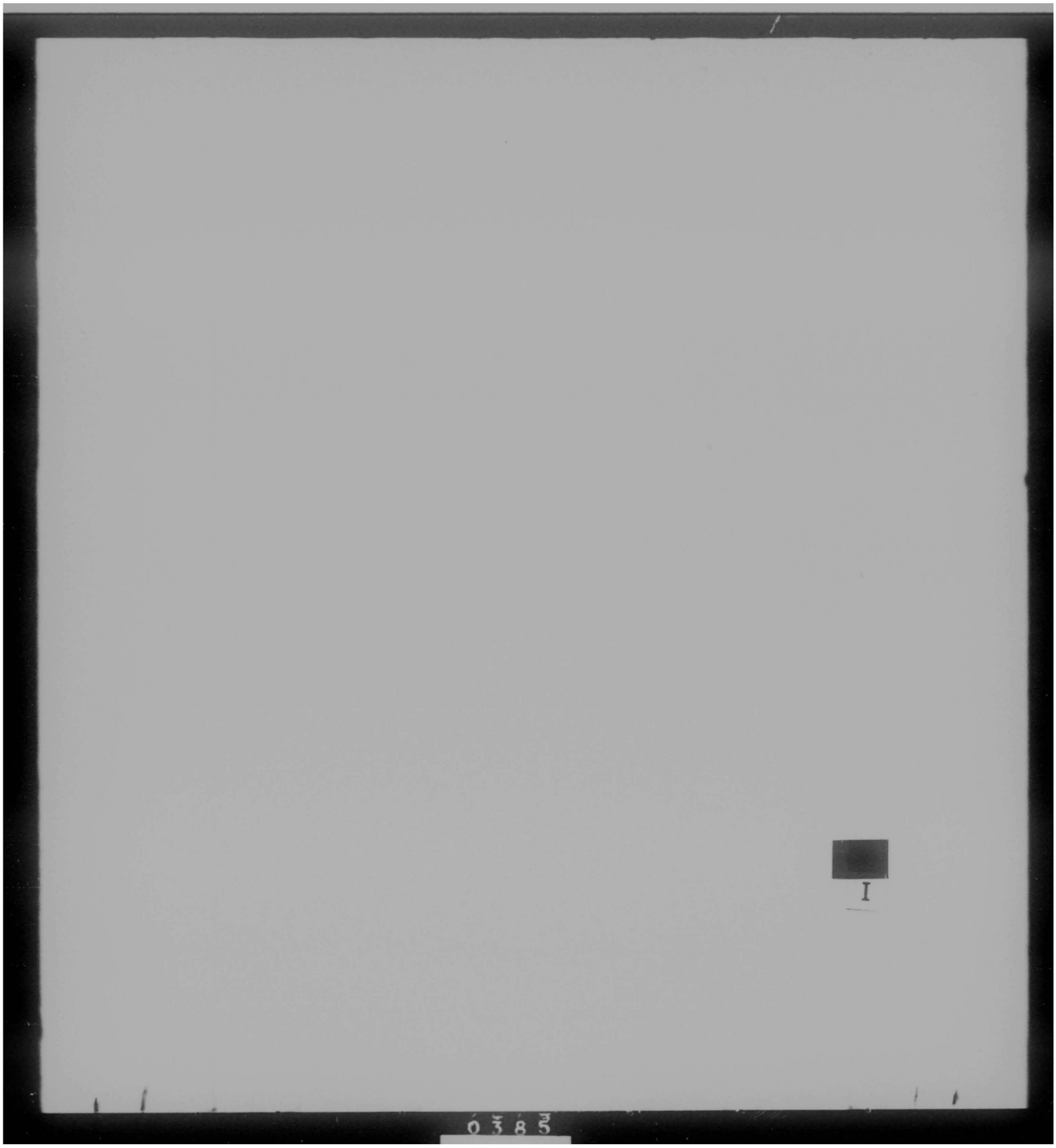
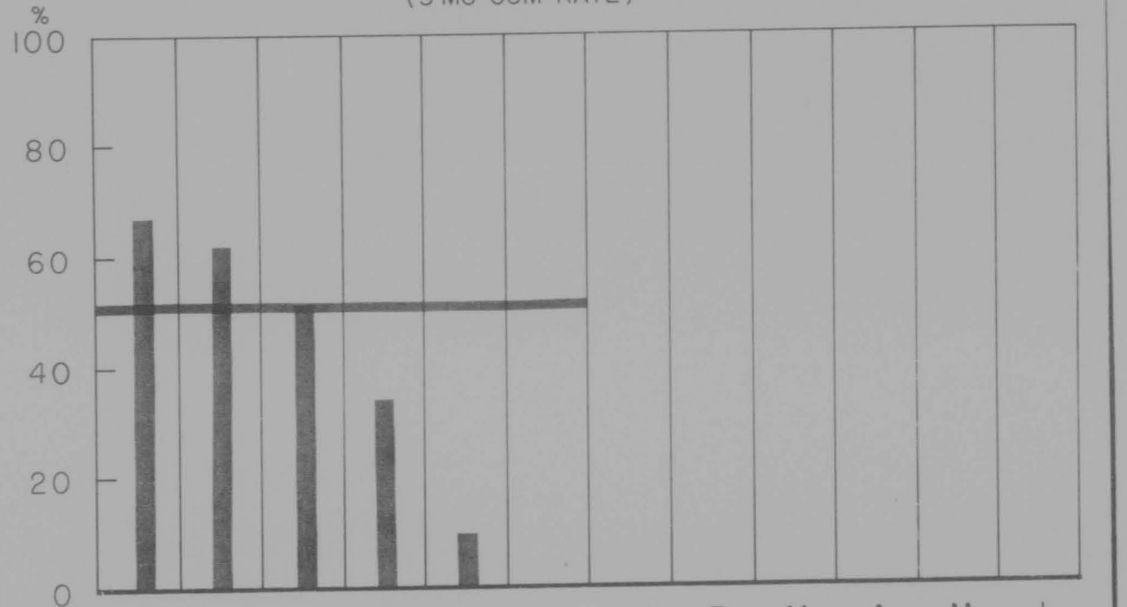






REENLISTMENT RATE

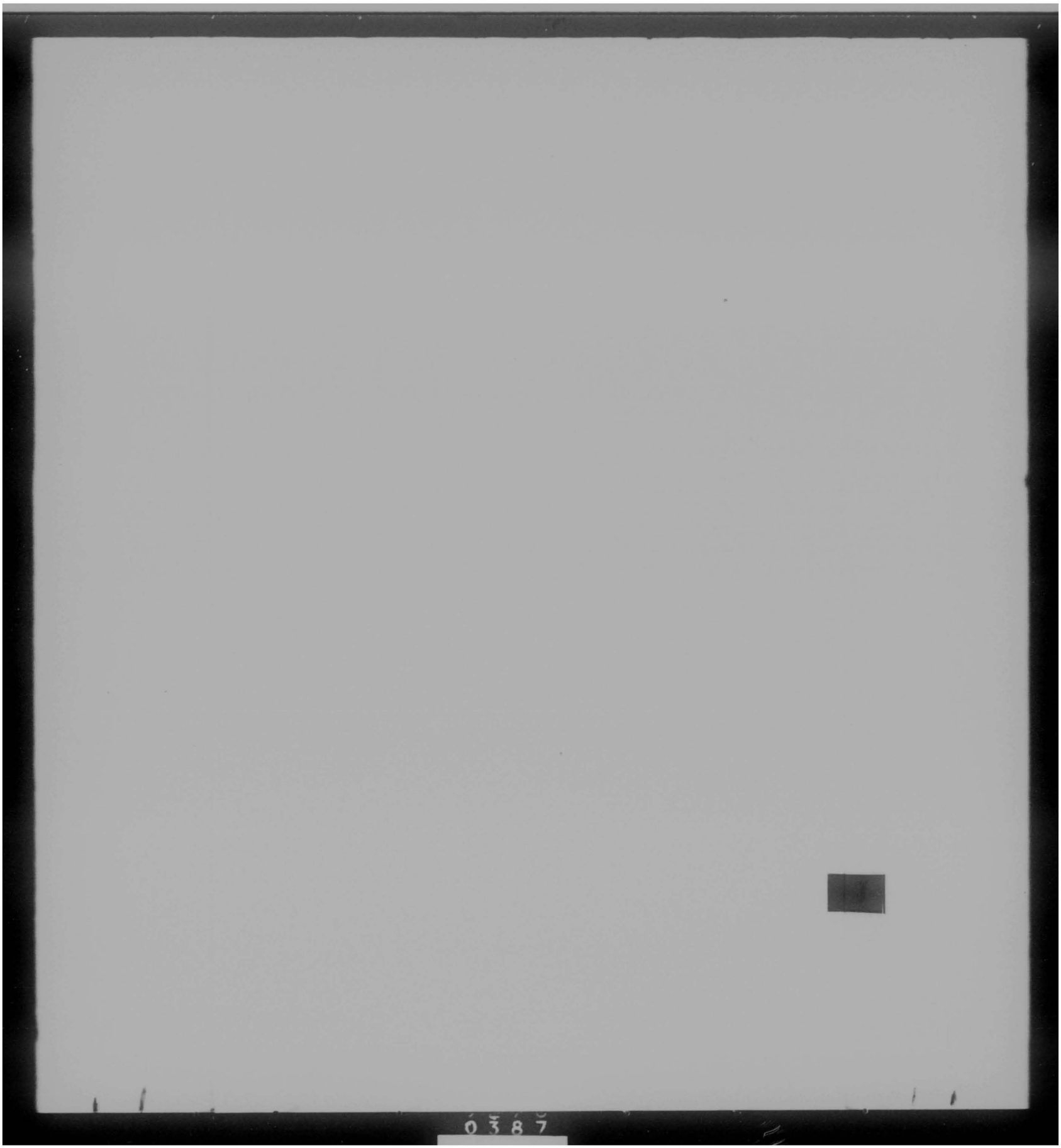
(3 MO CUM RATE)

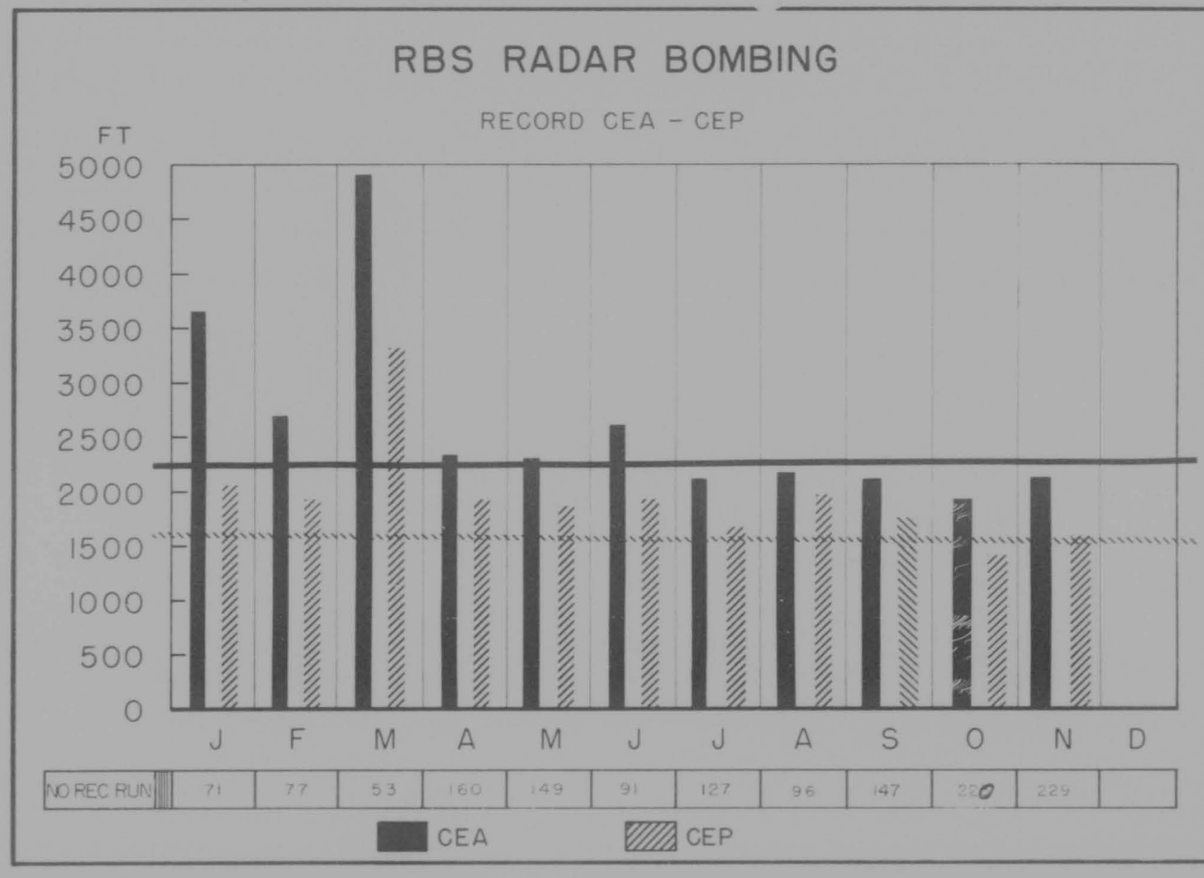


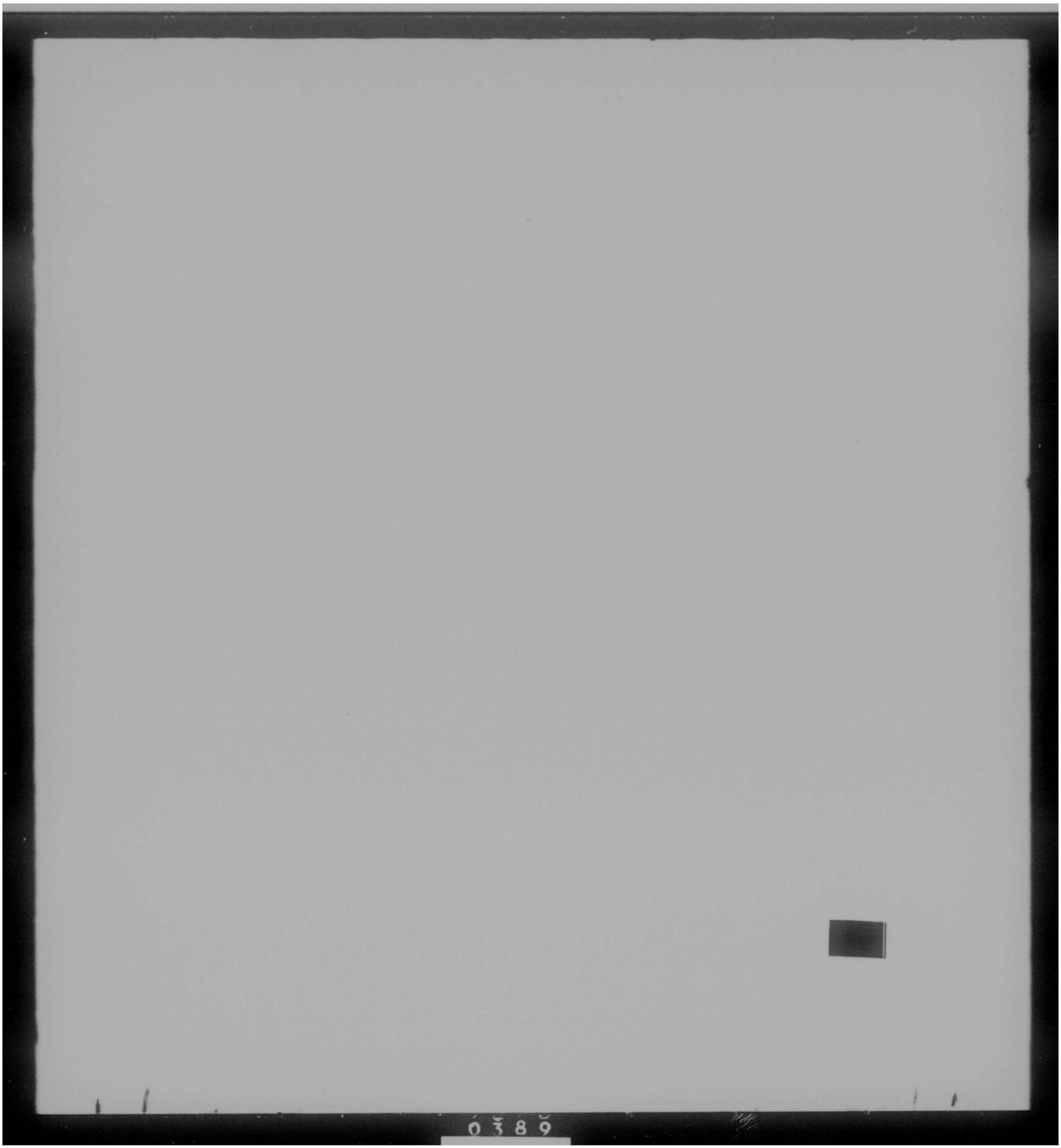
MONTHLY	J	A	S	O	N*	D	J	F	M	A	M	J
REENLISTMEN	35	13	8	13	2							
TERMINATIONS	44	31	31	36	27							

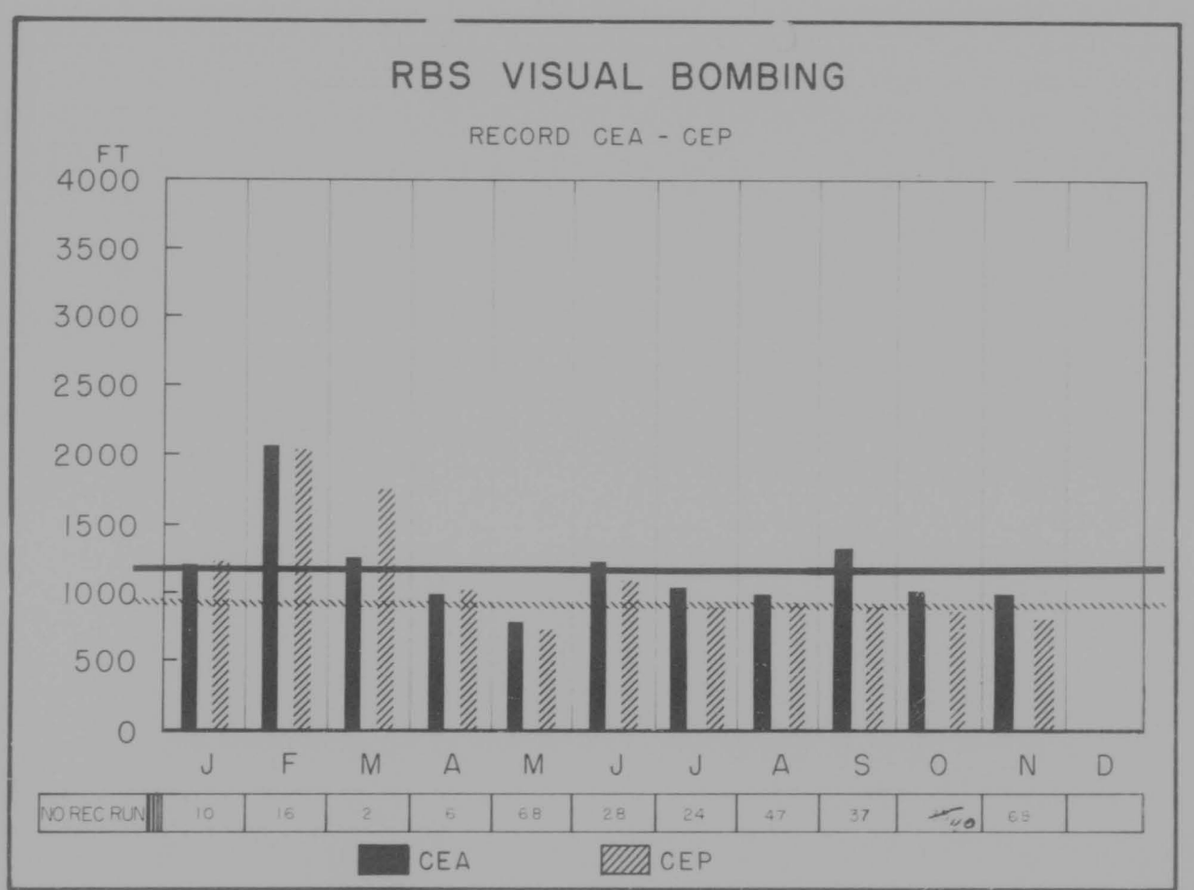
* AFTER INOV, 3 MO RATES EXCLUDE RESIGNEES WHO REENLIST

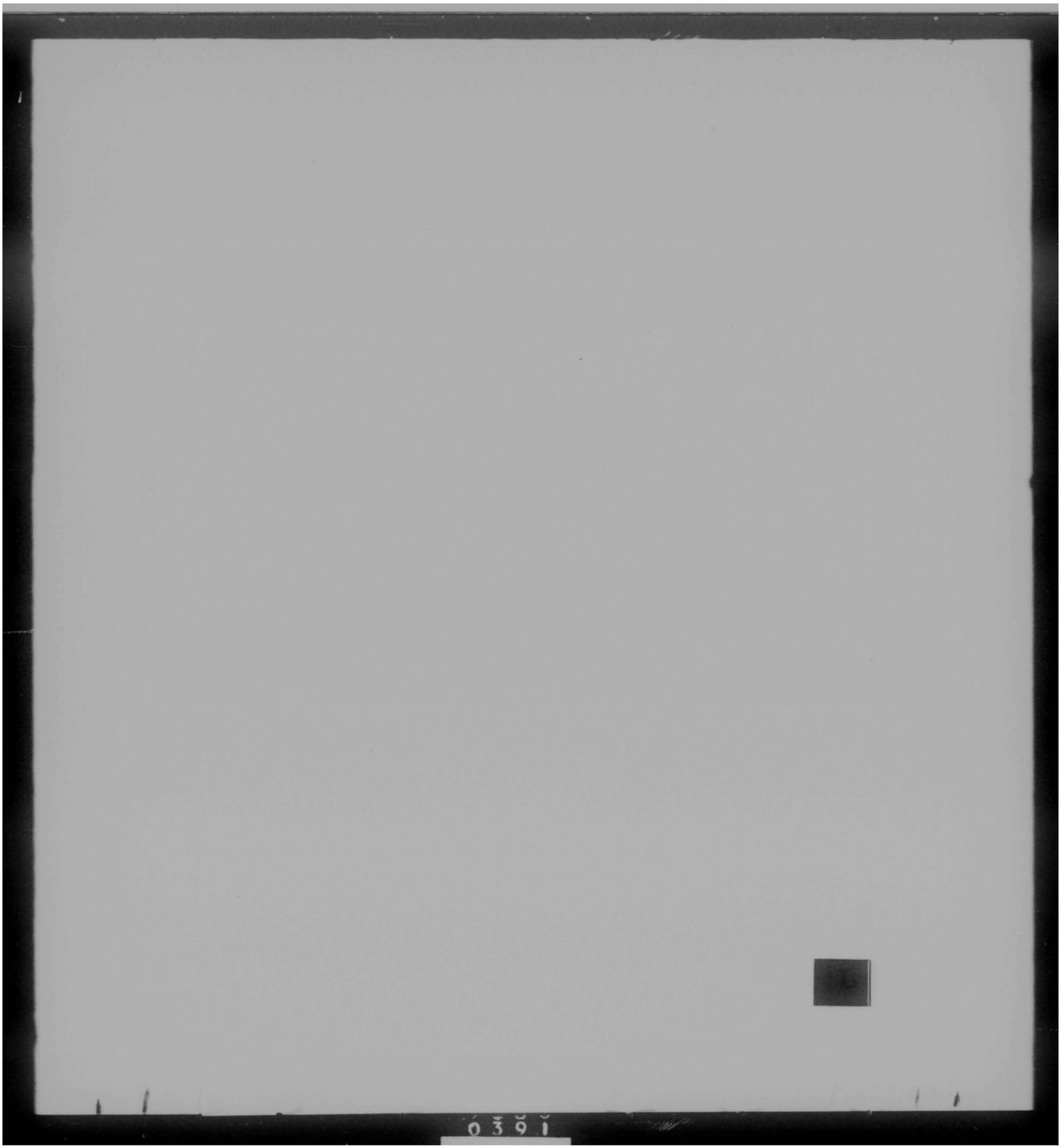
0386

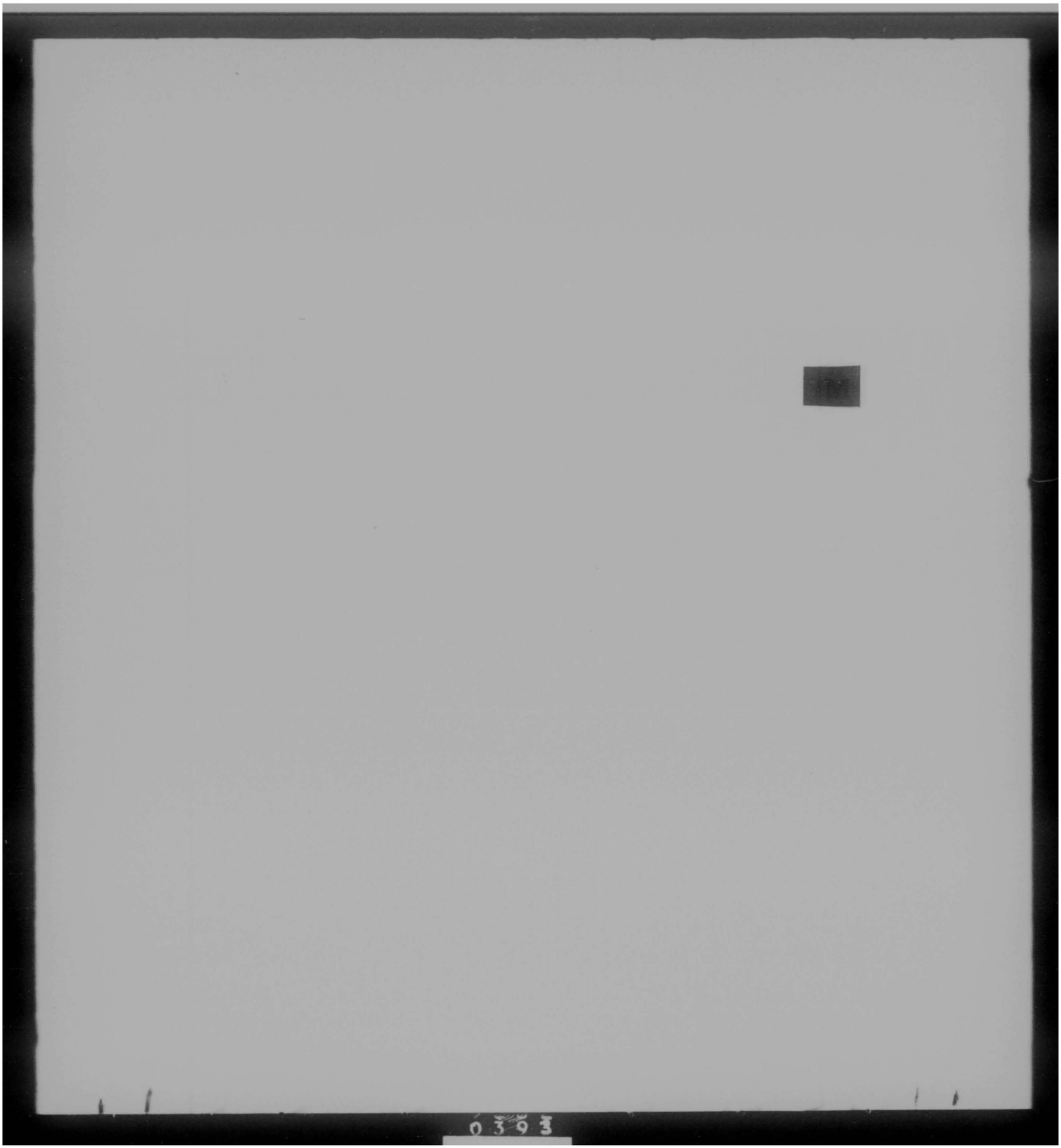






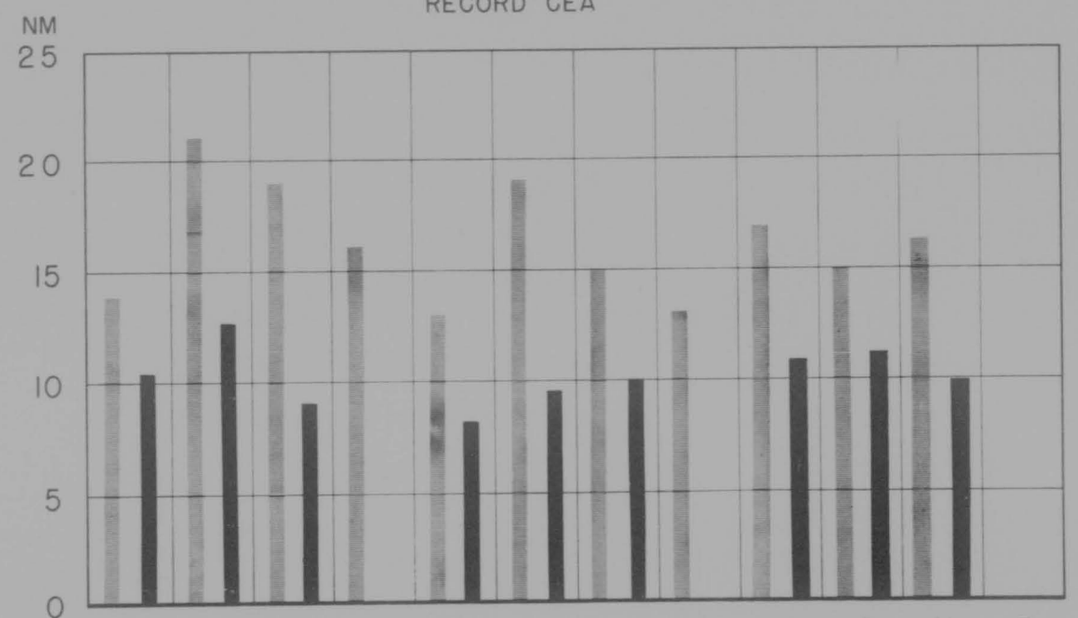






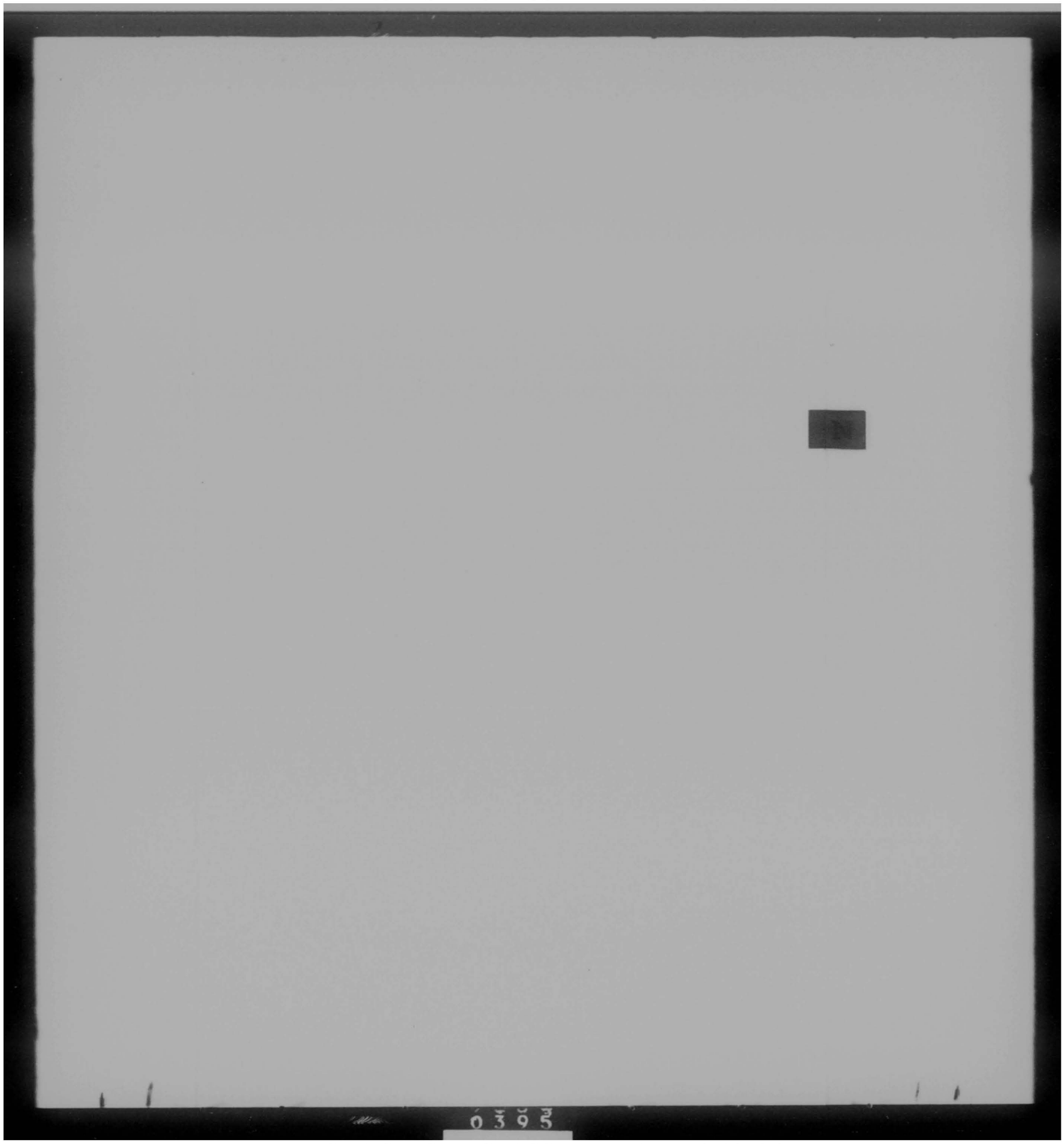
NIGHT CELESTIAL NAVIGATION

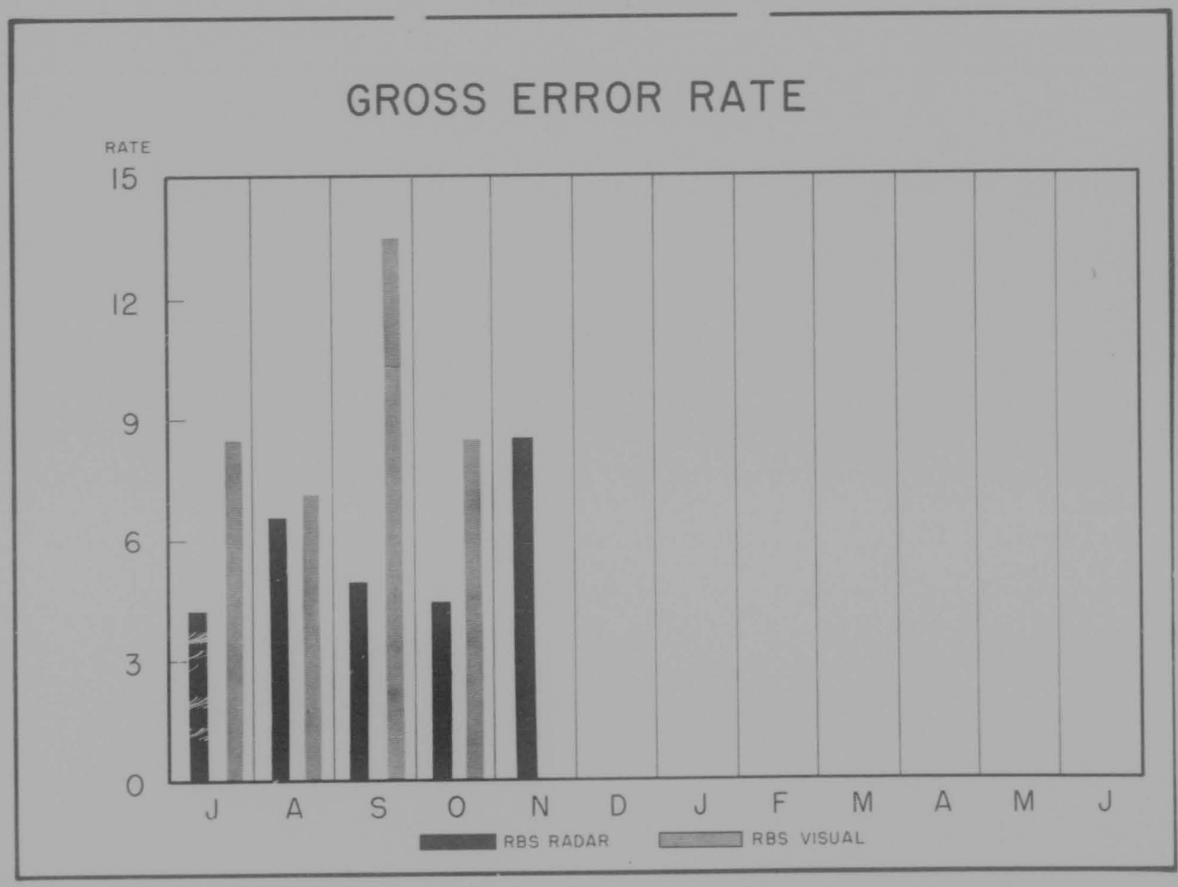
RECORD CEA

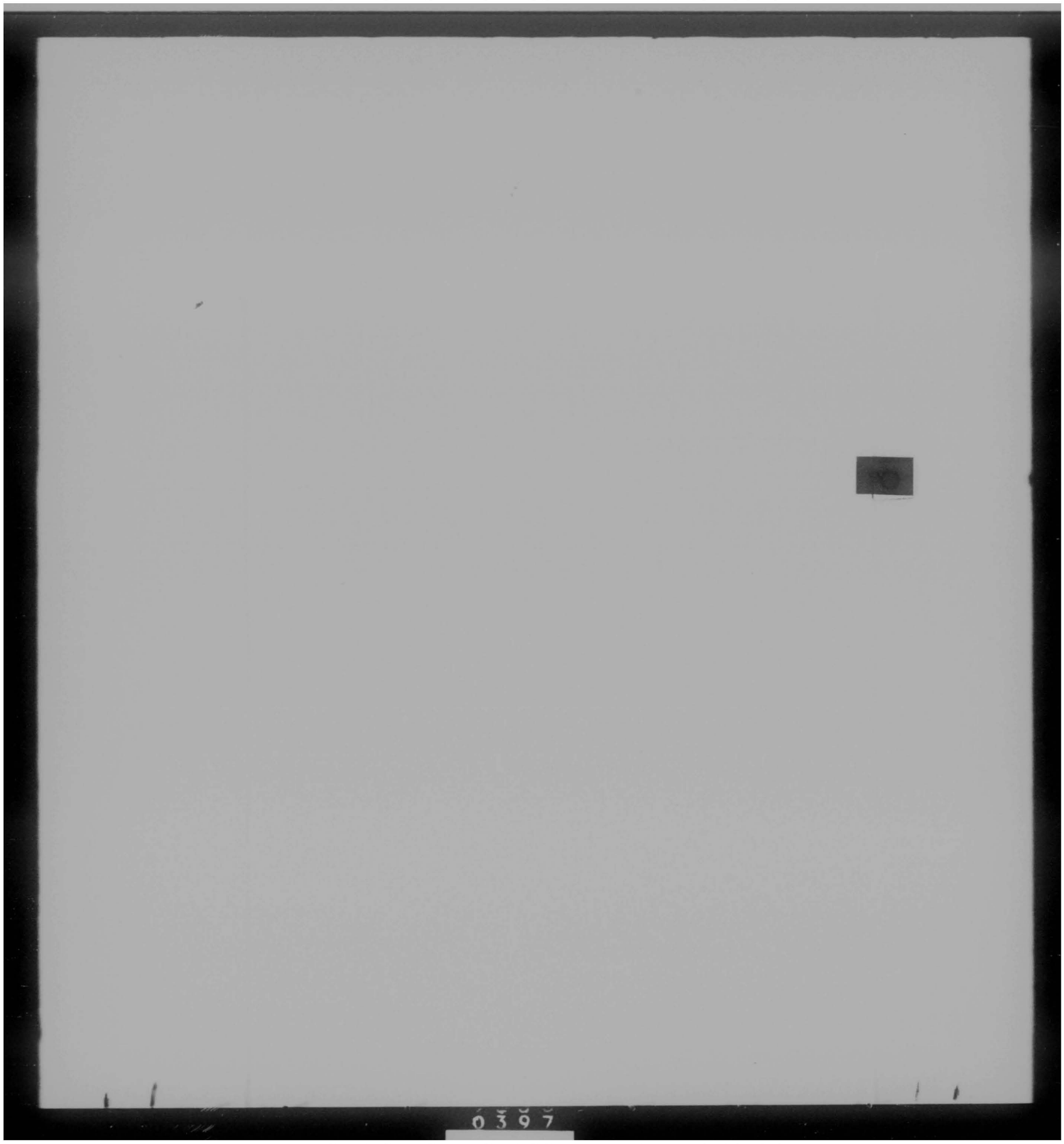


	J	F	M	A	M	J	J	A	S	O	N	D
NO LEG BM CREWS	23	22	14	33	51	20	36	33	32	62	41	
NO LEG AR CREWS	7	8	30	0	3	18	28	0	14	22	24	

0394







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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
1800Z, 31 October 1954

SUBJECT: Amendment Number Two to 303rd Bomb Wing Operations Order 145-54

TO: See Distribution

The following amendment to 303rd Bombardment Wing Operations Order 145-54 becomes effective upon receipt:

Item 1: Reference paragraph 3x, Add paragraphs 12 and 13 to read as follows:

(12) When in radio contact with Davis-Monthan, any aircraft with a major K-System malfunction (i.e. a malfunction that seriously affected the reliability or prevented the accomplishment of required bombing activities) will contact JEPSON CONTROL on UHF Channel 321.0 and give notice of a major malfunction (K-System) and estimated landing time.

(13) Upon landing, the aircraft will be taxied directly to the appropriate squadron area and parked with engine 1 or 6 (whichever was supplying alternator power to the K-System) left running after parking. Maintenance Control will dispatch an A&E Malfunction Team to meet the aircraft and, in conjunction with the crew observer, perform an immediate post flight check on the K-System in order to analyze the malfunction prior to observer debriefing.

Item 2: Reference Annex A, page 3. Delete paragraph 2b(3)(a) and add the following: Offset Aiming Point: Clusters of buildings located in the north east corner of rail junction. Aim at center of return: (32-44-17N 96-45-30W) Elevation 400'.

BY ORDER OF THE COMMANDER:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

54-4962B-C CONFIDENTIAL

0398

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DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36ADiv, 1 cy
Comdr 303 BW, 1 cy
Comdr 93d BW, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d ARSq, 1 cy
Comdr 303d A&ESq, 1 cy
Comdr 303d Pdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
Comdr 803d ABGp, 1 cy
303rd Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Div, 2 cys
303d Control Room, 1 cy
Chf, Obs Sec, 1 cy
303rd Dir of Met, 1 cy
303rd Chf of Maint, 1 cy
303d Chf of Plans, 1 cy
303d Comm Div, 1 cy
Wing Historian, 4 cys
Weather Detachment, 1 cy

CONFIDENTIAL

0399

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
OCOlZ, 28 October 1954

SUBJECT: Amendment Number One to 303rd Bombardment Wing Operations Order 145-54

TO: See Distribution

1. The following amendment to 303rd Bombardment Wing Operations Order 145-54 becomes effective upon receipt:

Item 1: Reference Annex A, page 5, add the following paragraph between paragraphs j and l. k. Alternate refueling orbit point - Flagstaff, Ariz., standard left hand holding pattern with inbound T.C. 067 degrees; tankers will enter stack from Prescott VOR; B-47's will make rendezvous from Hayfield Lake radio beacon, Cal.; refueling true course 067 degrees to 35-30N 110-42W, then TC 098 to Abeam Zuni VOR (35-12N 107-40W), and refuel point. Tankers landing at Davis-Monthan AFB will proceed direct from and refuel point to Tucson VOR; tankers returning to Castle AFB, turn 90 degrees right at end refuel, descend at least 2,000 feet below refuel altitude and withdraw from ADIZ on Airway Green 4.

Item 2: Reference page 7, paragraph 3x(11)(d)1b. Delete "and B-24".

Item 3: Reference page 7, paragraph 3x(11)(e)2. Delete "and T-24".

Item 4: Remove and destroy the B-47 flight plan, pages 1 and 2, in Appendix 1, Annex A, and insert new B-47 flight plan, pages 1 and 2.

Item 5: Remove and destroy the alternate refueling flight plan, page 3, Appendix 2, Annex, and insert the attached KC-97 Route, Alternate Area.

BY ORDER OF THE COMMANDER:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

2 Incls
1. KC-97 Route
2. B-47 Flt Plan

CONFIDENTIAL

54-1-34-C

0400

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
00012, 28 October 1954

SUBJECT: Amendment Number One to 303rd Bombardment Wing Operations Order 145-54

TO: See Distribution

1. The following amendment to 303rd Bombardment Wing Operations Order 145-54 becomes effective upon receipt:

Item 1: Reference Annex A, page 5, add the following paragraph between paragraphs j and l. k. Alternate refueling orbit point - Flagstaff, Ariz., standard left hand holding pattern with inbound T.C. 067 degrees; tankers will enter stack from Prescott VOR; B-47's will make rendezvous from Hayfield Lake radio beacon, Cal.; refueling true course 067 degrees to 35-30N 110-42W, then TC 098 to Abeam Zuni VOR (35-12N 107-40W), and refuel point. Tankers landing at Davis-Monthan AFB will proceed direct from and refuel point to Tucson VOR; tankers returning to Castle AFB, turn 90 degrees right at and refuel, descend at least 2,000 feet below refuel altitude and withdraw from ADIZ on Airway Green 4.

Item 2: Reference page 7, paragraph 3x(11)(d)1b. Delete "and B-24".

Item 3: Reference page 7, paragraph 3x(11)(e)2. Delete "and T-24".

Item 4: Remove and destroy the B-47 flight plan, pages 1 and 2, in Appendix 1, Annex A, and insert new B-47 flight plan, pages 1 and 2.

Item 5: Remove and destroy the alternate refueling flight plan, page 3, Appendix 2, Annex, and insert the attached KC-97 Route, Alternate Area.

BY ORDER OF THE COMMANDER:

E. G. Shelton
E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

2 Incls
1. KC-97 Route
2. B-47 Flt Plan

54-[illegible]A-C CONFIDENTIAL

0401

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DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36ADiv, 1 cy
Comdr 303d BW, 1 cy
Comdr 93d BW, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d ARSq, 1 cy
Comdr 303d A&ESq, 1 cy
Comdr 303d Pdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
Comdr 803d ABGp, 1 cy
303rd Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Div, 2 cys
303d Control Room, 1 cy
Chf, Obs Sec, 1 cy
303d Dir of Mat, 1 cy
303d Chf of Maint, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Wing Historian, 4 cys
Weather Detachment, 1 cy

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KC-97 ROUTE

ALTERNATE AREA

		TC	VAR	ALT	IAS	DIST	TIME	EET TIME
								:02
FROM:	CDavis-Monthan AFB							
	L/O 34-15N-111-25W	348	-14	9	205	125	:40	:42
TO:	Level Off							
	Flagstaff	348	-14	16	232	56	:14	:56
	Flagstaff							
	(Orbit 10 min)		-14	16	232	38½	:10	1:06
	Flagstaff							
	(Orbit climb to 17M)		-14	16.5	224	11	:03	1:09
	Flagstaff							
	(Orbit 7 min)		-14	17.0	234	27	:07	1:16
	Flagstaff							
	(Orbit climb to 18,500)		-14	17.9	235	18½	:05	1:21
	Flagstaff							
	(Orbit 18,500)		-14	18.5	248	13½	:03	1:24
	Flagstaff (St Rfl)							
	35-30N 110-42W	068	-14	18.0	260	50	:11½	1:35½
	Abeam Zuni VOR (Bnd Rfl)							
	35-19N 108-54W	097	-14	18	260	89	:20½	1:56
	Zuni							
	34-52N 108-57W	186	-14	18	240	18	:04	2:00½
	34-52N 108-57W							
	Descend to 14,000	212	-14	16	225	30	:08	2:08½
	Level Off							
	Davis-Monthan AFB	212	-14	14	200	156	:47	2:55½
	Letdown & Land						:15	3:10½

Annex #1
App 2, Annex A
303 BW A
Ops O 145-54
28 Oct 54

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303 BW | B-47

FROM DMAFB												75200	159200
SE, TAXI, TO ⅓ Accelerate					2688					:03		4200	4200
CL ON COURSE 33-58N 112-05W	CL	331		-14	23,500	.64	390	120	:18½	:21½		71000	155000
ROCK SPRINGS 34-03N 112-09W	CR	331		-14	33,000	.74	425	7	:01			6600	6600
ST. LEFT TURN 34-04N 113-13W	CR	269		-14½	33,500	.74	425	127	:22½			64400	148400
END TURN 33-48N 113-22W	CR	—		-14½	34,000	.74	425	53	:09½			170	170
RENDEZVOUS REQ 32-28N 110-58W	CR	124		-14½	34,400	.74	425	180	:30			64230	148230
Begin Refuel → ORBIT POINT 32-13N 110-32W	DC	124		-14½	23,500	.66	400	29	:04			1260	1260
END Refuel → REFUEL LEG TO SILVER CITY 32-47N 108-17W	CR	073½		-13½	15,000	.415	260	209	:34			62970	146970
								144	:20			675	675
								353	:54			62295	146295
								28	:04			3580	3580
								381	:58			58715	142715
								121	:28			155	155
								502	1:26			58560	142560
	ON LOAD			5850 GALS.	@ 6.5 #/GAL			38000 #				7900	7900
												50660	134660
												38000	38000
												88660	172660
ELEPHANT BUTTE 32-54N 107-18W	CR	082½		-13½	15,000	.56	340	50	:09			1720	1720
END TURN 33-00N 107-09W	CL	—		-13½	17,600	.66	400	552	1:35			86940	170940
								14	:02			640	640
LEVEL OFF 34-16N 106-54W	CL	011		-13½	24,000	.66	400	566	1:37			86300	170300
Begin Nite Ops → BELEM, N.M. 34-39N 106-47W	CR	011		-13½	31,600	.74	425	74	:11			3200	3200
ALBUQUERQUE, N.M. 35-05N 106-39W	CR	011		-13½	31,800	.74	425	640	1:48			83100	167100
ENID, OKLA 36-23½N 097-53W	CR	080		-12	33,300	.74	425	25	:04			650	650
END Nite Ops → ALTON, ILL 38-52N 090-07W	CR	068		-7½	34,300	.74	425	665	1:52			82450	166450
END TURN 38-48N 089-53W	CR	—		-4½	34,300	.74	425	26	:04			675	675
								691	1:56			81775	165775
								438	1:02			11000	11000
37-27N 088-30W	CR	140½		-4	34,800	.74	425	1129	2:58			70775	154775
END TURN 37-12N 088-31W	CR	—		-4	34,800	.74	425	400	:56½			9350	9350
Control Point → PIP-Redfoot Lake 36-27N 089-23W	CR	219		-4½	35,000	.74	425	1529	3:54½			61425	145425
								14	:02			325	325
IP JONESBORO, ARK. 35-50N 090-43W	CR	242		-5	35,200	.74	425	1543	3:56½			61100	145100
								104	:14½			2330	2330
TOT LITTLE ROCK 34-45½N 092-14½W	CR	229		-6	35,400	.74	425	1647	4:11			58770	142770
END TURN 34-39N 92-19W	CR	—		-7	35,700	.74	425	14	:02			310	310
MINDEN, LA. 32-36½N 093-17½W	CR	201		-7	35,700	.74	425	1661	4:13			58460	142460
PRE-IP 28-49N 093-57W	CR	188		-7½	36,000	.74	425	63	:09			1390	1390
								1724	4:22			57070	141070
								70	:10			1530	1530
								1794	4:32			55540	134540
								103	:14½			2240	2240
								1897	4:46½			53300	137300
								7	:01			150	150
								1904	4:47½			53150	137150
								129	:18½			2750	2750
								2033	5:06			50400	134400
								230	:32½			4800	4800
								2263	5:38½			45600	129600

0404

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303 BW | B-47

									75200	159200
									4200	4200
			2688					:03	71000	155000
								:18½	6600	6600
CL	331	-14	23,500	.64	390		120	:21½	64400	148400
							7	:01	170	170
CR	331	-14	33,000	.74	425		127	:22½	64230	148230
							53	:07½	1260	1260
CR	269	-14½	33,500	.74	425		180	:30	62970	146970
							29	:04	675	675
CR	—	-14½	34,000	.74	425		209	:34	62295	146295
							144	:20	3580	3580
CR	124	-14½	34,400	.74	425		353	:54	58715	142715
							28	:04	155	155
DC	124	-14½	23,500	.66	400		381	:58	58560	142560
							121	:28	7900	7900
CR	073½	-13½	15,000	.415	260		502	1:26	50660	134660
LOAD	5850 GALS. @ 6.5 #/GAL						38000 #		38000	38000
									88660	172660
							50	:09	1720	1720
CR	082½	-13½	15,000	.56	340		552	1:35	86940	170940
							14	:02	640	640
CL	—	-13½	17,000	.66	400		566	1:37	86300	170300
							74	:11	3200	3200
CL	011	-13½	24,000	.66	400		640	1:48	83100	167100
							25	:04	650	650
CR	011	-13½	31,600	.74	425		665	1:52	82450	166450
							26	:04	675	675
CR	011	-13½	31,800	.74	425		691	1:56	81775	165775
							438	1:02	11000	11000
CR	080	-12	33,300	.74	425		1129	2:58	70775	154775
							400	:56½	9350	9350
CR	068	-7½	34,300	.74	425		1529	3:54½	61425	145425
							14	:02	325	325
CR	—	-4½	34,300	.74	425		1543	3:56½	61100	145100
			3				104	:14½	2330	2330
CR	140½	-4	34,800	.74	425		1647	4:11	58770	142770
							14	:02	310	310
CR	—	-4	34,800	.74	425		1661	4:13	58460	142460
							63	:09	1390	1390
CR	219	-4½	35,000	.74	425		1724	4:22	57070	141070
							70	:10	1530	1530
CR	242	-5	35,200	.74	425		1794	4:32	55540	139540
							103	:14½	2240	2240
CR	229	-6	35,400	.74	425		1897	4:46½	53300	137300
							7	:01	150	150
CR	—	-7	35,700	.74	425		1904	4:47½	53150	137150
							129	:18½	2750	2750
CR	201	-7	35,700	.74	425		2033	5:06	50400	134400
							230	:32½	4800	4800
CR	188	-7½	36,000	.74	425		2263	5:38½	45600	129600

82,877
700
423
84000
75,200
159,200
3,200
156,000
2688 | 11,500 | +80°F
9600'
8550 | 143K
5650
114K | 159K | 121K

0405

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303 BW | B-47

	FROM / ROUTE												
												45600	129600
	END TURN 28-45N 094-15W	CR	—		-8	36000	.74	425	.21	:03		430	430
									2284	5:41½		45170	129170
									42	106½		910	910
IP	GALVESTON 29-18N 094-48W	CR	318½		-8½	36,000	.74	425	2329	5:48		44260	128260
									41	:06		900	900
TOT	HOUSTON 29-46N 095-19W	CR	315		-8½	36,000	.74	425	2370	5:54		43360	127360
									109	:15½		2180	2180
	START TURN TAYLOR, TEXAS 30:30N 097-25W	CR	294		-9	37,000	.74	425	2479	6:09½		41180	125180
									14	:02		280	280
	END TURN 30-44N 097-22W	CR	—		-9	37,000	.74	425	2493	6:11½		40900	124900
									51	:07½		1000	1000
IP	WACO 31-34N 097-08W	CR	012		-9	37,000	.74	425	2544	6:19		39900	123900
									74	:10½		1430	1430
TOT	DALLAS 32-45N 096-46W	CR	014		-9	37,000	.74	425	2618	6:29½		38470	122470
									14	:02		270	270
	END TURN 33-03N 096-51W	CR	—		-9½	37,000	.74	425	2632	6:31½		38200	122200
									48	:07		920	920
Begin GRID	LAKE BRIDGEPORT 33-12N 097-52W	CR	284		-9½	37,000	.74	425	2680	6:38½		37280	121280
									609	1:26		11100	11100
	WILLCOX, ARIZ 32-13N 109-51W	CR	264		-11½	37,000	.74	425	3289	8:04½		26180	110180
									112	:16		1910	1910
END GRID	WILLIAMS AFB 33-18N 111-40W	CR	305		-14	37,000	.74	425	3401	8:20½		24270	108270
									29	:04½		490	490
	END TURN 33-04½N 111-55W	CR	—		-14	37,000	.74	425	3430	8:25		23780	107780
									15	:02		250	250
IP	CASA GRANDE 32-52½N 111-46W	CR	145		-14	37,000	.74	425	3445	8:27		23530	107530
									58	:08½		1000	1000
CAMERA TOT	TUCSON	CR	134		-14	37,000	.74	425	3503	8:35½		22530	106530
										:10		2700	2700
		LD								8:45½		19830	103830
												15300	15300
	ST, TAKI, TO, & ACCELERATE				-14	2688				:03		4200	4200
										:15½		71000	155000
	32-56N 112-43W Gila Bend	CL	296		-14	20,000	.64	390	102	:18½		4800	4800
ALTERNATE REFUEL FLIGHT PLAN												66200	150200
	End Climb 33-00N 112-56W	CL	288		-14½	31,000	.64	390	18	:03		1800	1800
									120	:21½		64400	148400
	Hayfield Lake Rng 33-43N 115-38W	CR	288		-15	34,000	.74	425	135	:19		3180	3180
									255	:40½		61120	145220
	Begin Descent 35-00N 112-12W	CR	067		-14½	34,200	.74	425	188	:26½		4270	4270
									443	1:07		56950	140950
BEGIN REFUEL	FLAGSTAFF 35-10N 111-39W	DC	067		-14½	29,100	.66	400	28	:04		7900	7900
									471	1:11		49050	133050
									50	:11½		+38000	+38000
	35-30N 110-42W	CR	068		-14½	15,000	.415	260	521	1:22½		87050	171050
									89	:20½		3200	3200
END REFUEL	ABEAM ZUNI VOR 35-19N 108-54W	CR	097		-14	15,000	.415	260	610	1:43		83850	167850
									62	:11		2700	2700
BEGIN NAV GL	ABEAM GRANTS VOR 35-12N 107-40W	CL	098		-14	21,000	.56	340	672	1:54		81150	165150
									26	:04		1140	1140
	LEVEL OFF 35-07N 107-07W	CL	098		-14	28,500	.66	400	698	1:58		80010	164010
									25	:03½		570	570
	ALBUQUERQUE 35-05N 106-39W	CR	099		-13½	31,100	.74	425	723	2:01½		79440	163440

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...ONNAISSANCE ...GHT PLAN	Squadron	Wing	Aircraft type & serial no.	Crew number	Acft commander
		303 BW	B-47		

Point				Alt		TAS	Dist leg / acc	Time leg / acc	Fuel	Gross weight
									45600	129600
...4-15W	CR	—	-8	36000	.74	425	21 / 2284	:03 / 5:41½	430 / 45170	430 / 129170
...4-48W	CR	318½	-8½	36,000	.74	425	45 / 2329	:06½ / 5:48	910 / 44260	910 / 128260
...95-19W	CR	315	-8½	36,000	.74	425	41 / 2370	:06 / 5:54	900 / 43360	900 / 127360
...N ...AC ...7-15W	CR	294	-9	37,000	.74	425	109 / 2479	:15½ / 6:07½	2180 / 41180	2180 / 125180
...7-22W	CR	—	-9	37,000	.74	425	14 / 2493	:02 / 6:11½	280 / 40900	280 / 124900
...7-08W	CR	012	-9	37,000	.74	425	51 / 2544	:07½ / 6:19	1000 / 39900	1000 / 123900
...6-46W	CR	014	-9	37,000	.74	425	74 / 2618	:10½ / 6:29½	1430 / 38470	1430 / 122470
...6-51W	CR	—	-9½	37,000	.74	425	14 / 2632	:02 / 6:31½	270 / 38200	270 / 122200
...SE PORT ...7-52W	CR	284	-9½	37,000	.74	425	48 / 2680	:07 / 6:38½	920 / 37280	920 / 121280
...9-51W	CR	264	-11½	37,000	.74	425	609 / 3289	1:26 / 8:04½	11100 / 26180	11100 / 110180
...AFB ...11-40W	CR	305	-14	37,000	.74	425	112 / 3401	:16 / 8:20½	1910 / 24270	1910 / 108270
...111-55W	CR	—	-14	37,000	.74	425	29 / 3430	:04½ / 8:25	490 / 23780	490 / 107780
...111-46W	CR	145	-14	37,000	.74	425	15 / 3445	:02 / 8:27	250 / 23530	250 / 107530
	CR	134	-14	37,000	.74	425	58 / 3503	:08½ / 8:35½	1000 / 22530	1000 / 106530
	LD							:10 / 8:45½	2700 / 19830	2700 / 103830
			-14	2688				:03	75300 / 4200 / 71000	159200 / 4200 / 155000
...2-43W	CL	296	-14	20,000	.64	390	102	:15½ / :18½	4800 / 66200	4800 / 150200
...-56W	CL	288	-14½	31,000	.64	390	18 / 120	:03 / :21½	1800 / 64400	1800 / 148400
...ke Rng ...5-38W	CR	288	-15	33,000	.74	425	135 / 255	:19 / :40½	3180 / 61120	3180 / 145220
...ENT ...-12W	CR	067	-14½	34,200	.74	425	188 / 443	:26½ / 1:07	4270 / 56950	4270 / 140950
...-39W	DC	067	-14½	27,100	.66	400	28 / 471	:04 / 1:11	7900 / 49050	7900 / 133050
...-42W	CR	068	-14½	15,000	.415	260	50 / 521	:11½ / 1:22½	+38000 / 87050	+38000 / 171050
... VOR ...-54W	CR	097	-14	15,000	.415	260	89 / 610	:20½ / 1:43	3200 / 83850	3200 / 167850
...TS VOR ...-40W	CL	098	-14	21,000	.56	340	62 / 672	:11 / 1:54	2700 / 81150	2700 / 165150
...-07W	CL	098	-14	28,500	.66	400	26 / 698	:04 / 1:58	1140 / 80010	1140 / 164010
...QUE ...-39W	CR	099	-13½	31,100	.74	425	25 / 723	:03½ / 2:01½	570 / 79440	570 / 163440

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303RD BOMBARDMENT WING (M.

OPERATIONS ORDER

SERIAL NO. 145-54

DATE [illegible] 1954

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
00017, 20 October 1954

OPERATIONS ORDER 145-54, Nick Name - GREEN POINT

MAPS AND CHARTS: 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
93rd Bombardment Wing	Colonel W. E. Eubank
303rd AMB Maintenance Squadron	Lt Col Herbert M. Light, Jr
303rd Periodic Maintenance Squadron	Maj Merton V. Smith
303rd Field Maintenance Squadron	Maj Donal B. Cunningham
803rd Air Base Group	Colonel Robert C. Whipple

1. GENERAL SITUATION: In accordance with Fifteenth Air Force Operations Order 145-54, the combat potential of the 303rd Bombardment Wing will be tested on 3 November 1954.

a. Intelligence:

(1) Series 100 and 25 target complex charts; Series 50 target area analysis radar; and radar scope photos of Dallas, Little Rock, and Houston target complexes. Additional target material will be used if available.

b. Friendly Forces:

(1) 10th RBS Squadron will provide radar bomb scoring at Dallas, Texas; Houston, Texas; and Little Rock, Arkansas on 4 Nov 54.

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2. MISSION: The 303rd Bombardment Wing will fly a simulated radar bombing mission against industrial targets in Dallas, Houston, and Little Rock. Tactics will be as stated in this operations order.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron:

(1) Provide eight B-47 aircraft and crews on 3 November 1954.

(2) Routes and requirements in accordance with Annex A, Appendix 1.

(3) Take-Off Schedule in accordance with Annex A, Appendix 3.

b. 359th Bombardment Squadron:

(1) Provide seven B-47 aircraft and crews on 3 November 1954, plus two ground spares.

(2) Routes and requirements in accordance with Annex A, Appendix 1.

(3) Take-Off Schedule in accordance with Annex A, Appendix 3.

c. 360th Bombardment Squadron:

(1) Provide nine B-47 aircraft and crews on 3 November 1954, plus one ground spare.

(2) Routes and requirements in accordance with Annex A, Appendix 3.

(3) Take-Off Schedule in accordance with Annex A, Appendix 3.

d. 303rd Air Refueling Squadron:

(1) Provide 14 primary KC-97 aircraft and crews for pre-target refueling of B-47 aircraft. Provide two KC-97 aircraft and crews as spares. One of the spares will be designated Weather and Control Aircraft and will take-off ten minutes

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before the first receivers in order to scout the refueling area, in addition two ground spares will be provided.

(2) Routes and requirements in accordance with Annex A, Appendix 2.

(3) Take-Off Schedules in accordance with Annex A, Appendix 4.

(4) Provide a refueling briefing officer to accompany the 303rd Bomb Wing Briefing Team to Fifteenth Air Force on 25 November 1954.

e. 93rd Bomb Wing:

(1) Provide 10 primary KC-97 aircraft and crews of the 90th Air Refueling Squadron to pre-target refuel B-47 aircraft of the 303rd Bomb Wing plus necessary ground spares.

(2) Route to and from the refueling area as directed by the Commander, 93rd Bombardment Wing.

(3) Primary and secondary refueling orbit and rendezvous areas in accordance with Annex A, Appendix 2.

(4) Transfer fuel - 38,500 pounds.

(5) Take-Off times will be as required to meet orbit times as reflected in Annex A, Appendix 4.

f. 303rd Armament & Electronics Squadron:

(1) Provide personnel and equipment to accomplish the requirements of this operations order as directed by the Director of Materiel, 303rd Bombardment Wing.

(2) Ensure functional rendezvous equipment on B-47 and KC-97 type aircraft.

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(3) Ensure that all B-47 aircraft scheduled for this mission are capable of radar record RBS bombing.

g. 303rd Periodic Maintenance Squadron:

(1) Same as f(1) above.

h. 303rd Field Maintenance Squadron:

(1) Same as f(1) above.

i. 803rd Air Base Group:

(1) Provide maximum security of aircraft and vital facilities at Davis-Monthan Air Force Base during the preparation for and execution of this mission.

(2) Provide inflight lunches:

(a) 3 Nov 54: 24 B-47 crews - 16 KC-97 crews.

(3) Provide normal base support as required to accomplish this mission.

3. x. GENERAL INSTRUCTIONS:

(1) Order of execution will be issued by the Commander, 303rd Bombardment Wing, Medium.

(2) Direct communications is authorized for the purpose of coordinating mission details with the Commander, 93rd Bombardment Wing.

(3) Operational control of the 93rd Bomb Wing tanker aircraft will be assumed by the Commander, 303rd Bomb Wing upon arrival at the tanker orbit areas.

(4) RBS Schedules:

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(-) Little Rock 0300 to 0830 Zulu 4 Nov 54

(b) Houston 0400 to 0930 Zulu 4 Nov 54

(c) Dallas 0500 to 1000 Zulu 4 Nov 54

(5) B-47 routes and requirements: In accordance with Annex 4, Appendix 1.

(6) Only select and combat ready crews will participate in this mission.

(7) Bombing Data: See Annex A, Bombing and Navigation Phase.

(8) Flying Safety:

(a) Flying Safety principals will be emphasized during all phases of this mission.

(b) Crews will be briefed to avoid all air space restricted areas, except D-205, clearance has been received to fly through this danger area.

(c) Squadron Commanders will insure that all crews scheduled for this mission receive adequate crew rest.

(d) ADIZ penetration procedures will be emphasized. Coordination will be accomplished with the 34th Air Division at Albuquerque.

(e) Major Roberts will proceed to El Paso on or about 25 Oct 54 for the purpose of coordinating mission plans with ARTC regional office. SAC Reg 55-3 applies.

(f) Control tower officers will be in accordance with schedule published by the Dir of Ops, 303rd Bomb Wing.

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(g) Recommended alternate and emergency bases will be as listed in the Pilots Flimsy; however, any suitable base will be used if the nature of the emergency dictates. Squadron Commanders will insure that crews are briefed on GCA and IFR procedures for bases listed in the Pilots Flimsy.

(9) Aircraft security procedures, including anti-sabotage inspections of aircraft prior to flight, will be in accordance with applicable regulations.

(10) No public announcement of this mission is authorized. All queries will be directed to IGO, 36th Air Division.

(11) Reports (Special Bombardment)

(a) One copy of SAC Form 41 completed in accordance with Inclosure 1, SAC Reg 50-43, will be submitted to 15AF Headquarters only, ATTN: DOIO, and will arrive no later than 13 November 1954.

(b) Photo scored navigation results by crew for each leg will be forwarded to 15AF Headquarters no later than 13 November 1954. Causes for each score over 20 MN will be included.

(c) A teletype report will be submitted to 15AF Headquarters, ATTN: DOTF, not later than seven calendar days after completion of the mission, giving the following information:

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1. Creditable 50-8 training scheduled (by type and quantity).
2. Creditable 50-8 training accomplished.
3. Remarks. To include reasons scheduled training was not accomplished and commander's estimate of per cent of flying hours that were not effective for 50-8 accomplishments.

(d) Combat Reports. The following reports will be submitted in accordance with SAC Manual 55-8 and 55-84, Sep 54, and changes thereto.

1. Distribution B.
   a. B-2, B-10, B-15, B-21, B-27, B-51, and B-81.
   b. B-23 and B-24 (negative reports not required)
   c. Reports required in accordance with paragraph 6a, SAC Manual 55-8.
2. All combat reports will contain the flagword "ZIPPO".
3. Bombardment TTF identifier will be as established by unit concerned.

(e) The following reports will be submitted in compliance with SAC Manual 55-83, Apr 54, for air refueling missions and changes thereto. Distribution B applies.

1. T-2, T-10, T-15, T-17, T-21, T-27, and T-81.
2. T-23 and T-24 (negative reports not required).
3. Reports required in accordance with par 6a, SAC Manual 55-8.

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4. ADMINISTRATION AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications:

(1) Enroute communications will be in accordance with SACCEI, applicable JANAPs, ACPs, current facility charts, SAC Reg 50-4 and pertinent directives except as modified herein.

(2) Aircraft call signs will be as listed in the communications flimsy.

(3) VHF, UHF channelization will be in accordance with SACCEI and current facility charts.

(4) Identification and recognition will be in accordance with SACCEI, plus SAC Regulation 55-83.

(5) Authentication will be in accordance with AFSAL 5104 ( ).

(6) High frequency position reports will be submitted in accordance with procedure "ESAWG" as contained in Incl 6, SAC Reg 55-11 using ACP 101 routine indicators addressed to Hq, 15AF and Hq, 303rd Bomb Wing. All ATC and CAA requirements will be met.

(7) Communication control stations will be as follows:

(a) East of Clovis, New Mexico - March airways

(b) West of Clovis, New Mexico - Great Falls airways

The restriction of March and Great Falls is imposed to test long range air/ground capability of aircraft and ground facilities. Propagation data will be provided by

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the Wing Communications Officer.

(8) Nickname to effect recall of this mission will be Fur Trapper, i.e., "Fur Trapper Davis-Monthan", return to Davis-Monthan Air Force Base. Void date of this nickname will be 6 November 1954.

(9) RBS UHF Frequencies:

	Primary	Secondary
(a) Little Rock	356.8	384.6
(b) Houston	356.8	384.6
(c) Dallas	258.2	356.8

(10) All RBS sites will guard and transmit on high frequency 4270 Kcs.

WM. J. WRIGGLESWORTH
Colonel, USAF
Commander

ANNEXES:
A - Operations

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36ADiv, 1 cy
Comdr 303d BW, 1 cy
Comdr 93d BW, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d ARSq, 1 cy
Comdr 303d AMSSq, 1 cy
Comdr 303d Fdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
Comdr 803d ABGp, 1 cy
303d Dir of Opns, 1 cy
Chf, Opns & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Div, 2 cys

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303d Control Room, 1 cy
Chf, Obs Soc, 1 cy
303d Dir of Mat, 1 cy
303d Chf of Maint, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Unit Historian, 4 cys
Weather Detachment, 1 cy

OFFICIAL:

C E Stylton 2/c
For
IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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ANNEX A

TO

OPERATIONS ORDER 145-54

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Annex A
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ANNEX A

TO

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OPERATIONS

This annex consists of 4 appendices:

Appendix 1 - B-47 Routes, Fuel Loading, and Requirements

Appendix 2 - KC-97 Routes, Fuel Loading, and Requirements

Appendix 3 - B-47 Take-Off Schedule

Appendix 4 - KC-97 Take-Off Schedule and Orbit Times

1. OPERATIONS GENERAL:

a. Take-Offs will be in 10 minute intervals. The first B-47 aircraft taking off will fly the lowest route altitude, the following aircraft will maintain 1,000 foot altitude separation and 10 minute time separation between succeeding aircraft. There will be 30 minutes between aircraft scheduled at the same altitude.

b. Constant altitudes and 425 K TAS will be flown for cruise legs. Exact altitudes climb and descent points will be as shown in the pilots flimsy.

c. Altimeter setting of 29.92 will be used for maintaining required altitude separation during entire route. This setting will be used on the aircraft commanders altimeter and the co-pilot will set his altimeter to the latest setting enroute.

2. BOMBING PHASE:

a. Initial Points

(1) Little Rock - Jonesboro (35-50½N 90-43½W)

(2) Houston - Galveston

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b. Targets

(1) Little Rock - Target Alfa (34° 45' 31.086N - 92° 14' 30.95W)
Mathieson Chemical Company, North Little Rock, Arkansas.
Aiming Point: Base of southern most corner of cooling condenser adjacent to rail spur north of main plant. Ground elevation 254 feet.

(a) Offset aiming point: Center of easterly most bridge over Arkansas River (34° 44' 54N - 92° 15' 26W). Elevation is 275 feet.

1. Primary method of bombing - Offset.

2. Secondary method of bombing - Direct.

(2) Houston - Target Echo (29° 45' 53.05N - 95° 18' 56.62W)
Jorgenson Steel Company, Houston, Texas. Aiming Point: Base of north east corner of most easterly building situated among most easterly group of factory buildings. Ground elevation 81 feet.

(a) Offset Aiming Point: Dickson Gun Plant. Aim at north east corner of southern most and smallest of three tin warehouses. Elevation 103 feet. (29° 43' 46.79N - 95° 15' 34.95W).

1. Primary method of bombing - Offset.

2. Secondary method of bombing - Direct.

(b) IRDA photography.

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(3) Dallas - Target Delta (32° 45' 13.691N - 96° 46' 28.533W) Procter and Gamble Manufacturing Company. Aim at base of northwest corner of eight story main building. Ground elevation 411 feet.

(a) Offset Aiming Point: Target Foxtrot. Mosher Steel Company, Dallas, Texas. Aiming Point: Base of easternmost corner of east wing of building. (32° 48' 53.100"N - 96° 49' 47.436"W) Elevation 415 feet.

1. Primary method of bombing - Direct with offset checking. The release will go away on the direct aiming point.

2. Secondary method of bombing - Direct.

(b) Malfunction runs will be considered as radar aborts.

(c) Bombing Altitudes: Minimum altitude of 35,000' with altitude separation of 1,000 feet and ten minutes between aircraft and a minimum of 30 minutes between aircraft at the same altitude.

(d) Bomb Load: One simulated bomb in accordance with paragraph 9d, SAC Reg 50-4, 16 Apr 54.

(e) Participating crews will complete SAC Form 284, "Radar Scope Photo Log" as specified in SAC Reg 95-11, Observers Photo Logs, 30 Mar 54.

(f) The Director of Materiel will require the filter on the K-System periscope to be wired and sealed in the dark

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position on all aircraft scheduled for this mission.

c. Navigation Phase - Bombardment Aircraft

(1) One record night celestial navigation leg and one record grid navigation leg will be flown and scored in accordance with SAC Reg 51-11.

3. AERIAL REFUELING: Procedures will be in accordance with SAC Manual 50-31 and SAC Manual 55-5 (Tactical Doctrine).

a. Primary Tanker Orbit Point: 32-13N 110-32W

b. Secondary Orbit Point: 32-13N 109-51W

c. Orbit Pattern: Standard left hand.

d. Transfer Fuel - 38,000 pounds

e. Tankers will be in stack over primary orbit or secondary orbit with a minimum 1,000 foot altitude separation. High tanker will be at 18,500 feet, with succeeding aircraft at 17,000 and 16,000 feet respectively. Tankers will enter the orbit pattern from Tucson VOR, true course 065° at 16,000 feet for primary and from Tucson VOR a true course 083° at 16,000 feet for secondary orbit.

f. Refueling altitude for all receivers will be 18,000 feet, maintaining a 10 minute time separation. Tankers will move up in the stack at the command of the control aircraft. Control aircraft will ensure the receiver is past the orbit area prior to issuing climb instructions. All receivers will call the control aircraft when passing the orbit point, and will not descend below 18,000 feet at the orbit area.

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g. Receiver aircraft will continue at refueling altitude until Silver City and then climb to assigned cruise altitude.

h. Tanker aircraft will, if refueling is complete, make a right 90° turn at Silver City, providing the receiver aircraft has cleared, and fly for two minutes descending to 14,000 feet to return to Davis-Monthan for 303rd Bomb Wing KC-97 aircraft. 90th Air Refueling KC-97 aircraft will follow same procedure to Davis-Monthan then fly the return route to Castle as directed by Commander, 93rd Bomb Wing. In the event refueling isn't completed at Silver City, refueling will be continued on course until complete. After receiver has cleared KC-97 will make a right 90 degree turn and descend to 12,000 feet for return to Davis-Monthan.

i. Refueling orbit true course - 073° outbound, 253° inbound, refueling true course 073°.

j. Refueling speed - 252 K T.A.S.

l. Communications:

(1) Call signs, rendezvous equipment settings and frequency assignments are listed below: (The 90th Air Refueling Squadron will use call signs GREEN POINT TANKER ONE thru TEN; the 303rd Air Refueling Squadron will use GREEN POINT TANKER ELEVEN thru TWO FOUR).

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B-47 CALL SIGN	KC-97 CALL SIGN	APN-76 T	APN-76 R	APN-12 T	APN-12 R	APN-11 CODE	UHF FREQUENCIES INITIAL	UHF FREQUENCIES REFUEL
GREEN POINT 1	GREEN POINT TANKER 1	5	7	7	5	1-2-1	311.0	266.2
GREEN POINT 2	GREEN POINT TANKER 2	6	8	8	6	3-1	311.0	279.8
GREEN POINT 3	GREEN POINT TANKER 3	7	6	6	7	1-1-2	311.0	256.0
GREEN POINT 4	GREEN POINT TANKER 4	5	7	7	5	1-2-1	311.0	291.9
GREEN POINT 5	GREEN POINT TANKER 5	6	8	8	6	3-1	311.0	266.2
GREEN POINT 6	GREEN POINT TANKER 6	7	6	6	7	1-1-2	311.0	279.8
GREEN POINT 7	GREEN POINT TANKER 7	5	7	7	5	1-2-1	311.0	256.0
GREEN POINT 8	GREEN POINT TANKER 8	6	8	8	6	3-1	311.0	291.9
GREEN POINT 9	GREEN POINT TANKER 9	7	6	6	7	1-1-2	311.0	266.2
GREEN POINT 10	GREEN POINT TANKER 10	5	7	7	5	1-2-1	311.0	279.8
GREEN POINT 11	GREEN POINT TANKER 11	6	8	8	6	3-1	311.0	256.0
GREEN POINT 12	GREEN POINT TANKER 12	7	6	6	7	1-1-2	311.0	291.9
GREEN POINT 13	GREEN POINT TANKER 13	5	7	7	5	1-2-1	311.0	266.2
GREEN POINT 14	GREEN POINT TANKER 14	6	8	8	6	3-1	311.0	279.8
GREEN POINT 15	GREEN POINT TANKER 15	7	6	6	7	1-1-2	311.0	256.0
GREEN POINT 16	GREEN POINT TANKER 16	5	7	7	5	1-2-1	311.0	291.9
GREEN POINT 17	GREEN POINT TANKER 17	6	8	8	6	3-1	311.0	266.2
GREEN POINT 18	GREEN POINT TANKER 18	7	6	6	7	1-1-2	311.0	279.8
GREEN POINT 19	GREEN POINT TANKER 19	5	7	7	5	1-2-1	311.0	256.0
GREEN POINT 20	GREEN POINT TANKER 20	6	8	8	6	3-1	311.0	291.9
GREEN POINT 21	GREEN POINT TANKER 21	7	6	6	7	1-1-2	311.0	266.2
GREEN POINT 22	GREEN POINT TANKER 22	5	7	7	5	1-2-1	311.0	279.8
GREEN POINT 23	GREEN POINT TANKER 23	6	8	8	6	3-1	311.0	256.0
GREEN POINT 24	GREEN POINT TANKER 24	7	6	6	7	1-1-2	311.0	291.9

(2) HF back-up frequency: 4270 Kcs

(3) Secondary refueling frequency for all aircraft: 311.0 Mcs

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APPENDIX 1

TO

ANNEX A

B-47 Routes, Fuel Loading & Requirements

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APPENDIX 1

TO

ANNEX A

B-47 Requirements Scheduled

1. Electronic Rendezvous
2. 38,000 pounds fuel transfer
3. One night celestial navigation leg
4. Record RBS on Little Rock, Houston, and Dallas
5. One grid navigation leg (Celestial fixing if required for SC-8)
6. CPI camera attack on Tucson
7. A long range cruise
8. Jet penetration, radar approach, and landing
9. Fighter attacks.

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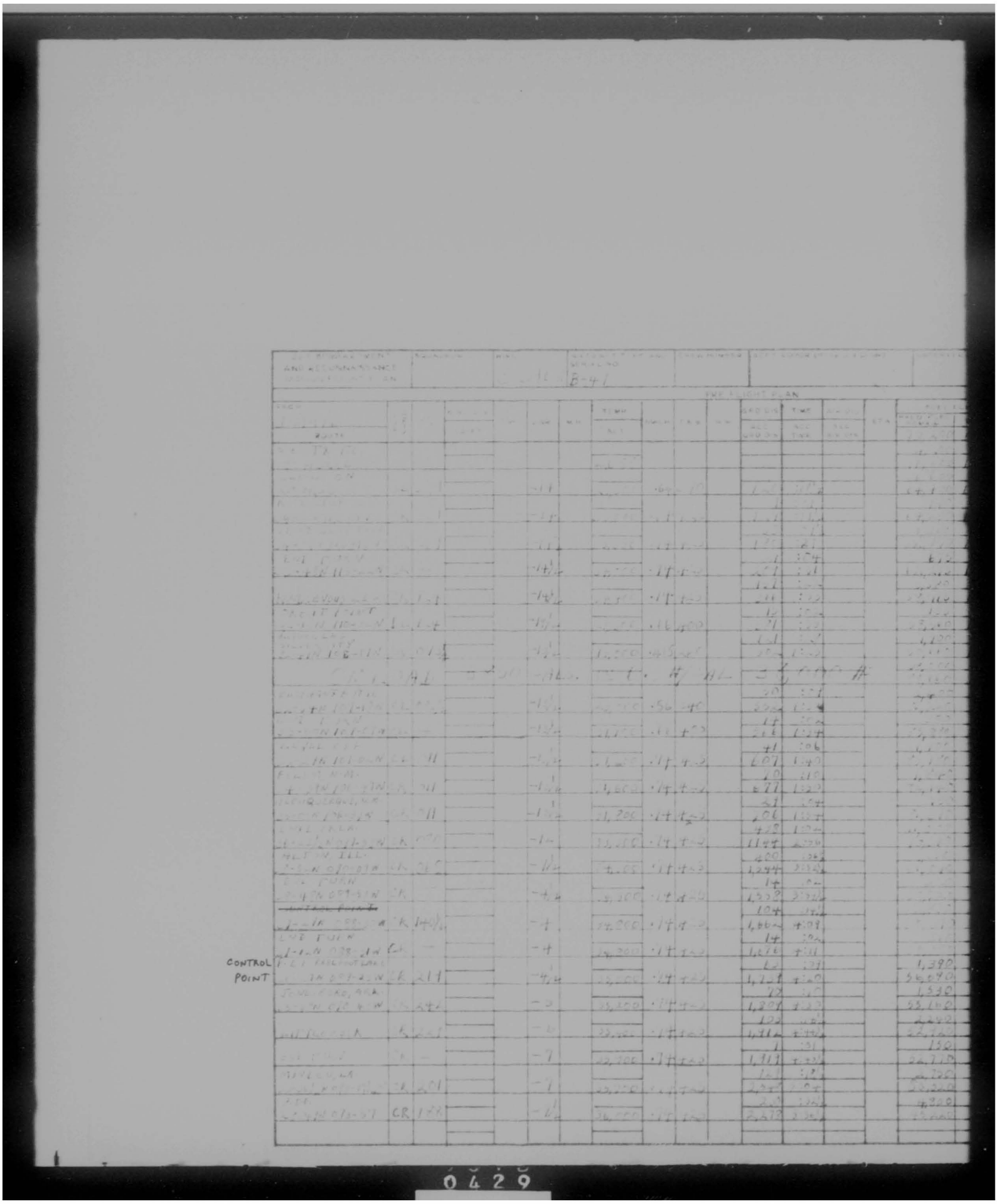

CONTROL POINT

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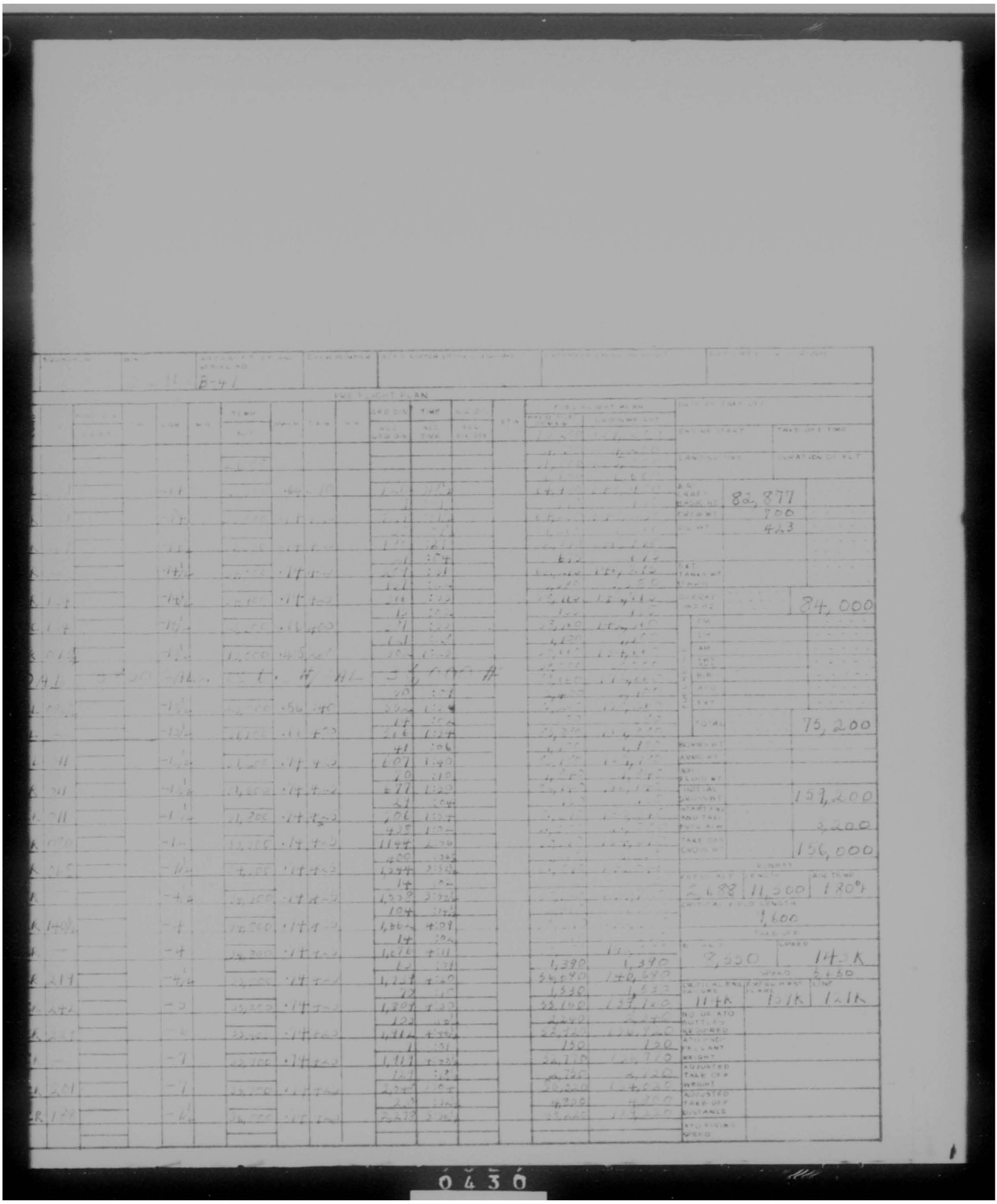

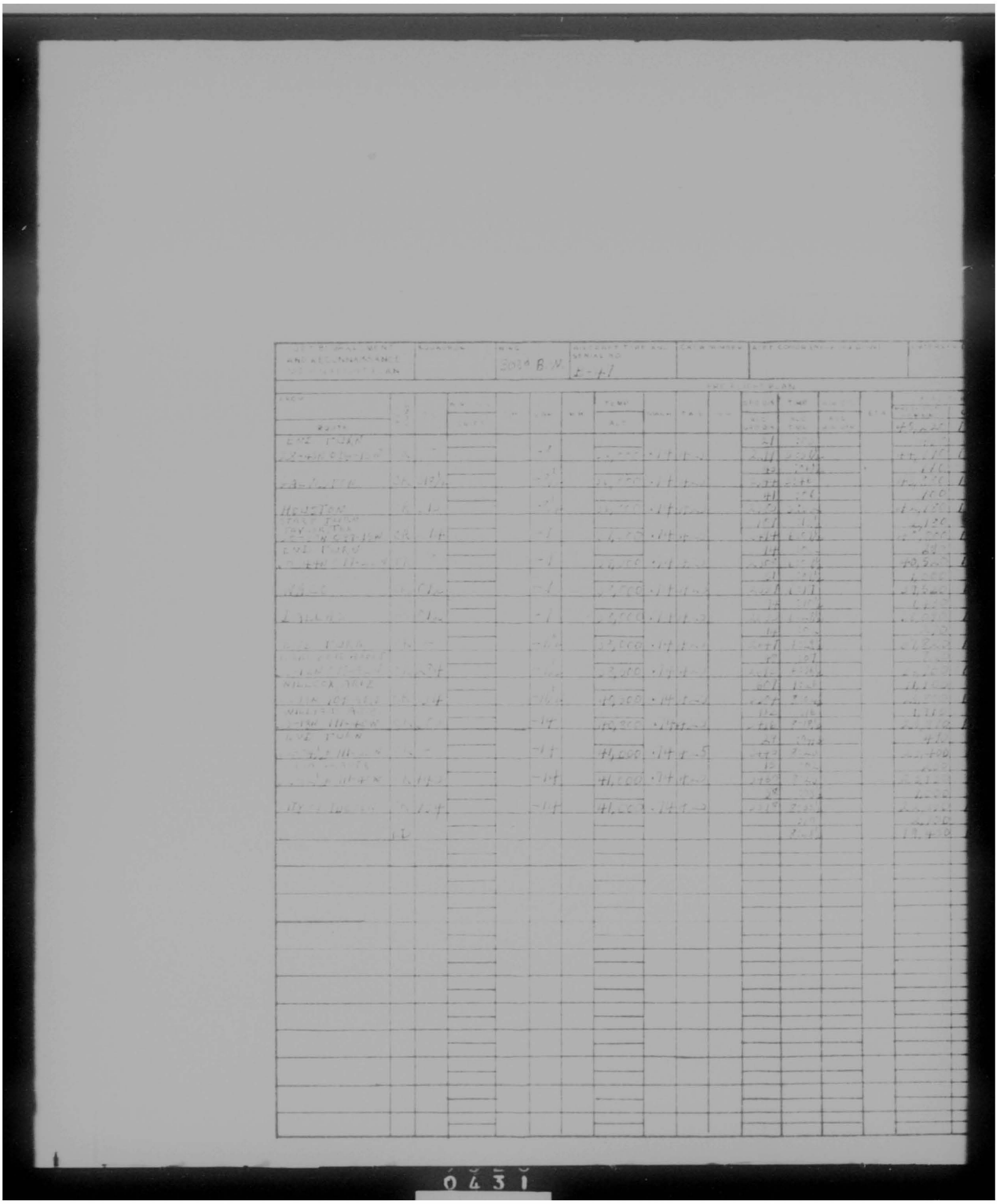

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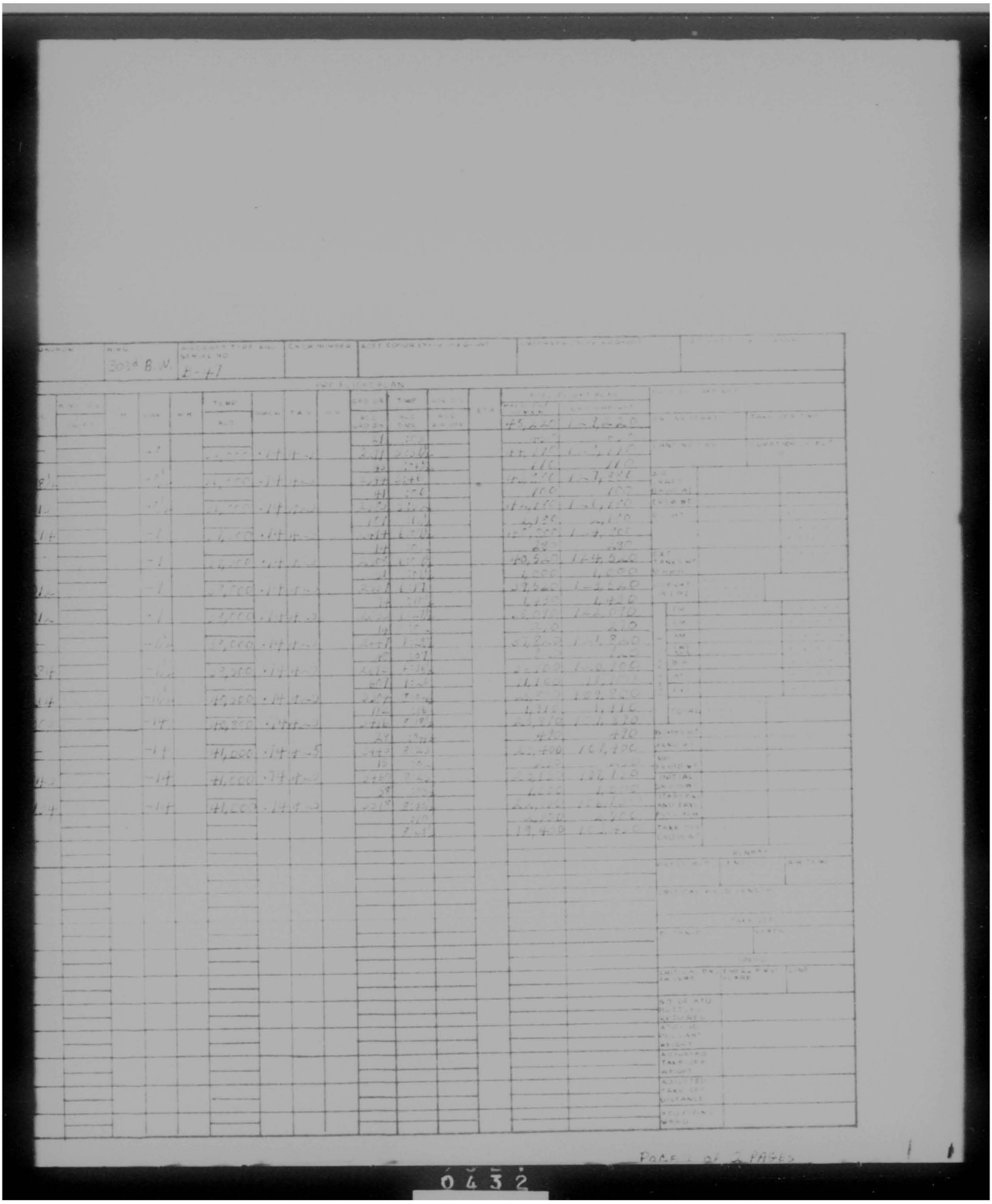

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APPENDIX 2

TO

ANNEX A

KC-97 Routes, Fuel Loading, & Requirements

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APPENDIX 2

TO

ANNEX A

KC-97 Requirements Scheduled

1. Electronic Rendezvous

2. Transfer of 38,000 pounds of fuel.

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KC-97 FLIGHT PLAN

	TC	VAR	ALT	TAS	DIST	TIME NG VIRD	ELAPSED
FROM: Davis-Monthan AFB							:06
TO: 5 N.M. E Solls 31-54N 111-41W	248	-14	C	205	62	:15	:21
Mica Mt 32-13N 110-32W	075	-14	L	205	80	4 min turn ✓ :20	:45
Mica Mt (Orbit) (Orbit)		-14	16.0	232	381	:10	:55
Mica Mt (Climb) (Climb)		-14	CL	224	11	:03	:58
Mica Mt (Orbit) (Orbit)		-14	17.0	234	27	:07	1:05
Mica Mt (Climb) (Climb)		-14	CL	225	19	:05	1:10
Mica Mt (Orbit) (Orbit)		-14	18.5	248	12	:03	1:13
Mica Mt (St Rfl) Silver City (Enr Rfl)	074	-14	18.0	260	121	:28	1:41
Silver City 32-40N 108-14W	163	-14	16.5	215	08	:02	1:43
32-40N 108-14W L/O 32-27N 108-46W	245	-14	15.5	205	29	:08	1:51
32-27N 108-46W Cochise VOR	245	-14	14.0	205	56	:16	2:07
Benson	258	-14	14.0	205	29	:08½	2:15½
Davis-Monthan Letdown and Land	297	-14	14.0	205	35	:10½	2:26

Secondary refueling point - Lordsburg
Control aircraft orbit Wilcox
Highest Terrain Enr ute - 10,713 feet (Pinaleno Mountains)
Emergency Field Enr ute - Luke AFB, Ariz; Biggs AFB, Texas

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KC-97 ROUTE

ALTERNATE AREA

		TC	VAR	ALT	TAS	DIST	TIME	EL. TIME
								:02
FROM:	Davis-Monthan AFB L/O 34-15N 111-25W	348	-14	9	205	125	:40	:42
TO:	Level Off Flagstaff	348	-14	16	232	56	:14	:56
	Flagstaff (Orbit 10 min)		-14	16	232	38½	:10	1:06
	Flagstaff (Orbit climb to 17M)		-14	16.5	224	11	:03	1:09
	Flagstaff (Orbit 7 min)		-14	17.0	234	27	:07	1:16
	Flagstaff (Orbit climb to 18,500)		-14	17.9	225	18½	:05	1:21
	Flagstaff (Orbit 18,500)		-14	18.5	248	12½	:03	1:24
	Flagstaff (St Rfl) Zuni (Znl Rfl)	094	-14	18.0	260	134	:31	1:55
	Zuni 34-52N 108-57W	184	-14	18	240	08	:02	1:57
	34-52N 108-57W Descend to 14,000	212	-14	16	225	30	:08	2:05
	Level Off Davis-Monthan AFB	212	-14	14	200	156	:47	2:52
	Letdown & Land						:15	3:07
					TOTAL	628½		

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Primary - Flagstaff to Zuni

STAFF FLIGHT ENGINEERS COMBAT PROFILE FLIGHT PLAN

BASIC WEIGHT	89500
OIL	1230
CREW	1400
MIN LAND WT	92130
FUEL	32000
JP-4	38000
TAXI	162130

NO WIND

FUEL GRADE	115/145
TYPE AIRCRAFT	KC-97G
FUEL DENSITY (#/GAL.)	5.85
LANDING RESERVE	7530 LBS
	1280 GALS
TOTAL DISTANCE (NM)	1027

TAKE OFF STUDY:

DIS. TO CLEAR 50' OBS	10,300'
GROUND ROLL DISTANCE	7,900'
BRAKING DIST. (PROPS REVERSED & BRAKES)	2,300'
O.A.T.	+ 27°C
FIELD ELEV	2688

CONDITION	WUTO	CR-1	CR-1	REF	CR-2	DES	CR-3	DES/LD
ALTITUDE	2688	13000	18500	16000	18000	16000	14000	6000
TIME	25Z02	:48	2:15	:28	:02	:08	:44	:02
TIME (TOTAL)	:02	:50	3:05	3:36	3:38	3:46	4:30	4:50
FUEL	1100	5900	9950	3200	130	500	1690	2000
FUEL (TOTAL)	1100	7000	16950	20150	20280	20780	22470	24470
DISTANCE	--	164	555	121	8	30	149	--
DISTANCE (TOTAL)	--	164	719	840	848	878	1027	--
GROSS WEIGHT	161030	155130	145180	103980	103850	103350	101660	99660
VT (K) AVG.	--	205	247	260	240	225	204	--

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STAFF FLIGHT ENGINEERS COMBAT PROFILE FLIGHT PLAN

Alternate - Flagstaff to Zuni

NO WIND

BASIC WEIGHT	89,500	FUEL GRADE	115/145	DIST. TO CLEAR 50' OBS	10,300'
OIL	1,230	TYPE ACFT	KC-97G	GROUND ROLL DISTANCE	7,900'
CREW	1,400	FUEL DENSITY (#/GAL)	5.85	BRAKING DIST. (PROPS	2,300'
MIN LAND WT	92,130	LANDING RESERVE	7,395 Lbs	REVERSED & BRAKES)	
FUEL	32,000		126.2 Gals	FIELD ELEV.	2,688
JP-4	38,000	TOTAL DISTANCE (NM)	1,047	O.A.T.	27° C
TAXI GR WT	162,130				

CONDITION	WUIC	CL-1	CR-1	REF	CR-2	DES	CR-3	DES/LD
ALTITUDE	2688	13,000	18,500	18,000	18,000	16,000	14,000	6000
TIME	25/02	:48	2:15	:31	:02	:08	:46	:20
TIME (TOTAL)	:02	:50	3:05	3:36	3:38	3:46	4:32	4:52
FUEL	1100	5900	9950	3300	130	500	1725	2000
FUEL (TOTAL)	1100	7000	16950	20250	20,380	20,880	22,605	24,605
DISTANCE	-	164	555	134	8	30	156	-
DISTANCE (TOTAL)	-	164	719	853	861	891	1,047	-
GROSS WEIGHT	161,030	155,130	145,180	103,880	103,750	103,250	101,525	99,525
WT (K) AVG	-	205	247	260	240	225	204	-

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APPENDIX 3

TO

ANNEX A

B-47 Take-Off Schedule

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APPENDIX 3

TO

ANNEX 4

3 Nov 54 B-47 Departure Schedule All times are Zulu

SQDN	NO. ACFT	TAKE-OFF TIME	CONTROL PT 1	CONTROL PT 2	BBG ALT
359th	1	2300Z	2400Z	0305Z	35M
360th	1	2310Z	0010Z	0315Z	36M
358th	1	2320Z	0020Z	0325Z	37M
358th	1	2330Z	0030Z	0335Z	35M
359th	1	2340Z	0040Z	0345Z	36M
360th	1	2350Z	0050Z	0355Z	37M
360th	1	2400Z	0100Z	0405Z	35M
358th	1	0010Z	0110Z	0415Z	36M
359th	1	0020Z	0120Z	0425Z	37M
359th	1	0030Z	0130Z	0435Z	35M
360th	1	0040Z	0140Z	0445Z	36M
358th	1	0050Z	0150Z	0455Z	37M
358th	1	0100Z	0200Z	0505Z	35M
359th	1	0110Z	0210Z	0515Z	36M
360th	1	0120Z	0220Z	0525Z	37M
360th	1	0130Z	0230Z	0535Z	35M
358th	1	0140Z	0240Z	0545Z	36M
359th	1	0150Z	0250Z	0555Z	37M
359th	1	0200Z	0300Z	0605Z	35M
360th	1	0210Z	0310Z	0615Z	36M
358th	1	0220Z	0320Z	0625Z	37M
358th	1	0230Z	0330Z	0635Z	35M
359th	1	0240Z	0340Z	0645Z	36M
360th	1	0250Z	0350Z	0655Z	37M

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APPENDIX 4

TO

ANNEX A

KC-97 Take-Off Schedule

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APPENDIX 4 TO ANNEX A

KC-97 TAKE-OFF SCHEDULE

ORGANIZATION	GREEN POINT NUMBER	TAKE OFF TIME	ENTER ORBIT	DEPART ORBIT
90th ARS	1	*	1630	1658
Castle AFB,	2		1640	1708
Calif	3		1650	1718
	4		1700	1728
	5		1710	1738
	6		1720	1748
	7		1730	1758
	8		1740	1808
	9		1750	1818
	10		1800	1828
303rd ARS	11	1535	1810	1838
	12	1545	1820	1848
	13	1546	1830	1858
	14	1805	1840	1908
	15	1815	1850	1918
	16	1825	1900	1928
	17	1835	1910	1938
	18	1845	1920	1948
	19	1855	1930	1958
	20	1905	1940	2008
	21	1915	1950	2018
	22	1925	2000	2028
	23	1935	2010	2038
	24	1945	2020	2048
	25	1724		
	26	1725		

Footnotes:
#12 Control #1
#13 Spare #1
#25 Control #2
#26 Spare #2

*Commander, 93rd Bombing will establish take-off times to make enter orbit times good.

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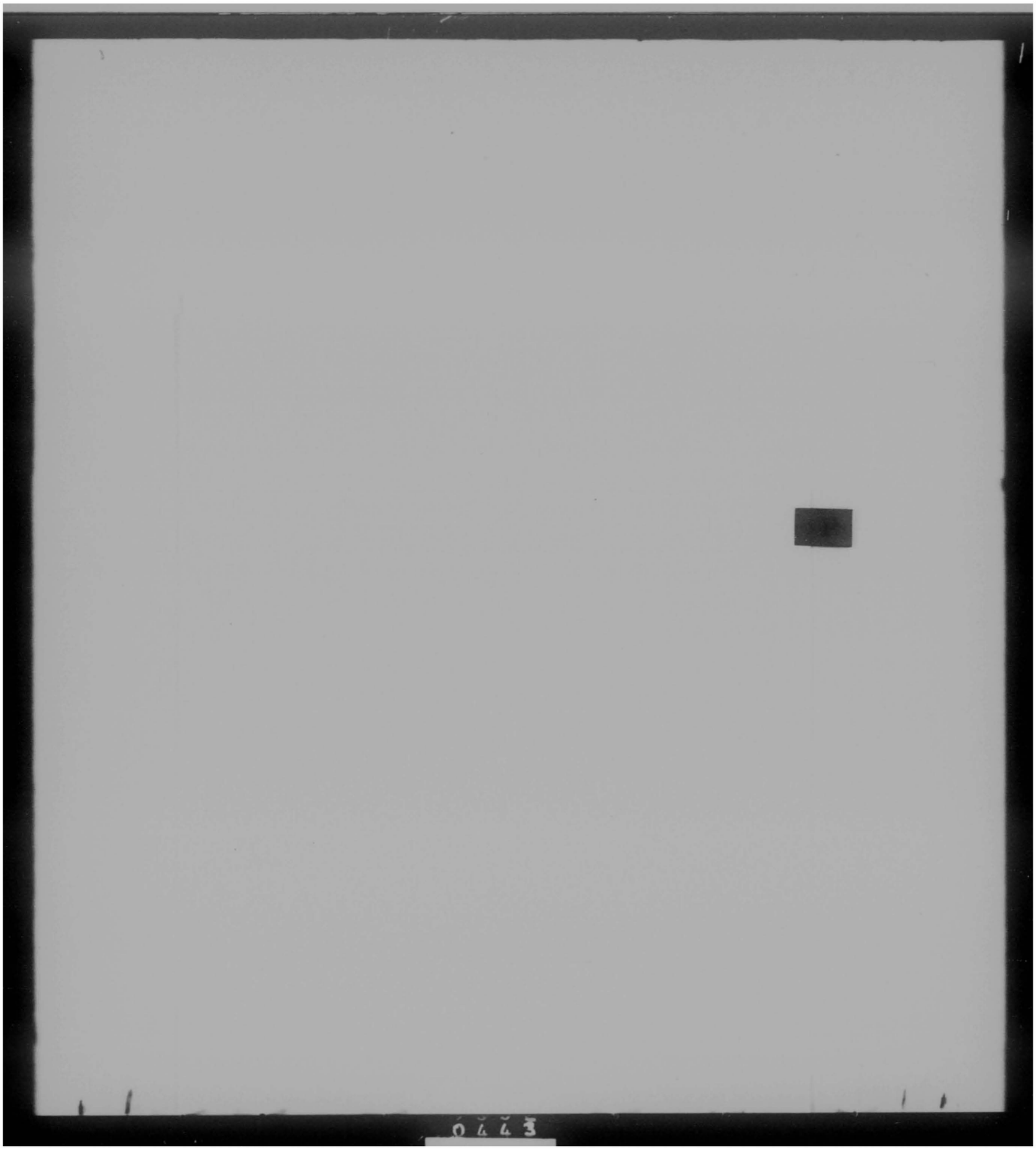

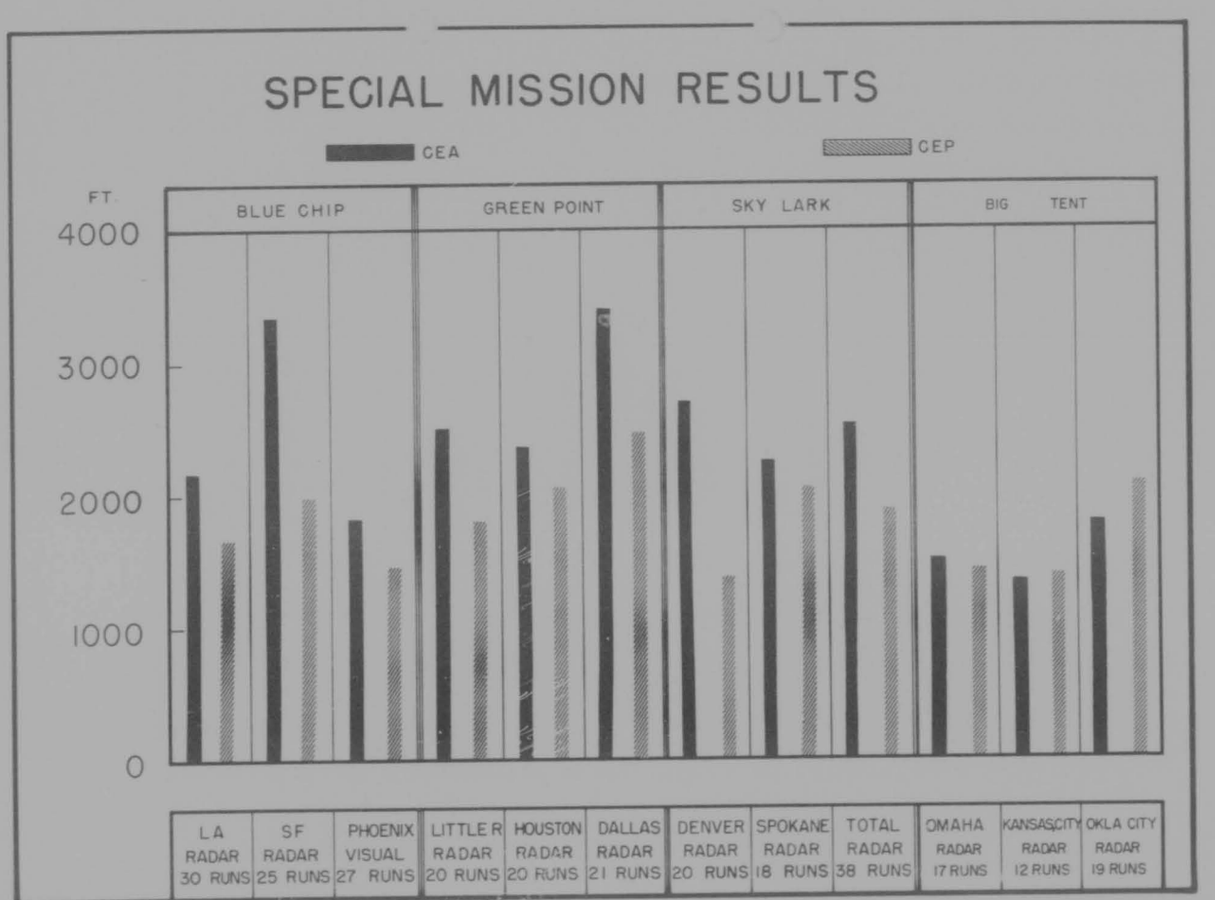

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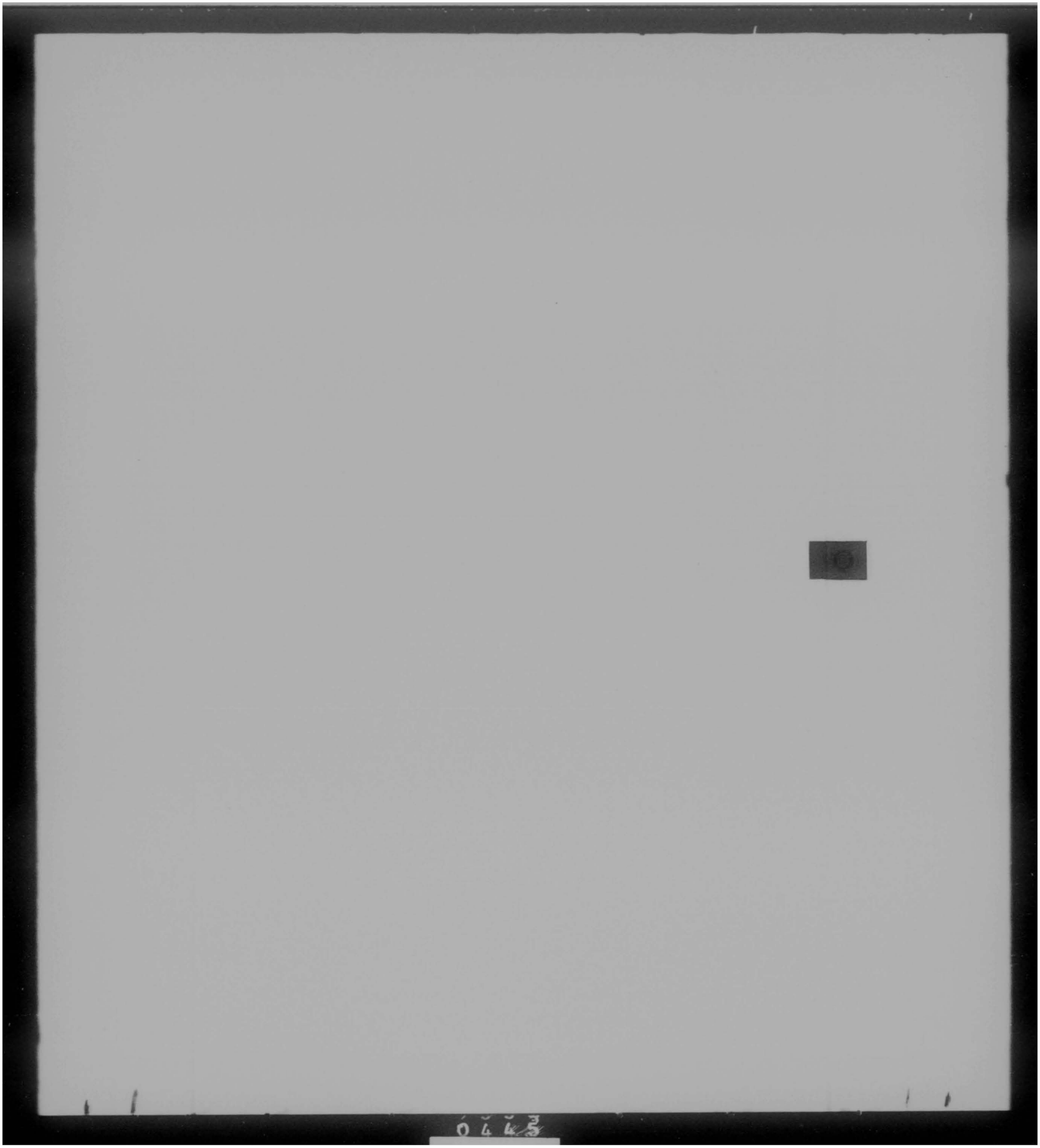

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

COPY

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
COMDRADIV 36 DAVIS MONTHAN AFB ARIZ

TO:
COMDRAF 15 MARCH AFB CALIF

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
PRECEDENCE FOR ACTION: OPERATIONAL IMMEDIATE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES XX NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

/SECRET/ 1. ZIPPO/030/B-27,T-27/GREEN POINT/145-54/303BW/MSN 1

2. CONCLUSIONS:

A. THE SUCCESS OF THIS MISSION IS ESTIMATED TO BE GOOD, BASED ON THE FOLLOWING RELATED FACTORS:

(1) UNPREDICTED JET STREAM WINDS THROUGHOUT THE MISSION.

(2) THUNDERSTORMS IN THE LITTLE ROCK, HOUSTON, AND DALLAS AREAS THAT SERIOUSLY EFFECTED NAVIGATION AND BOMBING ACCURACY. IN SEVERAL INSTANCES AIRCRAFT WERE FORCED TO DEVIATE FROM COURSE TO AVOID SEVERE TURBLENCE.

(3) A LOW AIRCRAFT AND RADAR RATE ABORT DESPITE THE ABOVE CONDITIONS.

(4) THE IMPROVEMENT OF THE 303D A&E MAINT CAPABILITIES IN COMPARSION WITH OPERATION SKYLARK.

(5) THE DETERMINED AND AGGRESSIVE SPIRIT EXHIBITED BY COMBAT CREWS IN MAKING 61 RECORD RUNS OF 72 SCHEDULED ON STRANGE TARGETS, UNDER ADVERSE WEATHER CONDITIONS.

SECURITY CLASSIFICATION	PAGE OF PAGES
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
SYMBOL / TELEPHONE	OFFICIAL TITLE

NME FORM 1 MAY 49 173 REPLACES WD AGO FORM 11-108, 15 JUN 1945, AND WD AGO FORM 8990, 1 APR 1946, WHICH MAY BE USED. 16—58928-1 U.S. GOVERNMENT PRINTING OFFICE: 1949—O—840754

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B. LESSONS LEARNED FROM MISSION:

(1) A 44 DEGREES DOG LEG FROM THE REFUELING TRACK WAS FLOWN TO PREVENT RECEIVERS FROM ENTERING THE LOS ANGLES ADIZ. THIS APPROACH TO THE ORBIT POINT PREVENTED RECEIVERS FROM BEING VECTORED BY THE TANKER IN SUFFICIENT TIME TO ESTABLISH A DEFINITE TRACK.

(2) THIS MISSION CONTAINED A LARGE NUMBER OF 50-8 TRAINING ITEMS WHICH NECESSITATED RAPID AND ACCURATE NAVIGATION AND BOMBING ACTIVITY ON THE PART OF THE OBSERVER. IT IS FELT THAT A MISSION OF TEN HOURS DURATION DEFINITELY AFFECTS THE EFFICIENCY OF THE AVERAGE OBSERVER. MORE EFFICIENT RESULTS COULD BE OBTAINED BY SCHEDULING ONLY TWO RECORD RBS RUNS FOR AN EVALAUTION MISSION.

(3) MORE EFFECTIVE RESULTS CAN BE OBTAINED BY USING THE AIR REFUELING SQUADRON ASSIGNED ITS PARENT WING. IF ADDITIONAL AIRCRAFT ARE REQUIRED FROM OTHER UNITS, ALL AIRCRAFT AND CREWS SHOULD STAGE FROM THE SAME STATION FOR MAXIMUM EFFECTIVENESS.

(4) UNPREDICTED JET STREAMS ADVERSELY AFFECT SPACING OF AIRCRAFT IN BOMBER STREAM MISSIONS. DURING THIS MISSION THE ACTUAL WING WAS 90 DEGREES FROM THE FORECASTED WIND ON THE INGHT CELESTIAL LEG, MAKING IT IMPOSSIBLE FOR B-47'S TO MAKE THE ESTABLISHED CONTROL TIME AT PRE-IP FOR THE FIRST TARGET. ON FUTURE MISSIONS, PLANS WILL BE MADE TO INSURE THAT BOMBERS CAN GAIN OR LOSE THE ESTABLISHED INTERVAL BETWEEN AIRCRAFT DESPITE

UNANTICIPATED WING CONDITIONS.

6. RECOMMENDATIONS

(1) A DIRECT COURSE BE PLANNED INTO TANKER ORBIT AREAS, REGARDLESS OF RESTRICTIONS SUCH AS THE AIR DEFENSE IDENTIFICATION ZONES.

(2) EVALUATION MISSIONS BE RESTRICTED TO SEVEN HOURS DURATION. TRAINING REQUIREMENTS SHOULD NOT EXCEED ONE NAVIGATION LEG AND TWO RECORD RBS RUNS.

(3) ALL REFUELING UNITS STAGE FROM A COMMON OPERATING BASE.

(4) THAT BOMBERS BE SEPARATED BY 15 MINUTES TO AVOID OVER RUNNING THE RBS SITE INTERVALS. CONTROL POINT DOG LEGS BE LONG ENOUGH TO LOSE OR GAIN THE ESTABLISHED TIME INTERVAL BETWEEN AIRCRAFT IN THE STREAM.

3. A. TANKER SUPPORT ON THIS MISSION WAS CONSIDERED ADEQUATE.

B. N/A

C. N/A

D. N/A

E. N/A

F. BASE FACILITIES WERE ADEQUATE FOR SUPPORT OF THIS MISSION.

G. UPON RECEIPT OF WORD THAT UNIT WOULD BOMB LITTLE ROCK, HOUSTON, AND DALLAS THIS SECTION TOOK IMMEDIATE STEPS TO ASCERTAIN THE AVAILABLE AMOUNT OF TARGET MATERIALS. A PHYSICAL INVENTORY OF DOMESTIC CHARTS REVEALED INADEQUATE SUPPLIES ON HAND, HOWEVER, THROUGH MEANS OF AN EMERGENCY REQUISITION THESE MATERIALS WERE OBTAINED WITHOUT UNDUE DELAY

AND IN NO WAY HAMPERED THE PROGRESS OF THIS UNIT IN PREPARATION FOR THE MISSION. IT WAS DETERMINED IMMEDIATELY THAT THIS WING DID NOT POSSESS SUFFICIENT ACTUAL RADAR FILM COVERING THE ABOVE TARGETS AND TOOK ACTION TO DISPATCH AIRCRAFT TO COVER THE TARGETS. BY THE 20TH OF OCTOBER, ONE ROLL OF FILM COVERING ALL THREE TARGETS HAD BEEN OBTAINED AND TARGET STUDY COMMENCED ON THAT DAY. ANOTHER RUN WAS MADE ON THE 21ST AND AGAIN ON THE 29TH, PROVIDING THIS SECTION WITH GOOD COVERAGE AND SUFFICIENTLY GOOD QUALITY FILM TO EXPAND THE TARGET STUDY PROGRAM. THE TARGET STUDY OFFICERS IN EACH SQUADRON REVIEWED THESE BOMB RUNS WITH THE WING TARGET SECTION PERSONNEL AND BY 25 OCTOBER A VERY EXTENSIVE PROGRAM OF TARGET STUDY IN ACCORDANCE WITH SAC MANUAL 50-12 WAS IN PROGRESS. IT IS FELT THAT THE MATERIALS AVAILABLE WERE OF SUFFICIENT QUANTITY AND QUALITY TO BE CONSIDERED ADEQUATE TO PLAN AND PREPARE FOR THE MISSION. TARGET MATERIALS WERE ASSEMBLED IN FOLDER FORM AND ISSUED TO THE SQUADRONS ON 23 OCTOBER. ULTRASONIC TRAINING COMMENCED ON 15 OCTOBER AND A TOTAL OF 88 HOURS WAS GIVEN THE OBSERVERS FLYING THE MISSION.

3. H. INTERNAL SECRUITY IS CONSIDERED GENERALLY SATISFACTORY. ADDITIONAL GUARDS WERE USED TO AUGMENT THE NORMAL SECURITY FORCE, TO APPREHEND POSSIBLE PENETRATION TEAMS.

4. A. THE MAJOR MATERIEL FACTORS AFFECTING THE 303D BOM WG MISSION OF 3 NOV 54 ARE AS FOLLOWS: KC-97 AIRCRAFT. THE MISSION SCHEDULE AS OF 24 HOURS PRIOR TO TAKE OFF TIME REMAINED FIRM. ALL AIRCRAFT TOOK OFF

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ON TIME. NO SPARES WERE USED. B-47 AIRCRAFT. ONE AIRCRAFT HAD 50 MINUTES DELAYED TAKE OFF DUE TO LOOSE COMPRESSOR DISCHARGE LINE ON #6 ENGINE WITH RESULTING 70% OF POWER. ONE AIRCRAFT WAS DELAYED 42 MINUTES AT TAKE OFF DUE TO INTERPHONE AND RADIO TROUBLE. ONE AIRCRAFT ABORTED AFTER 1 HOUR AND 38 MINUTES FLYING DUE PRIMARILY TO LOSS OF ALL RADIO RECEPTION AND AGGRAVATTED BY THE WING OVER HEAT LITE COMING ON. THIS AIRCRAFT WAS REPLACED BY THE SPARE. ONE AIRCRAFT FLEW 9 HOURS 35 MINUTES BUT HAD K-SYSTEM AIR ABORT (NO DETAILS AVAILABLE YET). ONE AIRCRAFT HAD A 20 MINUTE DELAYED TAKE OFF CAUSED BY #4 ENGIN FUEL REGULATOR LOSING ITS PRIME, (LEAKING OIL LINE) AND SUBSEQUENT FAILURE TO START. ON ONE AIRCRAFT THE K-SYSTEM FAILED TO COME IN COMMISSION PRIOR TO GROUND CREW STATION TIME AND WAS REPLACED ON THE SCHEDULE. ONE AIRCRAFT FLEW 8 HOURS 10 MINUTES BUT HAD K-SYSTEM AIR ABORT (DETAILS NOT YET AVAILABLE). AIRCRAFT AVAILABILITY DID NOT PROVE TO BE A FACTOR SINCE AS HAS BEEN POINTED OUT NO KC-97 SPARES WERE USED AND ONLY ONE B-47 SPARE WAS REQUIRED. THE MAJOR SUPPLY PROBLEMS AND THEIR SOLUTIONS ARE LISTED AS FOLLOWS:

ANFE

1 EA SN-57, 6400-877650

1 EA INDICATOR ID-218, 1670-378200

L EA POLAR CONVERTER, 6400-219668

1 EA COMPUTER, 6400-203960-26

1 EA CONTROL, 2240-20665928

TRANSMITTER, 6400-928050

SIGHT ASSY, Y-4, 6400-721180

SERVO CONTROL, 2240-665929

AOCP

1 EA MASTER INDICATOR 6263-15900

1 EA POWER SUPPLY FILTER, 3340-061865000

1 EA WHEEL WELL DOOR, 1 AFE-5-49300-3

1 EA MASTER INDICATOR, 6263-15900

1 EA FUEL METERING VALVE, 6119-8T-149GAA

1 EA RT-178/ARC-27, 1600-218997125

PILOT PICKUP WAS EFFECTED IN THE CASE OF THREE OF THESE ITEMS AND THERE WERE NINE CANNIBALIZATION ACCOMPLISHED.

(1) EQUIPMENT FAILURE OF THE BOMB-NAV SYSTEM CAUSED 3 ABORTS GIVING AND ABORT RATE OF 12.5 PERCENT. FAILURES CONSISTED OF: AIRCRAFT 51-2443, PP-259/APS-23 POWER SUPPLY. AIRCRAFT 52-216, ANTENNA AS-361/APS-23 TILT MECHANISM WAS STUCK AND A MALFUNCTIONING STABILIZATION UNIT IN THE SAME AIRCRAFT WHICH WOULD NOT REPEAT ON GROUND CHECK. AIRCRAFT 51-2419, POWER SUPPLY, PP-353/APQ-31.

(2) SUPPLY WAS CONSIDERED FAIR IN VIEW OF THE FACT THAT 5 A AND E CANNIBALIZATIONS WERE NECESSARY TO SUPPORT THE MISSION. ACCURACY CHECKS ARE IN PROCESS TO DETERMINE POSSIBLE EQUIPMENT ERRORS AS A CONTRIBUTING FACTOR TO THE GROSS ERRORS.

B. THE COMMUNICATIONS PROCEDURES ESTABLISHED FOR B-47 AIRCRAFT FOR THIS MISSION ARE CONSIDERED SATISFACTORY. ALL ATC REQUIREMENTS WERE

COMPLIED WITH WITHOUT DIFFICULTY. THE TEST OF LONG RANGE HF CAPABILITY SHOWS CONSIDERABLE IMPROVEMENT OVER PAST MISSIONS. 15 AIRCRAFT WERE EQUIPPED WITH HF EQUIPMENT AND LOGGED 35 SUCCESSFUL TRANSMISSIONS. THIS IS 39 PERCENT BASED ON A REQ-UIREMENT OF 6 MESSAGES PER AIRCRAFT. PILOTS REPORTED EXCESSIVELY HEAVY PRECIPITATION STATIC CAUSED BY FRONTAL ACTIVITY IN THE MIDWEST, THAT ADVERSELY AFFECTED HF RECEPTION. ALL AIRCRAFT REPORTED THAT MOST REPORTS COULD HAVE BEEN TRANSMITTED TO CLOSER STATIONS WITHOUT DIFFICULTY SINCE RECEPTION OF OFFUTT, CARSWELL, MACDILL, ETC, WAS BETTER THAN EITHER MARCH OR GREAT FALLS. TWO AIRCRAFT PASSED REPORTS TO KINDLEY AFB, BERMUDA WITH GOOD RESULTS. RENDEZVOUS PROCEDURES WERE GENERALLY SATISFACTORY FOR KC-97 AIRCRAFT AS BRIEFED. ALL B-47 AIRCRAFT MADE CONTACT WITH THE TANKER ASSIGNED BY THE TANKER CONTROL AIRCRAFT. 20 B-47 REPORTED SUCCESSFUL RENDEZVOUS USING APN-76/12 EQUIPMENT WITH AN AVERAGE XX RANGE OF 94 NM. 3 AIRCRAFT REPORTED EQUIPMENT MALFUNCTIONS AND ONE AIRCRAFT NOT REPORTED DUE TO RON AT WALKER AFB. 21 B-47 AIRCRAFT REPORTED SATISFACTORY APN-11 BEACON OPERATION WITH AN AVERAGE RANGE OF 90 NM, 2 AIRCRAFT REPORTED EQUIPMENT MALFUNCTION AND 1 AIRCRAFT NOT REPORTING. THE MAJORITY OF THE UNSATISFACTORY CONDITIONS REPORTED WERE THE RESULT OF MISUNDER-STANDING OF PROCEDURES BETWEEN THE TWO PARTICIPATING UNITS. TOO MANY TANKER AIRCRAFT OPERATED THE APN-11 BEACON AT ONE TIME RESULTING IN SATURATION OF THE APS-23 WITH THE RESULTANT POOR RANGE AND AZIMUTH

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DEFINITION. FOUR CREWS REPORTED COMMUNICATION DIFFICULTIES ARISING FROM MISUNDERSTANDING OF BRIEFED PROCEDURES. CLOSER COORDINATION BETWEEN UNITS PARTICIPATING IN A JOINT EXCERCISE WILL ELIMINATE THESE CONDITIONS.

C. N/A

D. N/A

E. N/A

F. WEATHER: SEE REMARKS IN PARAGRAPH 2. B. (4).

G. THE NAVIGATION PROBLEM IN RESPECT TO ACCURACY OF CLESTIAL LEGS, MEETING BRIEFED CONTROL TIMES BASED ON FORECAST WINDS, AND FLYING THE BRIEFED ROUTE, WAS GREATLY INTENSIFIED DUE TO THE REFUELING OPERATION BEING EXCESSIVE TIMEWISE FOR THREE AIRCRAFT. THE FORECAST WINDS VARYING MORE THAN NORMAL WITH THE ACTUAL WINDS ENCOUNTERED, MODERATE TURBULENCE DURING CELESTIAL OBSERVATIONS, AND IN FLIGHT MAINTENANCE BEING PERFORMED DURING BRIEFED NAVIGATION LEG WERE FACTORS WHICH DECREASED THE ACCURACY OF THE NAVIGATION PHASE OF THE MISSION. RESULTS FOR THE TWENTY FOUR SCHEDULED MISSIONS WERE:

(1) NITE CELESTIAL LEGS:

(A) EIGHTEEN PHOTO SCORED FOR A CEA OF 19.2 NM.

(B) THREE NOT ACCOMPLISHED DUE TO THE LENGTH OF REFUELING OPERATIONS NECESSITATED A CHANGING OF ROUTES AND MAINTAIN TIME AND POSITION IN BOMBER STREAM.

(C) ONE WAS NOT ACCOMPLISHED DUE TO INFLIGHT MAINTENANCE BEING PERFORMED BY OBSERVER.

(D) ONE WAS INCOMPLETE DUE TO SEVERE TURBULENCE DURING OBSERVATIONS.

(E) ONE WAS NOT REPORTED DUE TO THE AIRCRAFT LANDING AT WALKER AFB AND DATA IS NOT AVAILABLE AT THIS TIME.

(2) GRID NAVIGATION LEG:

(A) SEVENTEEN PHOTO SCORED GRID LEGS FOR A CEA OF 15.8.

(B) TWO WERE NOT ACCOMPLISHED DUE TO RADAR AIR ABORT AND RETURNING TO DAVIS MONTHAN AFB.

(C) ONE WAS NOT ACCOMPLISHED DUE TO RADAR MALFUNCTION, ONE ENGINE SHUT DOWN, AND OBSERVERS TOP SCOPE HATCH LOOSE.

(D) ONE WAS NOT ACCOMPLISHED DUE TO FUEL SHORTAGE, AIRCRAFT LANDED AT WALKER AFB.

(E) TWO NOT PHOTO SCORED DUE TO CAMERA MAGAZINE MALFUNCTION AND TORN FILM. OBSERVER'S ESTIMATE FOR THESE TWO GRID LEGS WERE A CEA OF 9.0NM

H. FLIGHT ENGINEERING: NOT CONSIDERED TO BE A DETERMINING FACTOR IN THIS MISSION.

I. THE BOMBING RESULTS OBTAINED FROM 61 RECORD RADAR RUNS RESULTED IN A WING CEA OF 2775 FEET, CEP OF 2050 FEET. THERE WERE MALFUNCTIONS RUNS MADE. THE RESULTS ON THE INDIVIDUAL RBS SITES ARE AS FOLLOWS:

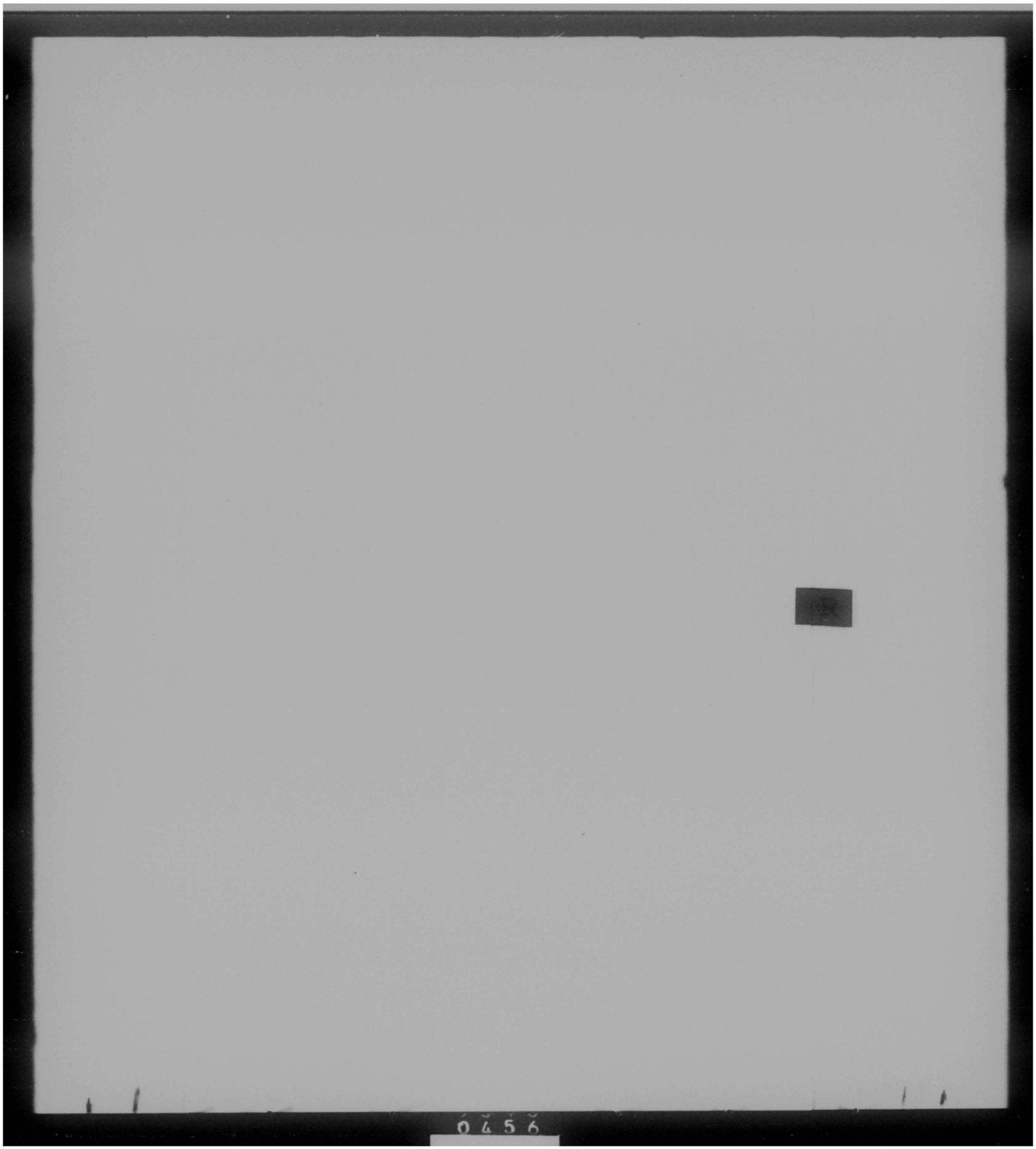
LITTLE ROCK	HOUSTON	DALLAS
CEA 2520 FEET	CEA 2375 FEET	CEA 3398 FEET
CEP 1850 FEET	CEP 2025 FEET	CEP 2050 FEET
20 RECORD RUNS	20 RECORD RUNS	21 RECORD RUNS

EXTREME TURBULENCE AND JET STREAM ACTIVITY WAS ENCOUNTERED OVER ALL THREE SITES. THUNDERSTORM ACTIVITY WAS INTENSE IN THE AREA OF HOUSTON AND OUT SKIRTS OF DALLAS RBS SITES. THE VARYING WINDS ENCOUNTERED PRESENTED SYNCHRONIZATION DIFFICULTY ESPECIALLY AT DALLAS RBS WHERE THE WINDS WERE ALMOST 90 DEGREES TO THE HEADING. THIS RESULTED IN A BOMB IMPACT PATTERN PREDOMINATELY UP-WIND OF THE TARGET. TARGET IDENTIFICATION AT DALLAS PRESENTED THE GREATEST PROBLEM IN AIMING POINT IDENTIFICATION AND COMBINING THE JET STREAM WITH TARGET IDENTIFICATION, DALLAS CONTRIBUTED 93 PERCENT OF THE GROSS ERRORS.

J. TACTICS: N/A

s/t IRA V. MATTHEWS, COLONEL, USAF
3ODC 8404

s/t/ GEORGE A. PESTELL, MAJOR, USAF
REPORTS CONTROL OFFICER



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SECRET

GLOBETROTTER

1. The 303rd Bombardment Wing (Med) scheduled eighteen sorties to complete fifteen Globetrotter missions during the last scorable quarter of 1954, September through November, in compliance with SAC Ltr 50-1. Receipt of notification for this requirement was received 29 September 1954 and mission preparation started immediately following.

2. General mission planning originated in the Plans Section and included such items as route, refueling points, mission requirements, and no-wind flight plan. Tanker support from other 15th Air Force units was requested at this time to facilitate confirmation prior to final mission preparation. A minimum of forty-eight hours prior to take-off crews reported for briefing and wing flight planning which included the general over-all weather forecast. At this time adjustments were made for tanker rendezvous and RBS Site time for required runs. Minor adjustments were also made to complete as many 50-8 requirements as possible for the individual crew concerned. No major problems were encountered during the planning phase of any of the scheduled missions.

3. Of the eighteen scheduled sorties three were aborted. The three incomplete were due to:

a. Mission No. 5 was scheduled against the Castle Air Force Base tanker for the first refueling which was the over-water rendezvous; the tanker failed to become air-borne and, due to the distance and limited time involved, a replacement tanker from the 303rd was not feasible.

b. Mission No. 10 was unable to make refueling contact due to a malfunction of the B-47 refueling system.

c. Mission No. 16, after flying seventeen hours and thirty minutes and upon completion of the fourth refueling, while climbing back to optimum altitude two fire warning lights came "on" necessitating fire shutdown of No. 5 and No. 6 engines. The aircraft was in the Tucson local area at the time of the incident and was advised to fly over the base until fuel was used down to a safe landing weight. Aircraft landed with no further incident.

4. On the first ten scheduled missions, of which eight were completed, clean aircraft configuration was used (no drop tanks). In consideration of the need for external heavyweight refuelings, the remaining were flown with drop tank-carrying aircraft. Due to the length of time en route, aircraft with drop tanks required the scheduling of a fourth tanker. All completed Globetrotter missions flown used four tankers. A fourth tanker was scheduled as an air-borne spare for all missions, and in view of the fact every mission used the extra tanker regardless of the need for all the extra fuel.

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5. Two of the over-water refuelings were moved inland as a last minute effort to avoid aborting the mission because of poor weather off the coast of California in the primary scheduled refueling area. All over-water refuelings were planned for night rendezvous and refueling. Difficulty maintaining refueling position was reported by all crews while refueling at night over water with no reference other than to the tanker aircraft. The elapsed time from take-off to night over-water refueling averaged four hours and thirty minutes for all flight plans; therefore, it is believed crew fatigue was not contributing factor. As much as ten minutes was added to refueling time at low altitude resulting from the difficulty of maintaining refueling position.

6. Aside from the two over-water night refuelings that were moved inland because of weather, two other missions required additional tanker support from the 303rd Air Refueling Squadron due to the weather being below minimums at the scheduled tanker support bases. The area for the second scheduled refueling (McCook, Neb.) generally was good, however, a secondary rendezvous point was available to the extent that the tanker would locate a clear area, then inform the B-47 and direct receiver to that area.

7. The most critical item on this mission seemed to be the supply of oxygen. All B-47 aircraft scheduled for Globetrotter had the ten bottle oxygen supply system. To conserve the supply as much as possible crew members used oxygen only when the cabin altitude was above 10,000 feet, during climb, descent, and refueling. A check each half hour was recorded on forms provided for this purpose and the indication is that, on an average, the oxygen system was not used two-thirds of the time. The remaining supply varied between 50 and 250 pounds depending upon the pressurization system of the aircraft involved.

8. A total of 307:55 hours flying time was used for the 15 completed missions, for an average of 20:50 per sortie. Of the three aborted missions 33:35 was flown for an over-all total of 341:30 to complete the Phase I Globetrotter. From analysis of the accomplishments and results, creditable toward minimum training requirements in compliance with SAC Regulation 50-8, 70% of the flying was used to the best possible advantage. The remaining 30% was used as a pad to avoid excessive crew fatigue.

9. All crews were given 24 hours continuous rest before the mission and only reported to Operations for a pre-mission physical and pre-take-off briefing 2 hours before take-off time. Pre-flight of aircraft was accomplished by another crew.

MISSION SUMMARY

The following is a brief summary of each mission by crew to include all scheduled sorties with indicated crew accomplishments, results, and an analysis of each mission.

1. The first Globetrotter was flown by crew L15, Aircraft Commander Meier, in Aircraft No. 51-2419, Observer Baird, flying time 20:20, on19 October 1954. Due to E-system troubles two malfunctions runs were preferred, the first at San Francisco for 750 and the twelfth hour run at Los Angeles for 1070; resulting CEA 910. A photo-scored Radar Camera Attack was unable to be scored as was an INA run. One night celestial leg was flown with a terminal CE of 11.8 NM. Entire mission was flown without an auto pilot.

CREW ACCOMPLISHMENTS:

5 Photo-Scored Radar Camera Attacks
1 Night Celestial Leg
1 Radar Rendezvous Day
2 Radar Rendezvous Night
10 Wet Hookups (2 Radio Silence - 8 at Night)
1 Long-Range Cruise Control
2 Radar Malfunction Runs
1 INA

2. Mission No. 2 was flown by Crew L74, Aircraft Commander Dunagan in Aircraft No. 52-298, Observer Eiler, flying time 20:2[illegible], on 20 October 1954. There were six RBS runs executed of which one was Record Radar, one Malfunction, one GPI, and three Visual RBSs. Record CEA was Radar 470; Visual RBS 930 CEA. There was one Photo-Scored Radar Camera Attack and one Photo-Scored Visual Camera Attack. One night celestial leg was flown with a terminal CE of 13.0 NM. One Grid Leg was completed. There were no difficulties encountered effecting observer accomplishments.

CREW ACCOMPLISHMENTS:

2 Photo-Scored Radar Camera Attacks
1 Photo-Scored Visual Camera Attack
1 Night Celestial
1 Day Celestial Leg
1 Grid Leg
3 Radar Rendezvous (2 at night)
4 Wet Hookups (2 at night)
1 Long-Range Cruise Control
3 Record Visual RBS
1 Record Radar RBS
1 Malfunction Radar RBS
1 GPI Run
1 INA

3. Globetrotter No. 3 was flown by Crew No. L36, Aircraft Commander Franklin, in Aircraft No. 51-2421, Observer Milsap, flying time 20:20, on 21 October 1954. A total of five Record Radar Runs were credited with a CEA of 1646; one Radar and one Visual Camera-Scored Attack were completed. One night celestial leg with a CE of 12 NM. one Grid Leg with a CE of 28NM, and one day celestial leg scored at 29 NM.

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CREW ACCOMPLISHMENTS:

1 Photo-Scored Radar Camera Attack
1 Photo-Scored Visual Camera Attack
1 Night Celestial Log
1 Day Celestial Log
1 Grid Log
3 Radar Rendezvous (2 at night)
5 Wet Hookups (3 at night)
5 Radar Record RBS Runs

4. Crew S14, Aircraft Commander Smith, flew Aircraft No. 52-149, Observer Campbell, flying time 20:30 hours, on 22 October 1954. The crew completed four Record Radar RBS for a CEA of 1540 and one Malfunction GPI run. One night celestial was flown but incomplete due to camera malfunction. A day celestial leg with pressure pattern was flown plus one Grid Leg.

CREW ACCOMPLISHMENTS:

1 Night Celestial Leg (incomplete)
1 Day Celestial Leg with Pressure Pattern
1 Grid Leg with Celestial Fix
2 Radar Rendezvous (1 at night)
6 Wet Hookups
1 Max Load Gunnery
1 Long-Range Cruise Control
4 Record Radar RBS
1 Malfunction GPI Run

5. Crew L31, Aircraft Commander Warner, in Aircraft 51-2423, Observer Traxler, on 26 October 1954, were scheduled on No. 5 mission for minimum of twenty hours, but after 7:00 hours flight time, three Radar Malfunction Runs, and two Photo-Scored Camera Attacks, the mission was cancelled per Radio Message from 15th Air Force, and the crew returned to their home base. The reason for abort was the first support tanker failed to become airborne.

CREW ACCOMPLISHMENTS:

2 Photo-Scored Radar Camera Attacks
1 Long Range Cruise Control
3 Radar RBS Malfunction Runs

6. Mission No. 6 was flown by Crew No. S41, Aircraft Commander Bayne, in Aircraft No. 51-2420, Observer Royalty, flying time 20:10, on 26 October 1954. Their net accomplishments were two Radar Record RBS for a CEA of 1525, two practice Radar Malfunction Runs, one IFDA on Denver, and one night Celestial Leg with a CE of 11 NM. Only write-up on mission was A-5 Radar failed.

CREW ACCOMPLISHMENTS:

1 Night Celestial Leg

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5 fighter attacks (locked on)
3 Radar Rendezvous (2 at night)
5 Wet Hookups (3 at night)
1 Long-Range Cruise Control
2 Radar Record RBS
2 Radar Practice Malfunction Runs
1 IBDA

7. Crew No. 108, Aircraft Commander Held, flew mission no. 7 in Aircraft No. 51-2431, Observer Rogers, flying time 20:10 hours, on 27 October 1954. Accomplishments were two Record Radar RBS runs with a CEA of 5250; and two Malfunction Runs, three Photo-Scored Radar Camera Attacks, one night celestial with a CE of 18.3 NM and one day celestial with pressure pattern scored at 20.5 NM. Radar Malfunction was ascertained as faulty time to go Meter in the K-System.

CREW ACCOMPLISHMENTS:

3 Photo-Scored Radar Camera Attacks
1 Night Celestial Log
1 Day Celestial Log with Pressure Pattern
3 Radar Rendezvous (1 at night)
4 Wet Hookups (1 at night, 2 180M heavyweights)
1 Maximum Load Gunnery
1 Long-Range Cruise Control
2 Record Radar RBS
2 Malfunction Radar RBS

8. Crew 317, Aircraft Commander Johnson, flew No. 8 mission in Aircraft No. 52-150, Observer Little, flying time 20:10 hours, on 28 October 1954 accomplished a total of five Record Radar RBS with a CEA of 1068, two Visual Record RBS with a CEA of 720, one Photo-Scored Radar Camera Attack, one Night Celestial Log scored as 16 NM. No difficulties were encountered.

CREW ACCOMPLISHMENTS:

1 Photo-Scored Radar Camera Attack
1 Photo-Scored Visual Camera Attack
1 Night Celestial Log
3 Radar Rendezvous (2 at night)
3 Wet Hookups (Irwin silence - 2 at night)
1 Max Load Gunnery
1 Long Range Cruise Control
1 Visual Record RBS
5 Radar Record RBS
1 Malfunction Radar RBS

9. Mission No. 9 was flown by Crew No. 104, Aircraft Commander Neal, In Aircraft No. 52-230, Observer Newby, flying time 7:50 hours, on 9 November 1954. After completing five record radar RBS runs for a CEA of 2164 the crew was forced to abort due to faulty aerial refueling equipment.

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CREW ACCOMPLISHMENTS:

1 radar rendezvous at night
1 wet hookup at night
5 record radar RBS

10. Crew No. L43, Aircraft Commander Collette flew No. 10 in Aircraft No. 52-214, Observer Clark, flying time 20:10, on 9 November 1954, accomplished on this mission two record radar RBS runs with a CEA of 1410', one visual RBS record run with 970' CEA. One malfunction run and three record visual actual releases were scored with a CEA of 920'. There was one night celestial leg with a CE of 13 NM, a Grid Leg with 07 NM CE and a day celestial of 12 NM CE.

CREW ACCOMPLISHMENTS:

3 record visual releases
1 night celestial leg
1 day celestial leg
1 grid leg
3 radar rendezvous (2 at night)
10 wet hookups (4 at night)
1 max load gunnery mission
1 long-range cruise control
1 visual record RBS
2 radar record RBS
1 malfunction radar RBS

11. Crew No. L31, Aircraft Commander Warner flew No. 11 in Aircraft No. 51-2425, Observer Trexler, flying time 20:15 hours, on 15 November 1954, flew their second try accomplishing three record radar runs for a CEA of 5463', three radar malfunction runs, one photo-scored radar camera attack, completed one night celestial leg for a CE of 12 NM. There was no underlying cause determined on post-mission analysis for the gross error inflicting the high CEA.

CREW ACCOMPLISHMENTS:

2 photo-scored radar camera attacks
1 night celestial leg
3 radar rendezvous (1 at night)
4 wet hookups (1 radio silence, 2 at night, 1 190M heavy-weight)
1 long-range cruise control
4 record radar RBS
3 radar malfunction runs

12. Crew No. L46, Aircraft Commander Kestler, in Aircraft No. 51-2433, Observer Reed, flying time 22:10 hours, on 16 November 1954, accomplished three record radar RBS with a CEA of 916', one

radar malfunction run, one record visual actual release of 690', and one photo-scored visual camera attack. There was one grid leg with celestial scored at 13.6 NM.

CREW ACCOMPLISHMENTS:

1 record visual release
1 photo-scored visual camera attack
1 grid leg with celestial
1 radar rendezvous
7 wet hookups (6 at night - 1 190M heavyweight)
1 max load gunnery
1 long-range cruise
3 radar record RBS
1 radar record malfunction RBS

13. Mission No. 13 was flown by crew No. L11, Aircraft Commander Bell, in Aircraft No. 51-2444, Observer Broyhill, flying time 21:40 hours, on 18 November 1954; total results were six radar record RBS runs for a CEA of 1170', one radar malfunction run, two visual record RBS with a CEA of 1245', two photo-scored visual camera attacks, one night celestial leg with a terminal CE of 10NM, one grid leg with celestial at 12 NM and one without celestial that was unable to be scored.

CREW ACCOMPLISHMENTS:

2 photo-scored visual camera attacks
1 night celestial leg
1 grid leg with celestial
1 grid leg without celestial
2 radar rendezvous
8 wet hookups (5 at night - 1 190M heavyweight)
1 long-range cruise
2 visual record RBS
7 radar record RBS
1 malfunction radar RBS

14. Crew No. L22, Aircraft Commander Dick, in Aircraft No. 51-2443, Observer Buscembo, flying time 20:05 hours, on 18 November 1954, accomplished the total of six radar record RBS, with a CEA of 2126', one practice radar RBS, one radar scored camera attack, two visual scored camera attacks, one night celestial with pressure pattern was unable to be scored. Only difficulty encountered was late T. O. due to tanker malfunction.

CREW ACCOMPLISHMENTS:

1 radar-scored camera attack
2 visual scored camera attacks
1 visual record RBS
6 radar record RBS
1 night celestial with pressure pattern
2 radar navigation legs
1 radar approach

2 radar rendezvous (1 at night)
7 wet hookups (6 at night - 1 190M heavyweight)
3 fighter attacks
1 cruise control mission

15. Crew No. L39, Aircraft Commander Howze, in Aircraft No. 51-2420, Observer Graves, flying time 18:45 hours, on 22 November 1954, were forced to return to their home base prior to completion of the scheduled twenty hours after two radar malfunction runs and loss of two engines, altitude could not be maintained and safety of flight conditions were hazarded.

CREW ACCOMPLISHMENTS:

1 radar rendezvous at night
6 wet hookups (3 at night - 1 190M heavyweight)
2 radar malfunction runs

16. Crew No. L13, Aircraft Commander Jackson, in Aircraft No. 51-5229, Observer Baseler, flying time 20:05 hours, on 22 November 1954 accomplished four radar malfunction runs, and one practice radar RBS. They completed on night celestial leg for a CE of 14 NM. The 12th hour run was a malfunction run at Phoenix at required altitude. All others were below 35M.

CREW ACCOMPLISHMENTS:

1 malfunction radar 35M
1 practice radar RBS (below 35M)
3 malfunction radar RBS (below 35M)
1 night celestial leg
4 wet hookups (1 190M heavyweight)
1 cruise control mission

17. Crew S1F, Aircraft Commander Cook, in Aircraft No. 52-150, Observer Christie, flying time 20:05 hours, on 22 November 1954 accomplished one record radar RBS for a CE of 900', three radar malfunction runs, and two practice visual releases, scores not yet obtainable. They completed one night celestial scored at 14.6 NM, one grid leg without celestial at 27 NM, and a day celestial leg without pressure pattern at 31 NM scored.

CREW ACCOMPLISHMENTS:

2 practice visual releases
1 record radar RBS
3 radar malfunction runs
1 night celestial leg
1 day celestial without pressure pattern
1 grid leg without celestial
1 radar night rendezvous
5 wet hookups (3 at night - 1 190M heavyweight)
1 cruise control mission

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18. Crew No. S48, Aircraft Commander Colett, in Aircraft No. 51-2419, Observer Fleming, flying time 20:30 hours, on 29 November 1954, flew the last Globetrotter accomplishing three malfunction radar runs, and one day celestial with pressure pattern. The bulk of the K-system computer functions were inoperative throughout the mission.

CREW ACCOMPLISHMENTS:

3 malfunction radar RBS
1 day celestial without pressure pattern
2 radar rendezvous (1 at night)
6 wet hookups (4 at night - 1 180M heavyweight)

During the period of 19 October 1954 through 29 November 1954 the total analytical results of Globetrotter Mission for Observers are as follows:

	No.	
Acft scheduled	18	
Crews scheduled	17	
Complete missions	15	
Record radar runs	45	
Record radar runs CEA	1940'	
Record visual RBS runs	8	
Visual RBS runs CEA	961'	
Visual actual releases	4	
Actual releases CEA	632'	
Malfunction runs	31	
Complete radar air aborts	3	(Fleming-Baird-Rogers)
Aircraft Equipment aborts	2	(Neal and Howze)
Tanker aborts	1	(Warner on No. 1)

COMMON ROUTE FOR FIRST TEN MISSIONS:

Depart Davis-Monthan AFB
TO: Anton Chico, N. Mex.
Albuquerque, N. Mex.
Barrett, Calif.
Victorville, Calif.
Los Angeles, Calif.
Point Conception, Calif.
34°00N 122°35W (Tanker Orbit Point)
34°12½N 124°35W Refueling
34°23N 126°00W
35°32N 126°10W
San Francisco, Calif.
45°00N 124°30W
Laramie, Wyo.
Denver, Colo.
McCook, Neb. (Tanker Orbit point)

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COMMON ROUTE FOR FIRST TEN MISSIONS: (Cont.)

Refueling en route to:

TO: Sullivan, Mo. (2nd refueling)
Brunswick, Ga.
Warner Robbins AFB, Ga.
Atlanta, Ga.
Rome, Ga.
Birmingham, Ala.
Kilgore, Tex.
Dallas, Tex.
El Paso, Tex.
Wickenburg, Ariz. (3rd Tanker Orbit Point)

Refueling to:

TO: 34°43½N 114°53W
Kelso, Calif.
35°10N 115°27W
37°30N 112°30W
Havre, Mont.
Flagstaff, Ariz.
Roosevelt Reservoir, Ariz.
Phoenix, Ariz.
Tucson, Ariz.
DMAFB

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ROUTE USED FOR LAST EIGHT MISSIONS:

DMAFB to Ryan, Ariz. 190,000# refueling

TO: Palmdale, Calif.
Modesto, Calif.
Sacramento, Calif.
Los Angeles, Calif.
Milford, Utah
Point Arena, Calif.
Point Conception, Calif.
34°00N 122°35W (Tanker Orbit)
34°12N 124°35W (Refuel)
San Francisco, Calif.
45°00N 124°30W
Laramie, Wyo.
Denver, Colo.
McCook, Neb. (Tanker Orbit) 3rd refuel
Kansas City
Dallas, Tex.
Amarillo, Tex.
Denver, Colo.
Milford, Utah
DMAFB (4th refuel Ryan)
Phoenix, Ariz. NRS
DMAFB

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COMMUNICATIONS PROBLEMS ENCOUNTERED DURING GLOBE TROTTER MISSIONS

1. The recent Globe Trotter Missions revealed two problems in the communications field that had not been encountered before in the type missions normally flown by this unit. These are:

a. The seriousness of the lack of long-range communications capability in long-range missions. The distances and courses flown by the B-47 aircraft made it difficult to make good an ETA some 12 to 13 hours after take-off at a designated orbit point. The refueling problem was of paramount importance in these missions, and a successful rendezvous during the latter part of the mission required that the B-47 aircraft have a means of transmitting a revised ETA at the orbit point to the unit responsible for the refueling. Aircraft not having high frequency radio equipment installed did not have access to the normal channels of communications for transmitting a message of this type. The only means available was through UHF contact with CAA, AACS, or other military facilities. Normally these facilities, having UHF capability, did not have the capability of rapid relay of message traffic to the desired military units. Throughout the period that these missions were flown it was found that the most reliable and rapid means of relaying tactical messages was through a SAC Control Room, via the SAC SOCS telephone system to the unit concerned.

b. The other problem encountered was the lack of proper ACP 101 (A) address groups for certain air refueling units supporting our missions. As an example, ACP 101 (A) lists the 98th Bombardment Wing as being located at Fairchild Air Force Base, Washington. Further there is no address group listed for the 90th Air Refueling Squadron located at Castle Air Force Base, Calif. These deficiencies in ACP 101 (A) increased the problems encountered in relaying revised refueling area ETA's to the units concerned.

2. Correspondence was initiated to Headquarters Fifteenth Air Force, 30 November 1954, requesting that a consolidated list of SAC Control Rooms, with hours of operation, call sign, and frequencies be published for use by aircraft without high frequency facilities.

MEDICAL TESTS ACCOMPLISHED FOR GLOBE TROTTER MISSION

1. Pre- and post-flight data has been accomplished on fifteen crews of the 303rd Bombardment Wing, (M) mission "GLOBE TROTTER." This material is now being statistically analyzed by the Department of Biometrics, School of Aviation Medicine, Randolph, Texas. A report of our findings will be submitted 1 February 1955.

2. Pre- and post-flight tests included, EKG tracings, weight, blood pressure, distant vision, near vision, depth perception, heterophoria, total eosinophile counts, blood: glucose, N.P.N., creatinie and CO2 combining power; sedimentation rates, RBC, WBC, differential white counts, motor and sensory psychometric tests.

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CONCLUSION:

1. Scored results of crew accomplishments do not indicate that crew fatigue is a factor that will prevent the accomplishment of acceptable results.

2. That the Observer has the most difficulty from crew fatigue during the period 12 to 16 hours after take-off. This period of time for all missions flown was between 0400 and 1200 MST.

3. Over-water night refueling appears the most difficult maneuver from a pilot standpoint.

4. Food was no problem, provided a reasonable effort was put forth in the selection and preparation for flights of twenty hours duration. Flight lunches consisted of two box lunches containing sandwiches with meat, fruit, and drink (milk). The third lunch contained all canned food, which in all instances was not consumed.

5. Aircraft with defective pressurization systems will have to abort if the crew through necessity must stay on oxygen during the complete mission.

6. That no serious equipment or personnel problems affect the successful accomplishment of this type mission.

7. That the rest provided the crews before take-off was very valuable and contributed greatly to successful completion of the mission.

RECOMMENDATIONS:

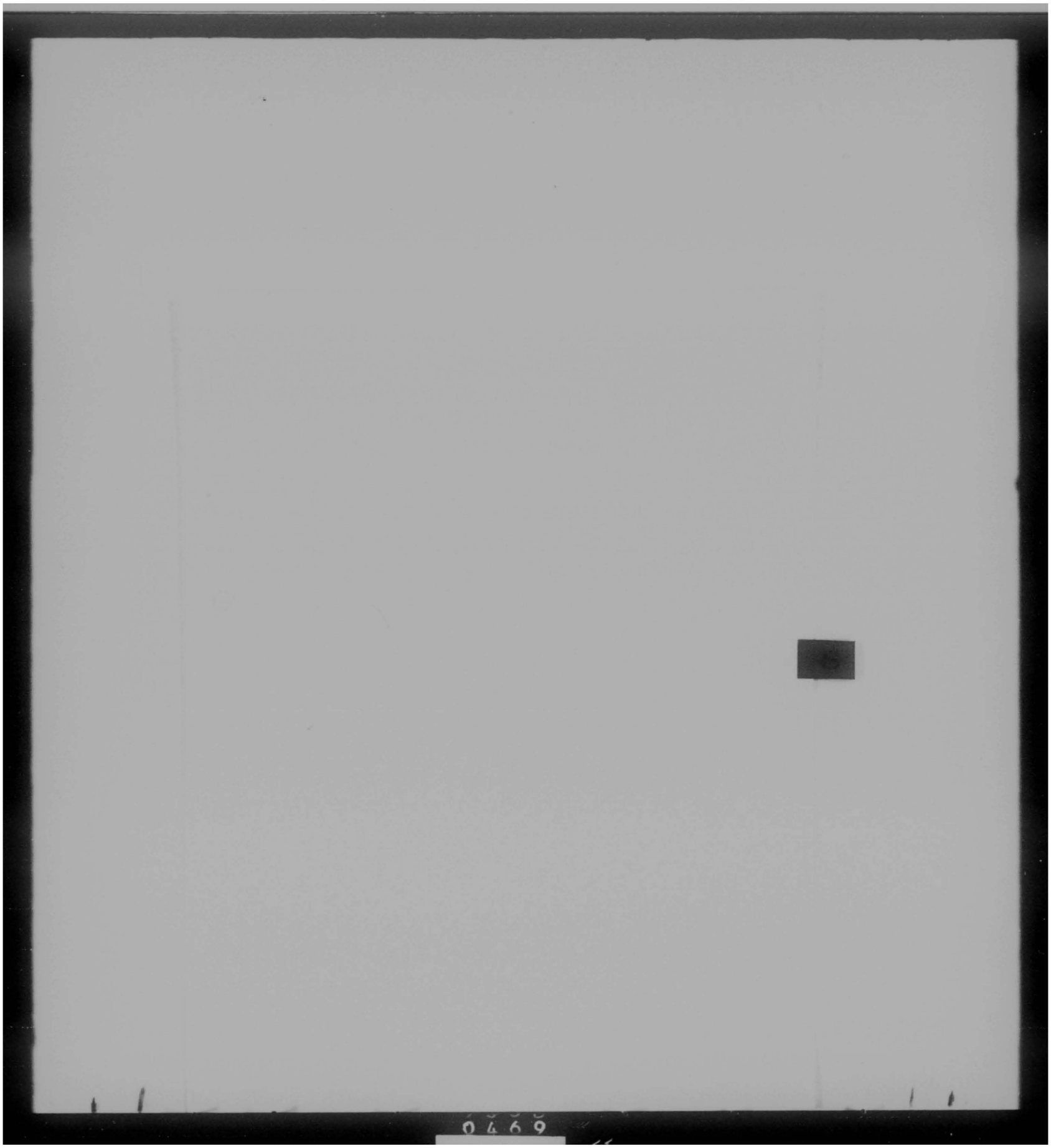
1. It is recommended that a soft cover be provided for the survival kit or it be remodeled to provide a more comfortable seat for long flights. All crew members stated that using the kit for a seat becomes almost unbearable after ten hours flying.

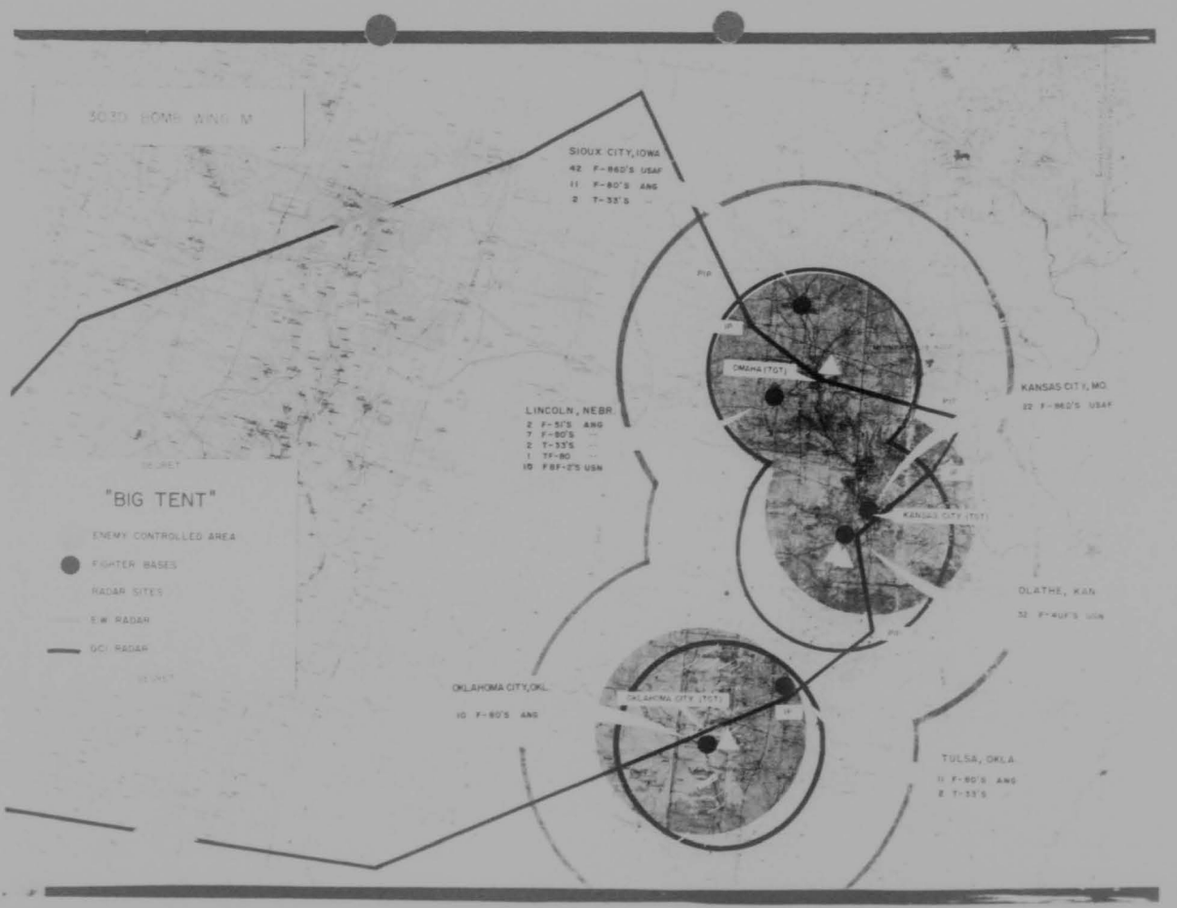
2. That co-pilot be checked out in refueling and all crews maintain proficiency in night refueling over water.

3. That provision be made to provide a shelf to rest the back-type parachute since this is a major crew fatigue factor.

4. That consideration be given to improving the present helmet or redesigning it in view of the discomfort involved over long periods of flight time.

5. That one mission per year for combat ready crews is a realistic requirement.





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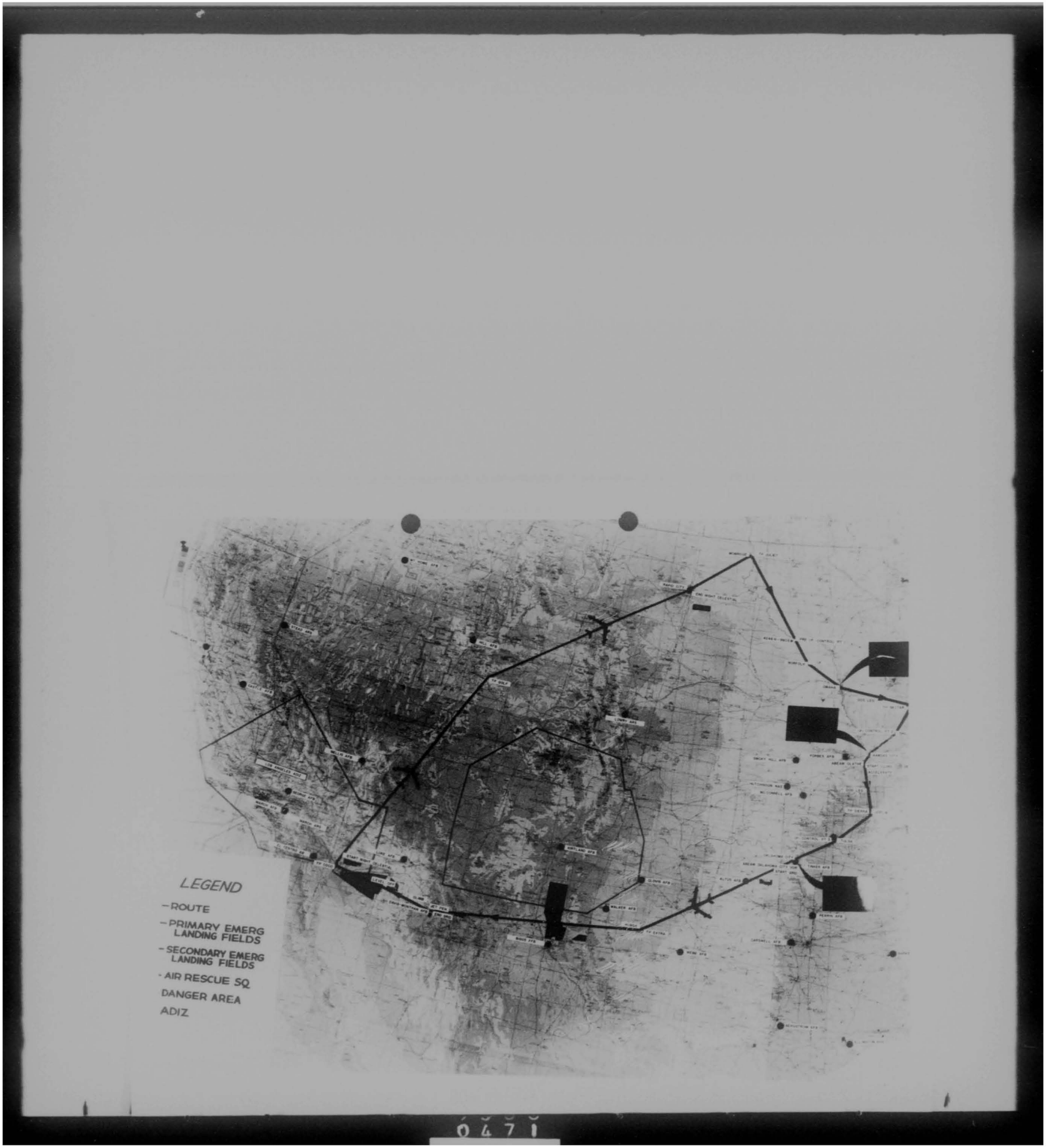

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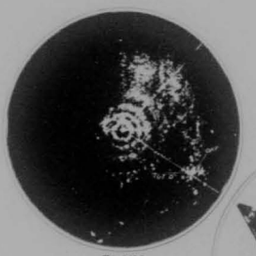

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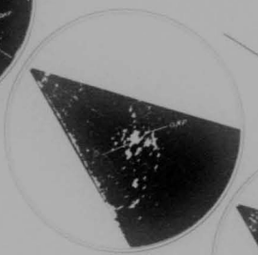
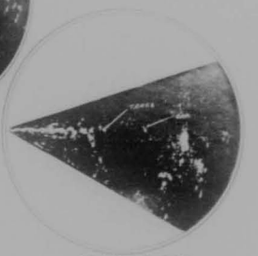


22 NM

T C 125°

13.5 NM

6.0 NM



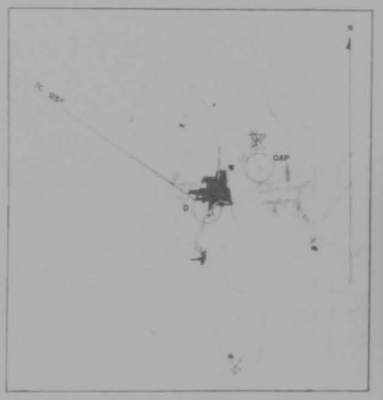
4.5 NM TO OAP

TARGET DELTA CLASS II A

ELEVATION 1117'
WATSON BROS. TRANSPORTATION CO.
AIMING POINT TOP OF
NW CORNER OF LARGE
FREIGHT BLDG
41° 14' 40.7" N
95° 56' 47.06" W

OAP 4 SPAN STEEL R/R BR CROSSING

MISSOURI RIVER FROM
N COUNCIL BLUFFS AT
41° 16' 42.5" N
95° 53' 27" W
BRIDGE IS #1 RADAR POWER
DECK IS 50' ABOVE WATER
STRUCTURE RISES 40' ABOVE DECK
LENGTH IS 1050'
N-12245'
E-15428'



0472

CONFIDENTIAL

KANSAS CITY

15 AF OPS ORD 146-54

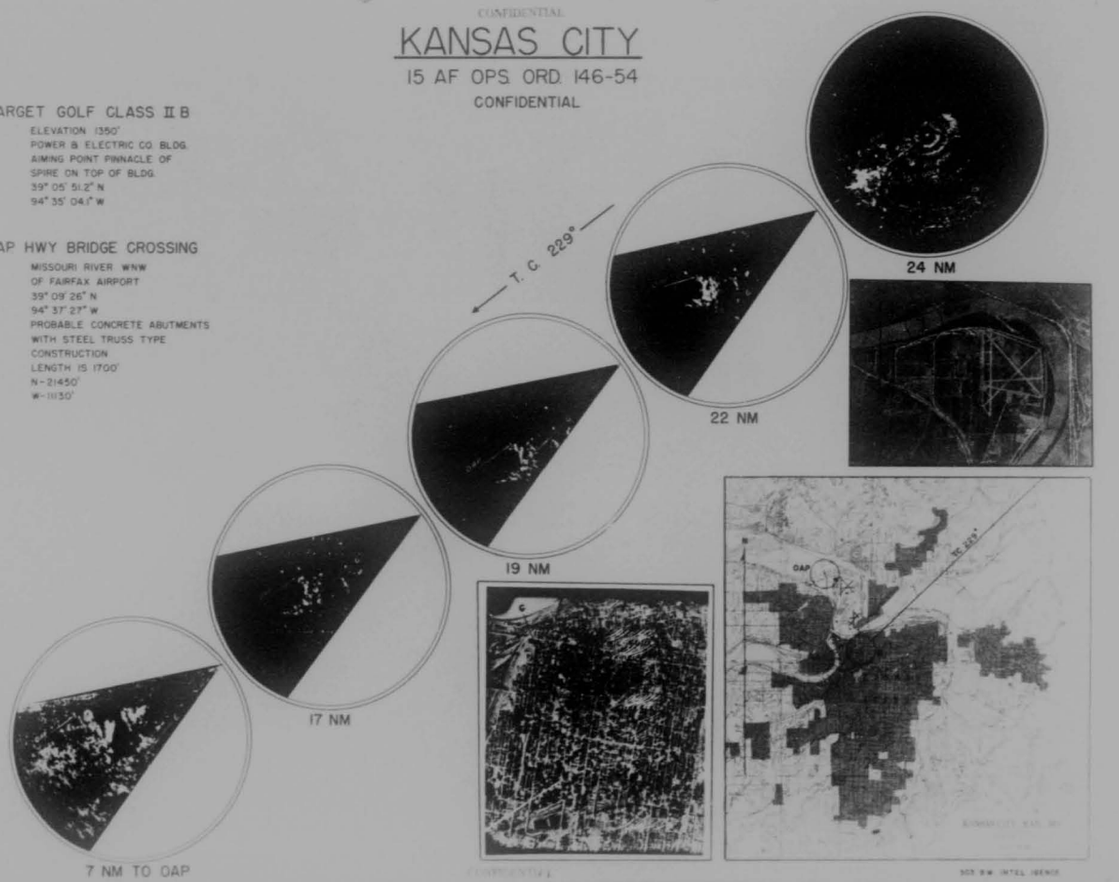
CONFIDENTIAL

TARGET GOLF CLASS II B

ELEVATION 1350'
POWER & ELECTRIC CO. BLDG.
AIMING POINT PINNACLE OF
SPIRE ON TOP OF BLDG.
39° 05' 51.2" N
94° 35' 04.1" W

OAP HWY BRIDGE CROSSING

MISSOURI RIVER WNW
OF FAIRFAX AIRPORT
39° 09' 26" N
94° 37' 27" W
PROBABLE CONCRETE ABUTMENTS
WITH STEEL TRUSS TYPE
CONSTRUCTION
LENGTH IS 1700'
N-21450'
W-11130'



CONFIDENTIAL

0473

CONFIDENTIAL

OKLAHOMA CITY

15 AF OPS ORD 146-54

CONFIDENTIAL

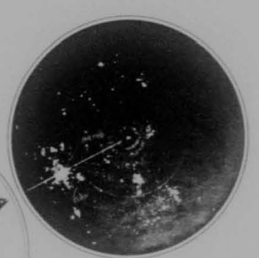
TARGET BRAVO CLASS II B

ELEVATION 1250'
CAPITOL BUILDING
AIMING POINT BASE OF
SE CORNER OF EAST WING
35° 29' 31.082" N
97° 30' 08.296" W

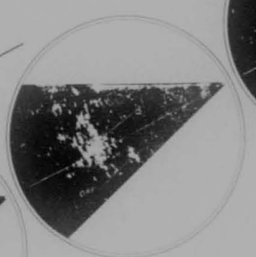
OAP SE CORNER OF B-36 HANGAR

AT TINKER AFB
35° 25' 36" N
97° 23' 21" W
S-24160'
E-33415'

T.C. 242°

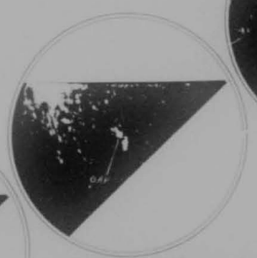


27 NM



24 NM

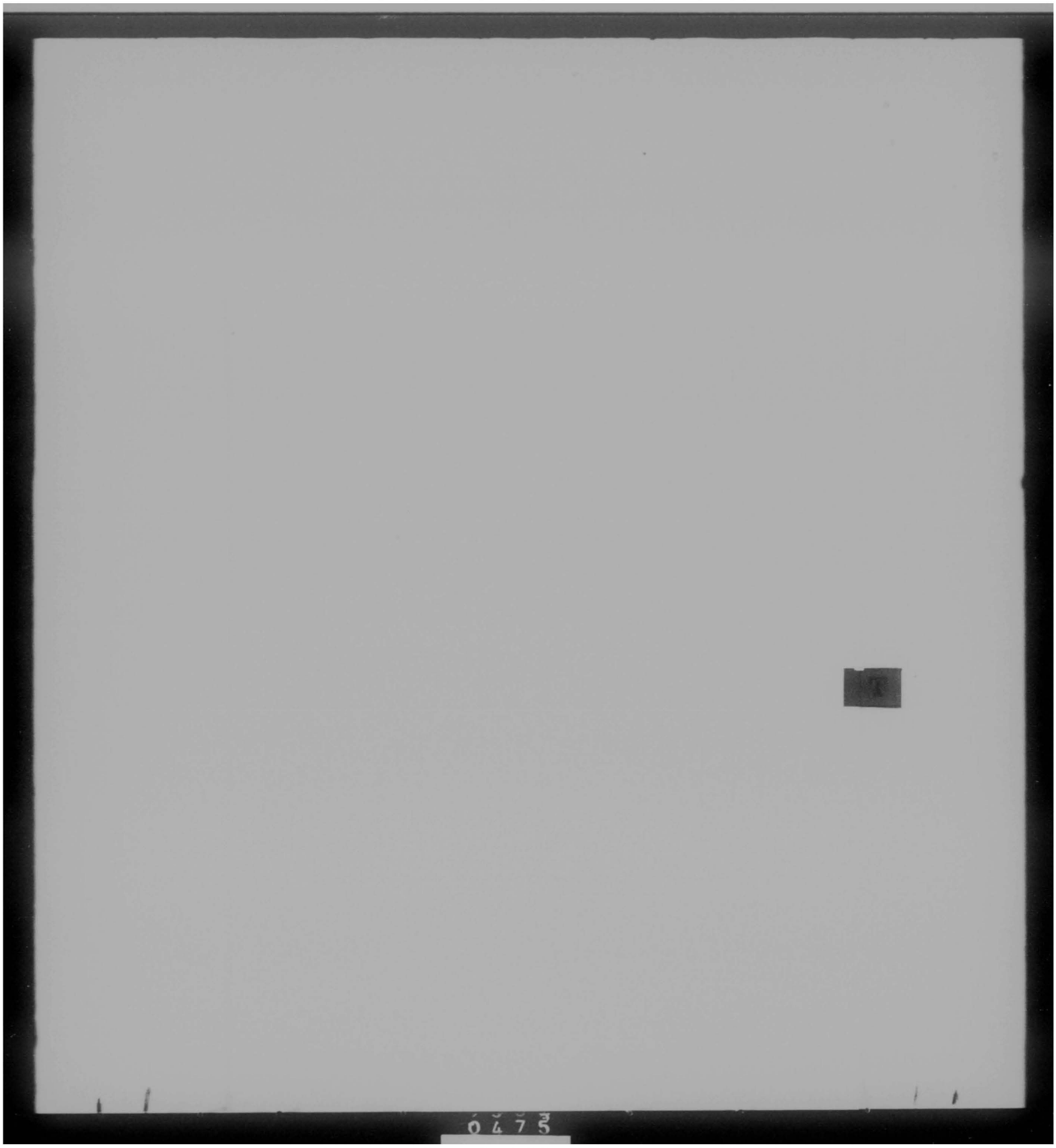
15.5 NM TO OAP



11 NM TO OAP

9 NM TO OAP

0474



C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

C O P Y

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 1954, crew T08DO, Aircraft Commander, Major Clarence L. Martindale, 303rd Air Refueling Squadron, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for November 1954.

2. Major Martindale has a total of over 3000 accident free hours as pilot, of which 187 hours are combat time. He has flown 57 combat missions in the South-West Pacific Area. The Aircraft Commander, Assistant Boom Operator and Radio Operator were on crew T08 when it was formed in June 1953. The co-pilot, primary boom operator and navigator were Standboarded with the crew when it became combat ready in February 1954. The flight engineer joined the crew in July 1954. During a recent TDY in the United Kingdom, crew T08 flew all scheduled missions without an abort, during the entire TDY period.

3. Crew T08DO:

Aircraft Commander	Major Clarence	L. Martindale	AO 663061
Co-pilot	1/Lt Gordon	H. Personius	AO 2224249
Navigator	Capt Edward	R. Casey	AO 2074665
Engineer	M/Sgt William	H. Howland	AF 16343245
Radio Operator	A/1C James	W. Summers	AF 24290663
Boom Operator	S/Sgt Ben	E. Heath	AF 16354301
Asst Boom Operator	A/2C Donald	D. Vorhies	AF 11357886

0476

Hq 36th ADiv 30DCOS Subject: Flying Safety Crew of the Month

4. Aircraft Commander's Flying Time

a. Total Pilot Hours	3065
b. Four Engine Hours	494
c. KC-97 Hours	470
d. Hours Last 30 Days	48

1 Incl
1. Photo (in trip)

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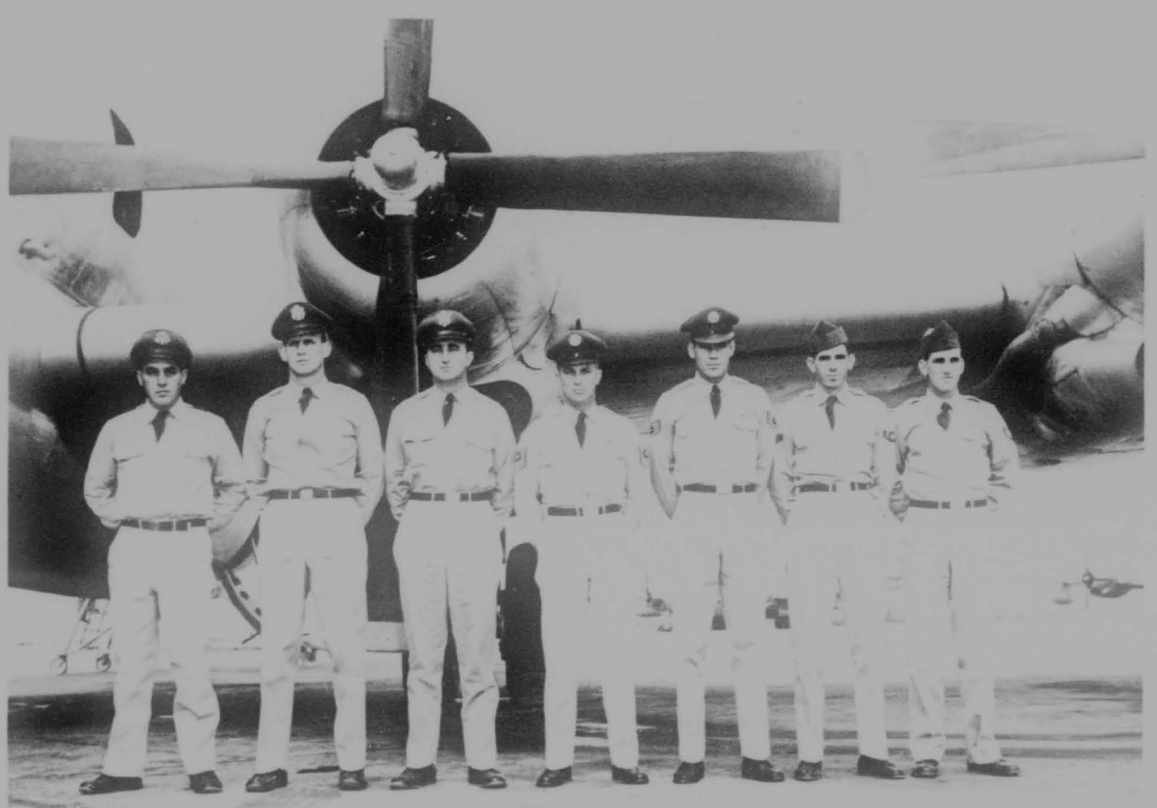
Comdr 15AF



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HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

3ODCOS

SUBJECT: Maintenance Man of the Month

TO: Commander
Strategic Air Command
ATTN: Flying Safety Division
Offutt Air Force Base
Omaha, Nebraska

1. I take pleasure in nominating as Maintenance Man of the Month, Master Sergeant Arthur T. Kneuer, AF 32412737.

2. Sergeant Kneuer entered the Air Force 7 August 1942 at Fort Dix, New Jersey, attended A&E school at Amarillo, Texas, served in the ETO from April 1944 to June 1945, during which time he won the Bronze Star Medal for crewing a B-17 through 58 consecutive combat missions without a single abort. He went overseas again in June 1949 to Okinawa and at the outset of the Korean conflict was assigned to the 19th Bomb Group, 28th Bomb Squadron as crew chief on B-29s. His aircraft flew 28 missions over Korea. In addition to the Bronze Star, he has the following citations: The Good Conduct Medal, ETO Ribbon (with six battle stars), Distinguished Unit Badge, Japanese Occupation Ribbon, United Nations Service Ribbon and Korean Service Medal.

3. During the months of August and September 1954, Sergeant Kneuer and his crew have won the wing maintenance achievement award for the outstanding performance of their aircraft, KC-97 52-855A. This is especially commendable due to the keen competition and exceptional in-commssion rate attained by the other KC-97 aircraft of the wing.

4. Sergeant Kenuer's exceptional knowledge of aircraft knowledge of maintenance plus his ability to transmit this knowledge to others has earned for him, the additional duty of NCOIC of this sections OJT program; a job which he has performed in the same manner that he has maintained his aircraft. He has also assumed the duty of flight chief of his flight during the absence of the regular flight chief several times in the past few months.

0480

Hq 36th ADiv 300C0S Subject: Maintenance Man of the Month

5. The loyalty, determination and dependability which Sergeant Kneuer has continually shown in discharging his duties in this organization has, without a doubt, earned him a top postion among the maintenance personnel in this wing. The outstanding example that Sergeant Kneuer has persistently set for the young airmen of this organization has definitely been a big contributing factor toward keeping the delinquency rate of the squadron at its present low level.

6. In view of Master Sergeant Kneure's consistant 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, 15AF

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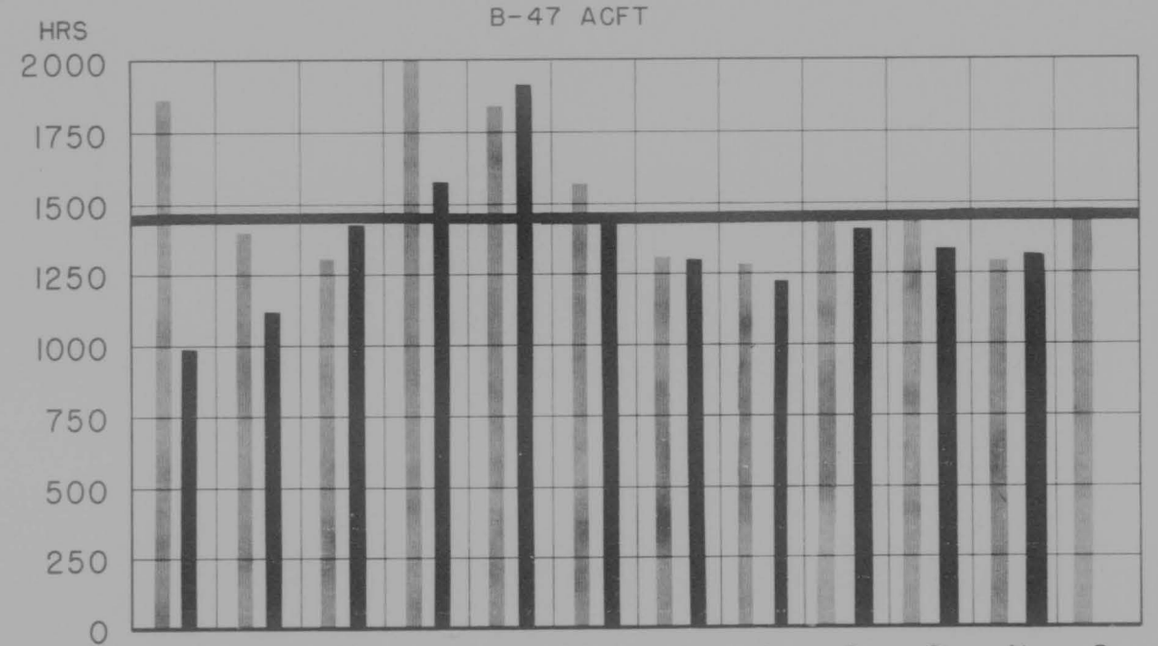
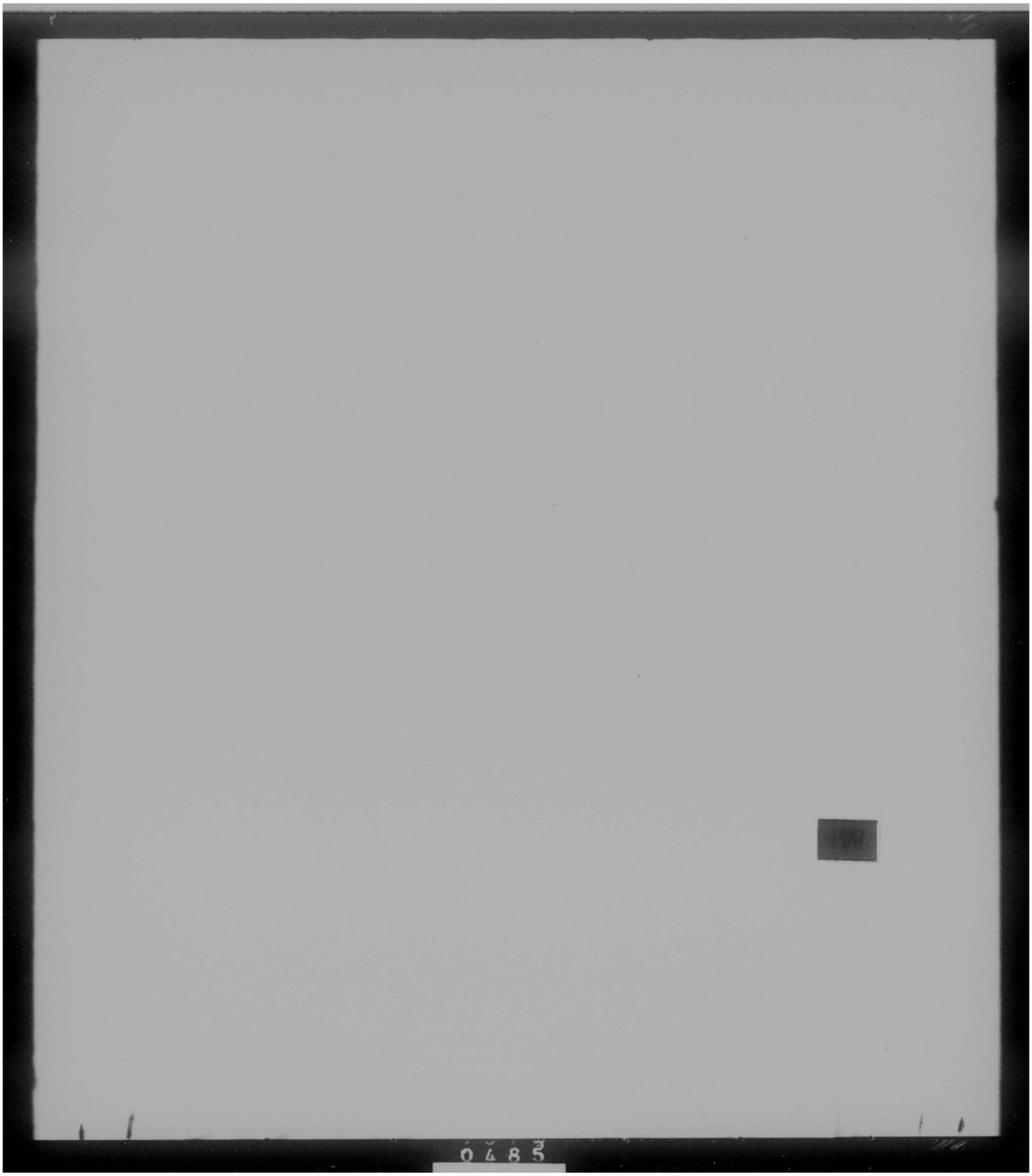
FLYING TIME

B-47 ACFT



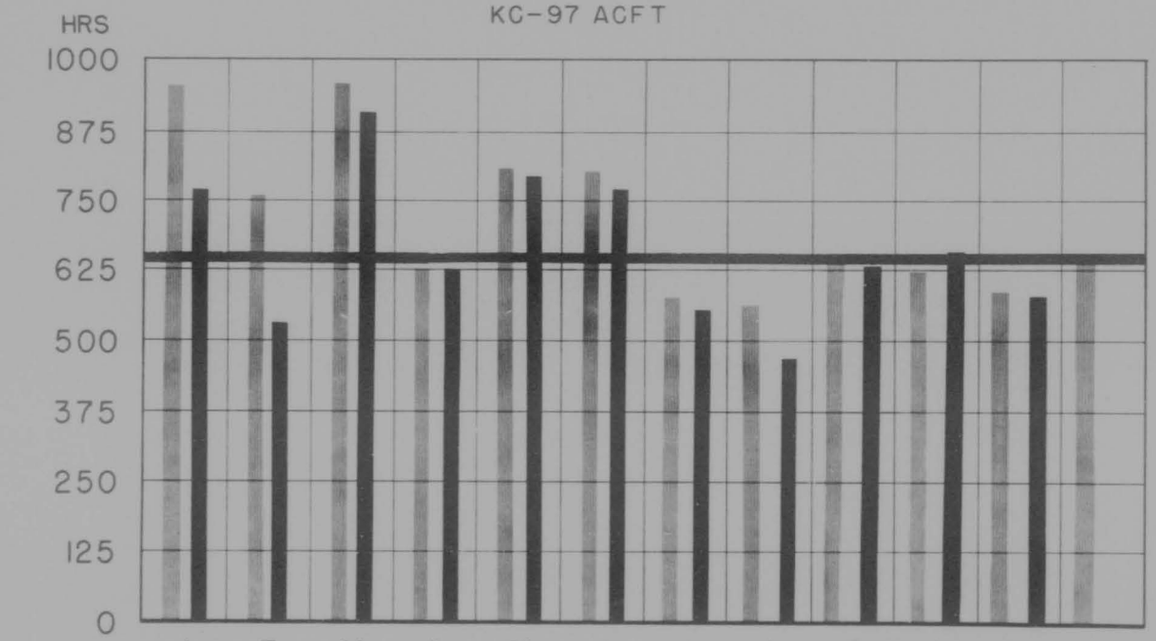
	J	F	M	A	M	J	J	A	S	O	N	D
PROJECTED CAPABILITY	1865	1408	1306	2586	1846	1623	1309	1278	1473	1472	1280	1450
ACCOMP	986	1132	1421	1593	1908	1431	1306	1233	1413	1371	1353	

0484



FLYING TIME

KC-97 ACFT



	J	F	M	A	M	J	J	A	S	O	N	D
PROJECTED CAPABILITY	952	765	966	1049	817	814	582	549	630	624	601	650
ACCOMP	762	530	911	625	798	767	555	474	627	658	593	

0486

SECRET

HISTORY

DECEMBER 1954

303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

DAVIS-MONTHAN A F B TUCSON, ARIZONA

SECRET

SECRET

HISTORY

OF

THE

303RD BOMBARDMENT WING, MEDIUM

1 December - 31 December

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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Historical Technican

ROBERT V. MOREY
1st Lt, USAF
Historical Officer

for D. W. SAUNDERS
Colonel, USAF
Commander

SECRET

TABLE OF CONTENTS

COVER

Maintenance personnel of the 360th Engineering Section of the 303rd Bombardment Wing, Medium, at Davis-Monthan Air Force Base, are shown performing night maintenance on one of their B-47 type aircraft in preparation for participation in Operation "Big Tent." Bomb Crews of the 303rd achieved outstanding bombing results during the Operation.

CHAPTER 1

ORGANIZATION AND ADMINSTRATION

MISSION

There were no changes in the mission of the 303rd Bombardment Wing, Medium, during the month of December 1954. 1/

ORGANIZATION

This history constitutes the twenty-fourth report since the conversion of the 303rd Bombardment Wing, Medium to B-47 type Stratojet Medium Bombers.

Activities in general and the current status of the "Combat Ready" wing for the month of December 1954 are reflected herein.

COMMAND

In conjunction with Fifteenth Air Force Operations Order 146-54, nickname "Big Tent", a 15th Air Force bomber stream mission was conducted for combat ready B-47 and RB-36 units of that command during the period 1, 2, and 3 December 1954.

The purposes of the mission were:

a. To determine the current radar bombing, night celestial and grid navigation capability of combat ready B-47 and RB-36 wings in Fifteenth Air Force.

b. To determine the radar bombing accuracy of B-47 crews when bomb runs are made in accordance with chapter 8, section C, SAC Manual 55-5A, "Tactical Doctrine Jet Bombardment."

c. To determine the capabilities of reconnaissance technical squadron photo interpreters to render B-51 and RT-52 reports.

1/ See 303rd Bombardment Wing History for June 1954, page 6.

Each B-47 crew was scheduled to accomplish one record RBS run each on Omaha and Kansas City, one record or practice radar RBS run on Oklahoma City; one record night celestial and one record grid navigation leg.

The route was as directed in Fifteenth Air Force Operations Order 146-54. Selection of reference points and offset aiming points was at the discretion of the unit concerned.

Competing with three other bombardment wings within Fifteenth Air Force, the 303d Bombardment Wing achieved the best bombing accuracy of the B-47 units. The CEA of 1551, CEP of 1435, and bombing reliability factor of 100 per cent was considered to be excellent bombing.[2/]

Top Honors were awarded to four crews of the 303rd Bomb Wing by 36th Air Division Commander, Brigadier General Nils O. Ohman, and Colonel D. W. Saunders, 303rd Commander, for outstanding achievement during their participation in operation "Big Tent."[3/] Letters of commendation were presented to the four outstanding crews of the 358th, 359th, and 360th Bombardment Squadrons[4/] along with the awards.

A total of ten crews of the 303rd Bombardment Wing were not eligible for awards due to an inoperative RBS site at Kansas City.

2/ 15th AF Bomber Stream Mission Analysis of "Big Tent" page 7, Appendix B.

3/ Photograph of "One" Top Crew receiving "Big Tent" award, Appendix C.

4/ Ltr, Hq 36th ADiv COMDR to Outstanding Crew Members, Appendix D.
A total of 12 letters were presented to the crew members of the four top crews, one to each crew member.

COMPTROLLER

The following analysis of 303rd Bombardment Wing Operations was conducted by the Comptroller section, for the month of December 1954.

1. Computation of Scores

a. Manning in Required Specialties

	Officer	Airmen Direct Support	Airmen Indirect Support
Required	459	1213	548
IRS	314	784	400
% IRS	68.2	64.6	72.9

Officer MIRS remained relatively constant with a gain of two per cent during the month of December. T.O. vacancies contributing to the low percentage are predominately crew positions, doctors and supply officers. Due to the AFSC conversion during December in accordance with AFM 35-113, airmen MIRS data for November is resubmitted for the month of December. 5/

The 303rd Wing experienced seven reenlistments from 15 separations during the month of December. For the four months reporting period there were 89 terminations and 10 reenlistments for 11.2 per cent. 6/

The B-47 MTD for the four month reporting period was as follows:

	B-47	KC-97
Desired	14000	None Assigned
Actual Utilization	9317	
Percent of Desired	66.5	

5/ MIRS Standard Wing Control Chart, Appendix E .

6/ Reenlistment Rate Chart, Appendix F .

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Utilization during the month of December was exceptionally low (989) hours due to lack of operation of the MTD Unit at this station during the holiday season. The unit closed on 20 December for the remainder of the month.

A total of 8133 hours were flown during the four month reporting period with one accident for a 12.3 per cent accident rate.

The most recent aircraft accident occurred in October 1954. 7/

The Standard Wing Control Charts illustrated in the appendix of the history serve as management tools and briefing aids for the command section and are maintained by the 303rd Bombardment Wing Comptroller.

CHANGES IN KEY PERSONNEL 8/

There were no changes in Key Personnel Officers of the 303rd Bombardment Wing, Medium, during the month of December 1954.

7/ See October History, pages 23, 24, 25, and appendices L thru Z.

8/ Key Personnel Roster for December 1954, Appendix A.

CHAPTER 2

PERSONNEL

COMBAT CREW RESOURCES

COMBAT CREWS

Combat Crew Resources (B-47)

AFSC	1245	12348	1525
Assigned	92	44	65
Less Staff Personnel	14	5	11
Total Crew Personnel	78	39	54

Combat Crew Resources (KC-97)

AFSC	1234	1534	43371	29353	43350
Assigned	62	40	38	28	70
Less Staff Personnel	2	2			
Total Crew Personnel	60	38	38	28	70

OFFICERS

During the month of December 1954, a total of 15 Officers were gained in the 300rd Bombardment Wing as compared to three Officers Lost. Losses were due to Zone of Interior assignments. There were a total of 418 Officers assigned as of 31 December 1954, as compared to 406 as of 30 November 1954.

As of 31 December there were eight Officers on various projects for reassignment, nine on various school quotas and five officers "on orders" awaiting EDCSA dates, six officers are still being considered for attendance at Command and Staff Course, ACaSS, class starting 6 September 1955. Requirements for Advance Survival Training for the month of February 1955 were submitted. The MRS figure for the month of December was 68.4 percent, and increase of 2.5 percent over November. 1/

1/ MRS Standard Wing Control Chart, Appendix A .

The low manning is still resultant of change of authorization within the 303rd Air Refueling Squadron with no qualified personnel assigned to fill these postions.

AIRMEN

A total of 88 airmen were lost during the month of December 1954, as compared to 96 gained. There are a total of 1806 airmen assigned to the Wing as compared to 1798 for the month of November 1954. Losses were due to discharges, ZI and overseas assignments.

During the month of December 1954, this headquarters received the December Cycle Promotion for Airmen. Accompanying the quotas was the usual message which closed certain career fields for this cycle. Copies of the message were made and disseminated with other information concerning the promotions 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 December Cycle Promotion Period were as follows:

M Sgt	T Sgt	S Sgt	A/1C	A/2C
4	9	33	64	61

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. All promotion quotas were utilized. 2/

A total of thirty-two mandatory school quotas were received during the month of December 1954.

2/ SO 233, Hq 303rd Bombardment Wing, 15 Dec 1954, Appendix G .

OPERATIONS AND TRAINING

ASSIGNED MISSIONS, EXERCISES, AND PROJECTS

Although the month of December 1954, was considered a free month under the SAC 50-8 training program, the 303rd Bombardment Wing accomplished 205 record RBS runs. A CEA of 1757 feet and CEP of 1400 feet was made for 173 1/ of the 205 runs accomplished. This was a decrease of approximately 300 feet over the previous month. There was also considerable improvement shown in the quality of the record visual RBS accomplishments. Of the 32 runs made, the Wing had a CEA of 758 feet and CEP of 710 feet. 2/ The reliability factor showed an overall improvement being 94 percent for the record radar RBS and 97 percent for the record radar RBS. The gross errors were also reduced having no errors in the record visual RBS work and only a 1.7 percent gross error rate for the record radar RBS. 3/

Twenty actual visual releases were made for a CEA of 501 feet and CEP of 310 feet. This is a slight decrease in number over the past month but shows a decrease in CEA of 100 feet. 4/ There were no gross errors made.

In the navigational phase of training the 303rd Bombardment Wing obtained eight record day celestial legs for a CEA of 11 NM and with 16 minutes being the average time between the last LOP and/or MPP and final ETA; 32 record night celestial legs for a CEA of 16.6 NM and with 21 minutes being the average time between the last celestial fix and 5/

1/ RBS Radar Bombing Record CEA & CEP Chart, Appendix H.
2/ RBS Visual Bombing Record CEA & CEP Chart, Appendix I.
3/ Gross Error Rate Chart, Appendix J.
4/ Visual Release Record CEA Chart, Appendix K.
5/ Night Celestial Navigation Record CEA Chart, Appendix L.

and final ETA; and 17 record grid legs were flown with a CEA of 11.2 NM.

The 303rd Air Refueling Squadron accomplishments during the month of December consisted only of SAC Regulation 51-19 requirements.

Operation "Big Tent", the radar bombing evaluation requirement conducted by 15th Air Force and flown in accordance with 303rd Bomb Wing Operations Order 146-54, 6/ was held 1, 2 and 3 December 1954 for all combat ready B-47 and RB-36 units within 15th Air Force. The prime purpose of this mission was to determine current radar bombing, night celestial and grid navigation capabilities of combat ready units, and to determine radar bombing accuracy of B-47 crews making bomb runs in accordance with SAC Manual 55-5A, "Tactical Doctrine Jet Bombardment". With this purpose in mind, the 303rd Bombardment Wing flew this mission so as to become the only Wing participating to obtain a 100 percent reliability factor 8/ and to gain the recognition of the best bombing unit in the Strategic Air Command. The 303rd Bomb Wing accomplished 48 runs for a CEA of 1551 feet and CEP of 1435 feet. 7/ In night celestial navigation, the Wing obtained 18 legs for a CEA of 16.2 NM and 16 grid legs for a CEA of 9 NM.

The Wing failed to accomplish 10 runs on Kansas City due to MBS site malfunction. GPI references point procedures were used on all runs. Crews averaged 17 hours of target study time and 3.9 hours of

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6/ 303rd Bomb Wing Operations Order 146-54, 15 Nov 54, Appendix M.

7/ Special Mission Results Chart, Appendix N.

8/ 15th AF Analysis of "Big Tent", par 9e, page 7, Appendix S.

trainer time. The units primary consideration in the selection of offset aiming points was to choose points that would be persistent and easily identifiable during the entire bomb run. All points were strong number 1 returns and were easily identifiable. The offset aiming point (hangar at Tinker) for Oklahoma City was located in a critical zone of consideration; however, the unit selected to sacrifice pin point aiming for reliability. The CEP of the wing on Oklahoma City was higher than other B-47 wings; however, the CEA was the lowest of all B-47 units and the reliability factor was 100 per cent. The 305d aircraft spacing over the RBS site was the poorest of all units with 38 percent of the runs accomplished with aircraft spacing of six minutes or less.

An overall abort rate of 12.2 per cent for the 305rd Bombardment Wing during the participation in "Big Tent" is considered to be the direct result of the aggressive action of the wing to improve their overall combat capability. While failure of two aircraft to contact the RBS site is included in the above overall percentage, investigation revealed that these aircraft had no difficulty in contacting other stations and consequently, these failures are considered beyond the control of the wing. The remaining 9.1 per cent is chargeable to the K-system and was due to materiel failure. The results of this mission were considered to be outstanding in every respect. 2/

2/ 305rd Bomb Wing "B-27" Report, Appendix O.

Three crews of the 303rd Bombardment Wing participated in Operation "Meadow Lark" during the month of December as prescribed by 15th Air Force Operations Order 149-54 and implemented by 303rd Bomb Wing Operations Order 201-54.[10/] The purpose of the exercise was to determine the ability of the 8th Air Rescue Group to recover downed air crews from behind simulated enemy lines. The crews of the 303rd participating in the exercise were required to demonstrate their proficiency in emergency communications procedures by making contact with rescue units and directing them to their position for airlift to Norton Air Force Base. Squadron Commanders of the crews participating were responsible for the following:

(a) That crews were proficient in emergency communications procedures. Crews were evaluated on their performance during this exercise.

1. All participating crew members should be thoroughly familiar with procedures contained in SAC Manual 200-1.
2. All participating crew members would be capable of sending and receiving code (CW) at the rate of five words per minute.

(b) All crew members must be current in survival techniques and knowledge of first aid.

(c) That personnel were provided with clothing, survival equipment, and field rations to sustain them at pick-up sites

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10/ 303rd Bomb Wing Operations Order 201-54, Appendix F .

for seven days. Field rations were obtained from the 303rd Food Services Supervisor through Unit Supply. Clothing was issued as provided for in 303rd Bomb Wing T.A. 121.

(d) That each aircraft commander submits the report required in paragraph 3x(7) within three days of his return from debriefing.

The crews were required to remain at pick-up sites until recovered. It was the responsibility of the aircraft commanders to keep their respective crews intact at the pick-up sites until their recovery had been effected.

On 6 December 1954, participating crews were picked up at Davis-Monthan AFB by C-124 type aircraft and proceeded to March AFB to pick-up March crews and RON there. The crews then proceeded to Travis AFB via Castle Air Force Base, a detailed briefing of crews by 8th Air Rescue Group was conducted at Travis AFB, on 7 December and the crews departed on C-124 aircraft for Davis-Monthan AFB with stops at Castle and Travis. On 8 December, processing and briefing was held at the Foxhole. A representative from Base Survival School and a medical officer was present. Aircraft Commanders were required at that time to certify that each member of his crew was fully equipped for the seven days in the field.

On 9 December, 2200Z, Crew N-02 of the 358th Bomberiment Squadron and all their equipment was in place at Tombstone Airport, one of the proposed Pick-up Sites. A narrative report from Crew N-02 on Operations Meadowlark made be found in the appendix of the history.[11/]

11/ Narrative Report from Crew N-02 on Operations Meadowlark, Appendix 8.

Crew MQ-18 of the 303rd Air Refueling Squadron was in place on the Silver City Airport, New Mexico at 2000Z on 9 December 1954, and the radio was made ready for the first transmission. The first contact attempt was started at 2350Z and was continued until 0130Z on 10 December 1954 utilizing all briefed frequencies in attempts to contact both the Lincoln, Nebraska station and the Stead AFB station. Attempts of contact were made again on the 10th, 11th and 12th of December with no results, Contact was finally made with Lincoln at 0845 on 13 December 1954 using 4357.5 KC's. Pick-up was arranged for 1400Z, 15 December and successfully completed. The crew arrived at Norton AFB at 2010Z, debriefed at 2035Z and Departed Norton AFB 2130Z on 16 December 1954 and arrived at Davis-Monthan AFB at 2350Z. A complete and detailed report of the Operation may be found in the appendix of the history.[12/]

At 0001Z 10 December 1954, Crew MQ-19 of the 303 rd Air Refueling Squadron with seven crew members was in place at Hatch, New Mexico and commenced transmitting. The monitor at Lincoln AFB, Nebraska was our intended receiver and our antenna was set up accordingly. After a successful contact by radio at 1200 11 December 1954, the pick-up time was scheduled for 1400Z 12 December. The successfully scheduled pick-up was made at 1415Z and Crew MQ-19 loaded in one minute. Take off was made at 1421Z and the crew landed at Norton AFB at 2050Z 12 December 1954 and were debriefed immediately, completing the exercise.[13/]

12/ Survival Report of Crew MQ-18 (Meadow Lark) Appendix R .

13/ Survival Report of Crew MQ-19 (Meadow Lark) Appendix S .

FLYING TRAINING GENERAL

358th Bombardment Squadron

Flying time for the month of December for the 358th Bombardment Squadron totaled 437 hours and ten minutes. Missions performed as directed by higher headquarters included, Operation "Big Tent" (seven sorties) totaling 52 hours and 30 minutes, "Flytrap" (one sortie) totaling five hours and twenty minutes.

One crew of the 358th Bombardment Squadron (Crew N-02) participated in Operation "Meedow Lark" during the month of December as prescribed by 15th Air Force Operations Order 149-54 and implemented by 303rd Bomb Wing Operations Order 201-54.[14] The purpose of the exercise was to determine the ability of the 8th Air Rescue Group to recover downed air crews from behind simulated enemy lines. A narrative report from Crew N-02 on Operation "Meadow Lark" may be found in the appendix of the history.[15]

The 358th Bomb Squadron accomplished a total of 41 radar MBS runs during the month of December for a CEA of 1505 feet.

Three B-47 aircraft of the 358th Bomb Squadron were flown to LMAN for modification during the month of December and one aircraft entered the docks.

The squadron strength as of 31 December 1954 totaled 66 Officers and 135 airmen.

14/ 303rd Bomb Wing Operations Order 201-54, Appendix P .

15/ Narrative Report from Crew N-02 on Operations Meadowlark, Appendix Q .

359th Bombardment Squadron

The 359th Bombardment Squadron ended the year of 1954 with a month notable in flying accomplishment and time. With a scheduled 480 hours of flying time, the squadron went over the top with 537:20 hours flying time, thus enabling the 303rd Bombardment Wing to attain its December goal of 1468 flying hours. 16/

In conjunction with Operation "Big Tent", the squadron was required to put seven aircraft in the air over three selected RBS targets. The results of this mission were considered to be highly successful 17/ The remainder of December continued the recurring cycle of wing missions followed by steadily mounting preparation for another wing mission. A total of 38, 30-8 missions were flown, followed by 14, 51-26 sorties, nine 51-19 flights, four S&S flights, and one Standardization Board Flight.

During the month of December it was necessary for the squadron engineering section to re-arrange the aircraft parking plan so that the returning 43rd Bombardment Wing on TDY in England would have enough parking area space for their aircraft. Our parking accomodations now provide for five aircraft per parking line in place of the previous four to a line.

Three B-47 aircraft were lost from inventory during the month. Two of the aircraft that were loaned to the squadron from the 43rd Bombardment Wing (during their TDY) were returned to that organization.

16/ B-47 Aircraft Flying Time Chart, Appendix I .
17/ 303rd Bomb Wing "B-27" Report, Appendix O .

Another B-47 aircraft was released to the INAN Project. The squadron presently has a total of 13 assigned aircraft, however more aircraft are expected to arrive in the near future.

360th Bombardment Squadron

Eight crews of the 360th Bombardment Squadron participated in 15th Air Force Operation "Big Tent" on 2 - 3 December 1954. The results of the mission were considered to be outstanding. The squadron circular error average for bombing on three RBS targets was 1538 feet. Crew A-52 of the 360th received the 15th Air Force Award for outstanding bombing results on this mission.

The squadron accomplished a total of 492:50 flying hours during the month of December against a scheduled requirement of 560 hours. Squadron crews completed 86 ½ percent of SAC 50-8 training requirements during the month. All select and lead crews accomplished minimum training requirements (51-26) except one crew. Crew L-46 failed to complete the minimum requirements and was placed on probation. The observers of the squadron carried out an accelerated target study and synthetic trainer program in preparation for forthcoming missions and to maintain proficiency.

One crew of the 360th was upgraded from non-ready to ready status, as of 31 December the squadron had two select crews, seven lead crews and four ready crews. Two crews attended a special weapons course at Kirtland AFB, New Mexico, and one crew completed the advanced survival course at Stead Air Force Base, Nevada, during the month of December.

303rd Air Refueling Squadron

During the month of December, emphasis was placed on Strategic Air Command Regulation 51-19 training requirements.[18] The 650 hour quota of flying time for the month was reached, with 464 of the hours consumed in SAC 51-19 training. The remaining flying hours were normal operations except for 38 hours spent supporting the 90th Strategic Reconnaissance.

Two crews of the 303rd Air Refueling Squadron participated in Operation "Meadow Lark" during the month of December in accordance with 15th Air Force Operations Order 149-54 and implemented by 303rd Bombardment Wing Frag Order 201-54.[19] The purpose of the exercise was to determine the ability of the 8th Air Rescue Group to recover downed air crews from behind simulated enemy lines. A narrative report of the two crews, MQ-18,[20] and MQ-19,[21] may be found in the appendix of the history.

On 20 December 1954, at 1330 hours, a board of officers, appointed by Special Orders of Hqs 36th Air Division, at Davis-Monthan AFB, met to investigate and report on a incident which occurred at 1808 hours, 15 December 1954, resulting in fatal injuries to T/Sgt Paul E. Shock, AF 16311117, 303rd Air Refueling Squadron, 303rd Bombardment Wing.

Technical Sergeant Paul E. Schock, while functioning in his capacity as ground crew chief of KC-97 Aircraft Number 51-7265 at 1808 hours on 15 December 1954 accidently came in contact with the moving propeller of Number One Engine which resulted in his receiving fatal

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18/ KC-97 Aircraft Flying Time Chart, Appendix U.
19/ 303rd Bomb Wing Frag Order 201-54, Appendix P.
20/ Narrative Report of Crew MQ-18, Appendix R.
21/ Narrative Report of Crew MQ-19, Appendix S.

injuries. The Findings, Conclusions, and Recommendations of the Aircraft Accident Board [22/] may be found in the appendix of the history.

DIRECTORATE OF OPERATIONS

Operational Plans

During the month of December, a total of 11 "Fly Trap" missions were scheduled by the 303rd Bombardment Wing. All the missions were of calibration type. Of the 11 missions scheduled, five were cancelled by McClellan Air Force Base or the AC-121 aircraft prior to completing all of the runs. These missions will be continued during the month of January 1955 as required to complete the project.

On 2 December 1954, the Wing flew an evaluation mission in accordance with Fifteenth Air Force and 303rd Bomb Wing Operations Order 146-54, nickname "Big Tent". This mission was flown to determine the capability of the 303rd bomb wing in night celestial, radar record bombing, and grid navigation. The mission was accomplished as scheduled with outstanding bombing results, far better than any other B-47 unit in 15th Air Force participating in this mission.

On 20 December 1954, members of a 303rd Briefing Team departed for 15th Air Force to brief on Operations Order 111-55, nickname "Spot Light". Briefing aids and the 303rd Wing Operations Order 111-55 were completed prior to the team departing for 15th Air Force. The Briefing Aids and the briefing presentation received very favorable comment from 15th Air Force Officials, and the Bombing briefing aids were retained at 15th Air Force to be used as a model for all 15th Air Force units.

22/ Aircraft Accident Board Report on T/Sgt Schoch, Appendix V.

The following EWP Plans were prepared and distributed during the month of December 1954:

Seventh Air Division 43-54 which provides for evacuation of the United Kingdom bases in time of war and Ernest Harmon 43-54 which provides for evacuation of Ernest Harmon Air Force Base during an emergency. These two plans are in addition to the normal EWP plans previously required and will be kept in a current status at all times.

Amendment Number Six to 303rd Bomb Wing Operations Plan 50-54 was prepared, published and distributed on 6 December 1954. This plan was in effect thru 31 December 1954 after which time 15th Air Force Operations Plan 50-55 became effective.

Amendment Number Eight to 303rd Bomb Wing Operations 40-54 was prepared, published and distributed on 14 December 1954. This plan also remained in effect thru 31 December 1954 after which time 15th Air Force Operations Plan 40-55 became effective.

The Ernest Harmon Operations Plan 41-54A was completed except for assembly. Information received from Ernest Harmon Task Force indicated than an amendment was being forwarded that would amend the Ernest Harmon Taks Force 41-54A and make it 41-55. In order to ensure a current plan, a decision was made to hold the 303rd Bomb Wing Plan 41-54A and amend it to be in line with the revised Ernest Harmon Task Force 41-55.

On 14 December 1954, Fifteenth Air Force Operations Plan 50-55 was received. This plan involved an entirely new concept and was to

be completed by 1 January 1955; however, this could not be accomplished due to requiring additional planning information from 15th Air Force which had not been received as of the 31st of December 1954.

The problem of determining an appropriate priority for EWP training was resolved during the month of December and in the future will have priority second to flying. Upon resolving this priority a training plan for the year of 1955 was drafted and submitted to the Ground Training Section for implementation. This plan will ensure a sound practical program and maintain EWP training in a current status at all times.

On 27 December 1954, a letter was received by Brigadier General Nils O. Ohman, Commander 36th Air Division, Davis-Monthan AFB, from Major General Walter C. Sweeney, Jr., Commander Fifteenth Air Force, telling of his intention to conduct a Commanders Bombing Competition during the month of May 1955. The competition will afford an opportunity for all commanders to become thoroughly familiar with the bombing problem by virtue of actually performing combat crew duties in a supervised bombing competition. A 15th Air Force operations order covering all details of the mission is expected to be published in the near future. 22/

Crews of the 303rd Bomb Wing are receiving training in Thermal Nuclear Weapons Delivery which makes the wing one of the first two B-47 wings in SAC to have this capability.

22/ Ltr, Commander 15th AF to Commander 36th ADIV, "Commanders Bombing Competition" 27 Dec 1954. Appendix W .

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SCM AND COMMUNICATIONS

In conjunction with Project "Fly Trap" missions were flown during the month of December for the purpose of testing the early warning radar capabilities of the KC-121 aircraft. Communications flimsies were prepared for the crews flying the missions and the crews were briefed accordingly.

On 2 December 1954, the 302rd Bombardment Wing participated in Operation "Big Tent", directed by Operations Order 146-54, to determine the current bombing, night celestial and grid navigation capability of the wing. ARS communications with Omaha ARS site during the exercise were unsatisfactory. Eight B-47 aircraft of the wing reported difficulty receiving Omaha on either primary or secondary frequency. Two aircraft were unable to score due to inability to establish communications with Omaha although, neither aircraft had difficulty with other sites or with traffic control facilities. The unscored aircraft attempted using high frequency on 42 70 KC's without success although the high frequency equipment was operating. From the reports made during the interrogation, Omaha experienced difficulty with their UHF transmitting facilities during the entire mission.

INTELLIGENCE

During the month of December, a Practice Alert involving simulated evacuation of the base was ordered. At 0515 hours (MST)22 December, the Intelligence Division was notified that Yellow Alert

conditions were in effect and by 0600 hours all personnel were at their intelligence building duty stations and packing materials. At 0635 hours a truck was loaded and dispatched to the assembly area. Intelligence officers and airmen personnel stood armed guard on the truck and on the building until the all clear was sounded early in the afternoon.

This practice alert pointed out various weaknesses in the current mobility procedures of this activity. Therefore work was begun immediately on revising these procedures so the mobility can be accomplished smoothly despite rotation of personnel and the relocation of equipment which results from routine daily activity.

One of the officers of the Intelligence Division participated in the 8th Air Rescue Group Operation "Meadow Lark" during the second week in December. The officer accompanied a KC97 crew of the 303rd Air Refueling Squadron to Silver City, New Mexico, where they were simulating a downed crew in enemy territory. They were equipped with portable radio and survival gear and without further assistance were supposed to contact Air Rescue facilities and effect pick-up. In the opinion of the Intelligence officer the operation provided valuable E and E and survival training to all concerned although in future maneuvers of this kind it would be more realistic for a B-47 crew to receive the training inasmuch as the KC-97 crew would not overfly enemy territory under the present EWP. The Intelligence officer and

the KC-97 crew were rescued after five days in the field. The reasons for this delay cannot yet be determined for certain although it is felt that communication limitations was a major factor.

Combat Intelligence Branch

Of major importance during the month of December were the preparations for the "Big Tent" mission Operations Order 146-54, and the USCM which is scheduled for early January. Briefing aids were prepared as usual; a set for use during the briefing of the 15AF Commander and a set for use in the general briefing of combat crews of the wing. It is worthy of mention that the target identify aids prepared for use at Hq 15AF were of such high quality that they have been adopted as standard for other Wings in 15AF. Photographed examples of these charts were included in the November history appendix. 24/

Other work connected with "Big Tent", flown the first week of December, was the usual arranging of the briefing Auditorium, obtaining security guards for the various meetings held there, arranging the interrogation room, providing refreshments for combat crews during interrogations and submitting routine intelligence reports.

During the early part of December, a new Emergency War Plan, Plan 50-55, was received from Headquarters 15th Air Force. This new plan is completely different from the previous plan therefore all briefing materials had to be reaccomplished. By the end of December the entire project had been completed. All the graphic aids used in the EWP

24/ See History for November 1954, Appendix S .

briefing program are on transparencies which are used with the H-1 projector. This system was further modified during the preparation of the new SWP aids. The previous system for aligning overlaid transparencies involved pegs in a base plate which corresponded to holes in the transparencies. This method was difficult to use and the frequent use of the transparencies elongated the holes and made accurate overlaying doubtful.

Under the new system each transparency is mounted in a rigid frame cut to great accuracy. A plexiglass jig was made which allows these framed transparencies to be placed, in any combination, quickly and accurately without chance of misalignment.

Flak information relative to the targets designated in the new SWP is extremely limited. Existing heavy flak is merely listed by number of guns in the general area of the target complex. Therefore a firm flak analysis is not feasible. Consequently an analysis was made by positioning the guns in batteries which, in the opinion of flak officers of this section, is the most effective against our course of attack. When briefing B-47 crews this condition will be explained and it will be emphasized that the flak situation as presented is the severest possible and that quite probably it will be less severe than that shown. Further complicating a proper flak analysis is the lack of information on target assignment of other USAF Commands and NATO forces. If another command is assigned a DGZ in the same target complex and if

the enemy were aware of that possibility, his flak reaction would be quite different from that presented in our analysis. This factor too will be explained to combat crews of this Wing.

The Second Annual World Wide Evasion and Escape Symposium was held 29 November through 3 December at Stead AFB, Nevada. Representatives of all commands of the Air Force, representatives of the Army, Navy and Marines, and AAF were in attendence. Lieutenant L. W. Demoss of this section represented the 307rd Bombardment Wing, Medium.

The purpose of the second E & E symposium was to confer on matters concerning Evasion and Escape and solicit opinions on this subject:

A secondary objective was to allow intelligence personnel to gather on a quasi-social basis and exchange ideas and methods of achieving specific requirements of E. & E.

The conference was officially underway for SAC representatives on 29 November when they gathered to discuss problems and E & E requirements peculiar to this command. The major objective was to accomplish some advance agreement within the command regarding major policy issues such as that toward resistance to enemy interrogation.

Thirty November and 1 December were devoted to numerous and varied speeches by key personnel in the E & E field concerning past accomplishments, problems and objectives. Two December was devoted to panel discussions; Resistance to Enemy Interrogation, POW Camp Craft, Publications, Korean Contributions, and survival equipment.

The results of these panel discussions were presented to the entire symposium the following day. Resistance to Enemy Interrogation was a major topic during the conference. As a result of this discussion the Air Force voted to go on record as favoring a policy of Name, Rank, Serial Number, Date of birth, in military matters only and to forward that recommendation to the Joint Chiefs of Staff. It is significant to note that the Army, Navy, and Marine Corps did not concur with the Air Force in this matter. A notable conclusion emphasized the extreme serious lack of national discipline. This deficiency became obvious when reflected in the conduct of personnel participating in the Korean War. This was concluded to be a problem not peculiar to the services but one concerning the "American way of life" and is apparently deep-rooted in the activities and attitudes of every private citizen.

Camp craft discussions emphasized the importance of active participation by prisoners.

The Publications panel recommended that the major contribution was a negative contribution in that it pointed out weaknesses and deficiencies in the present S & E program. These weaknesses are being studied by HQ USAF with the ultimate objective being their elimination.

The Survival Equipment panel discussed the problems concerned with supplying each individual with appropriate equipment.

The remainder of the day was spent on a conducted tour of the Survival School facilities and activities.

Following Lieutenant Delboss's return from the conference, all personnel of the Intelligence were briefed on the highlights of the conference.

During this period it was determined that the maintenance of the world wide NIS library was requiring a disproportionate amount of manhours. Therefore the scope of this activity was narrowed to the maintenance of NIS materials concerning potential enemy and buffer states. The remaining NIS material was removed from the files and stored in steel cabinets in the supply room. These cabinets were secured with three position combination locks in accordance with security directives. As amendments and revisions to these stored NIS materials are received they will be stored in conjunction with the appropriate basic volume but will not be posted.

The P-2 quarterly report was submitted as of 10 December for the proceeding quarter. A total of 37 cards were submitted. Information concerning the P-2 interrogation location of an additional 48 men was also submitted. This reduced the total of uncompleted interviews to 38. A target date of 3 January 1955 was set for the completion of the remaining tests.

The regularly scheduled 36th Air Division Ground Training lectures continued during the first three weeks of the month with the following accomplishments:

Air Crew Training	Instructor Hours
Anti-Aircraft and Guided Missiles	4
Survival	4
Psych Warfare	4

Ground Crew Training	Instructor Hours
Psych Warfare	10

The training schedule for the first 1955 quarter is scheduled as follows:

Subject	Asp A-2 Sec	Time
Briefing, Intrg, Apt	303	1 hr
AA and GM	303	2 hr
Surv Intel	303	1 hr
Psych Warfare	43	1 hr
Aircraft Recogn	43	1 hr
Air to Water Recogn	43	2 hr
ECEA	43	2 hr
Non Air Crew Weekly	Asp A-2 Sec	Time
Psych	43	4 hr

An Examination on Flak and Guided Missiles was prepared and stencilled. Any crew member passing this test with a score of 70 will not be required to attend the lecture. It is hoped that this will preclude adverse reaction to "old" lectures, and also act as a stimulus for greater interest.

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During the month of December, Consolidated training charts were replaced and lengthened. A total accomplishment chart was also completed. New individual training records were devised, stenciled, and labeled. The new form will expedite record keeping and provide for additional information not on the previous forms.

Target Intelligence Branch

Activities during December continued along lines established over the past few months, all out support of the Wing in evaluation mission and routine 50-6 accomplishments. A new priority item was encountered, however, in a change in SWP target assignments, effective 1 January 1955. An immediate inventory was made of all available material and shortages were made known to Hq 15th Air Force. Master folders were made up on 22 cities from available material and 15 observers performed target study in accordance with Phase I, SAC Manual 50-12.

Operation "Big Tent" (15th AF Ops Order 146-54) was executed the first week of December. Twenty-two crews bombed simulated GZ's at Omaha, Kansas City and Oklahoma City with outstanding results. The Targets Branch scored all Oklahoma City runs for purposes of the required S-51 report. Also scored were eight runs at Kansas City where RBS ground aborts occurred and two runs at Omaha where radio contact between aircraft and site was impossible.

In addition night celestial and grid navigation legs were screened and scored for all crews.

The primary objectives of the Prediction Team during the month of December were the completion of simulation plates for operation "Spot Light", preparation of aids for Trainer use, completion of a Minneapolis/St Paul simulation plate for our USCM, supervision of the various phases of target study as outlined by 50-12 as pertains to the Prediction Team, and last, but of paramount importance, the initiation of the Prediction Teams contribution toward the "make-readiness" of the new Emergency War Plan.

Simulation plates for "Spot Light" were constructed and calibrated well in advance of the time for the first observer to start his Phase II requirements (SAC Reg 50-12). The validity factor of IP to complex plates constructed on Richmond, Charlotte, and Atlanta averages 75 percent the same caliber as those constructed for "B ig Tent". A total of 491 runs, 80 hours and 25 minutes were supervised on the K4-T2 Ultrasonic trainer. The prediction Team assisted the Target Development Section in the scoring and preparation for the critique of "Big Tent".

Initial preparation has been in progress for the preparation of EWP plates. During December all available materials were researched, hand drawn, submitted to the photo lab for processing, and from negatives produced, acid cutting has commenced. It is anticipated that all EWP plates will be completed by 15 Februrry. The Prediction Team selected offset aiming points and measured components for all targets under the new Emergency War Plan.

GUNNERY

A total of 14 maximum load aerial gunnery sorties were accomplished during the month of December with an average fire-out percentage of 85.7 percent. Five malfunctions were encountered while accomplishing aerial gunnery training. Two of these malfunctions were caused by misalignment of ammunition. Jammed feeders caused two other malfunctions and a broken breechlock contact pin caused the last malfunction.

Eight co-pilots within the wing accomplished OQ range exercises during the month.

A total of seven fighter interceptions with practice in lock-on and automatic procedures were accomplished.

MUNITIONS

During the month of December, a total of 16 hours of instruction were conducted at the 36th Air Division Ground Training School by the Wing Munitions Officer. Lectures were also prepared for use in the instruction of the Introduction to Atomic Warfare.

Assistance was given to the Ground Training Officer during the month of December by the Munitions Officer in some phases of ground training work.

SPECIAL WEAPONS

Activity within the Special Weapons Section during the month of December was routine. No special missions were flown by the Wing involving Special Weapons accomplishments.

GROUND TRAINING

The normal training schools of this section were discontinued for the year as of 17 December 1954. This was done to allow instructor personnel Christmas leave and also due to the fact that student commitments were extremely low. Unusual flying commitments during the early part of the month made aircrew attendance very low.

The new individual training record introduced by 15th Air Force were received by this section and redistributed to the units along with instructions for their use. The units will start using this form (15AF 211) as of January 1955.

Plans for a shortened and expedited Aircrew and Non Aircrew School were completed and published in the 36th Air Division Ground Training Schedule for January. The aim is to give minimum training required by regulation in order to keep personnel away from their jobs for as short a period as possible.

FLYING SAFETY

On 18 December 1954, a Wing Flying Safety Meeting was held in the Foxhole. The meeting was conducted by a officer from March Air Force Base Flight Service.

All Flying Safety Publications (Combat Crew, Aircraft Accident Maintenance Review, and Flying Safety Magazine) were distributed to all units throughout the Wing during the month of December 1954.

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All Technical Orders received during the month of December on the B-47 and KC-97 aircraft were sent to the applicable squadrons.

One fatal Incident occurred within the Wing on 15 December 1954, when Technical Sergeant Paul E. Schock, 303rd Air Refueling Squadron, while functioning in his capacity as ground crew chief of KC-97 Aircraft Number 51-7205 at 1808 hours accidently came in contact with the moving propeller of Number One Engine which resulted in his receiving fatal injuries. A Aircraft Accident Report containing the Findings, Conclusions and Recommendations may be found in the appendix of the history.[22/]

Under the provisions of Strategic Air Command's Flying Safety Brochure for 54, crew B-69 HQ, Aircraft Commander, Captain Frank W. Nunnally, 359th Bombardment Squadron, was selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for December 1954.[23/]

22/ Aircraft Accident Report Involving T/Sgt Schock, Appendix V.

23/ 303rd Flying Safety Crew of the Month, Appendix X.

MAINTENANCE CONTROL

During the month of December, plans for the modification of the Control Room in accordance with 15th Air Force instructions have been completed and submitted to the Air Installations Section. It is expected that work will begin during the first days of January 1955.

A review of the problems encountered on the November evaluation mission revealed that fluctuations in the aircraft power supplies were prevalent and a possible cause of some of the K-System failures. Therefore, each aircraft in the Wing was scheduled for a load bank check. The success of operation "Big Stick" proved that this analysis was correct. All of the load bank checks will be scheduled in the future to preclude recurrence of similar difficulties.

A new system whereby the flying and maintenance schedule will be confirmed for thirty days at a time is being initiated. This system will also include making a projection of the schedule to be followed for the following sixty day period. It is felt that coming months will prove this type of scheduling to be very effective.

Considerable difficulty is being encountered in the Analysis Section in receiving of manhour labor distribution reports from the Base Statistical SAM Branch. These difficulties were generated by faulty wired plug boards received from SAC, conflicting and erroneous instructions from 15th AF and SAC, and due to short operating time before starting actual operation of the system.

During the month of December the Supply Liaison Unit completed the proposed bench stock listing which is presently being coordinated by the 43rd Bombardment Wing. Armament and Electronics bench stock listings have all been completed and published. As the lists are approved by Base Supply they are printed and published. Upon publication of the entire listing the work load of monitoring bench stocks and maintaining the listings is to be divided between this wing and the 43rd Bomb Wing in a coordinated effort on both bench stocks and pre-issue stocks.

The technical order compliance rate as of the end of December was: B-47 aircraft: 1.9 technical orders not complied with per aircraft. KC-97 aircraft: 1.4 technical orders not complied with per aircraft.

There were 24 J-47' engine changes on B-47 aircraft and eight R-4360 engines changes on KC-97 aircraft during the month of December.

MAINTENANCE STANDARDIZATION TEAM

The Written Evaluation of Mechanics Proficiency (WEMP) program progressed very smoothly during the month, up to and including 17 December. The program was temporarily discontinued at this date until after the Christmas holiday season. A total of 330 B-47 aircraft and engine mechanics have been tested since initiation of the program.

In addition, a group of "W" system mechanics were given a WEMP test which was recently received in the Wing. This group of 25 "W" system personnel were the first to be given this newly devised test.

0537

Approximately 30 specific projects were handled by the Team during the month. Of these, 22 were completed and the remainder are of a continued nature.

One major project consisted of revising and consolidating Maintenance Instruction Letter publications and resulted in a reduced number of "overlapping" directives.

The A&E function of the Team was re-vitalized by the return of one of the members from the NCO Academy at March AFB and the return of another A&E member from TDY to MacDill Air Force Base.

The ground power operators evaluation of qualifications was started and will continue until a sufficient number of personnel are qualified to operate ground power equipment. The project was not monitored as directly nor as closely as desired, due to the workload of the other projects, both specific and routine. However, a comprehensive course outline was made up by the Team in compliance with SAC Regulation 66-17, after evaluating several personnel who had attended a four hour course on ground power equipment.

During the month the A&E crew chief program was surveyed and a report submitted to the A&E Maintenance Supervisor's office, as requested. This program appears to have increased the A&E maintenance efficiency and instilled a noticeable spirit of pride and interest in those A&E personnel who have been assigned to each aircraft as Armament and Electronics Maintenance crew chiefs.

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QUALITY CONTROL

The distribution of Technical Orders was turned over to Base Supply by the Quality Control Section on the last day of December. The Quality Control Section will review and approve squadron Publications Requirements submitted to Base Supply on 1049 requisitions.

The R115 massive electrode spark plugs were received and installed in the R-4360 engines by the 303rd Air Refueling Squadron. Beginning with the month of January a report will be submitted by the Quality Control Section to AMC and a brief on this report will be entered in the January historical report.

During the month of December SAC Manual 66-15, pre-planned post-flight inspection was implicated in the three bombardment squadrons. Lectures were given to personnel on the proper handling of the various forms and correct procedures to follow in this system.

A total of 80 inspections were performed by the Quality Control Section during the month of December 1954.

Thru the month of December the Test Flight unit of Quality Control supervised the test flying of 20 aircraft. The crews flying the test flights were briefed before flight and debriefed after completing the test flight.

The Unsatisfactory Report Unit of Quality Control closed out the year of 1954 with a total of 3086 Unsatisfactory Reports being submitted for the year. Beginning the first of January 1955, a new form will replace the old U.R. Form DD-535. The new form that will be used will be the AFTO 29.

WING LOGISTICS SECTION

In order to comply with 15th Air Force Regulation 400-1A, 36th Air Division message 3MDCL 7548 (Confidential) was dispatched to the Commander Harmon AFB on 2 December outling logistical requirements of the 303rd Bombardment Wing for a forthcoming manauver to Harmon Air Force Base on 11 January 1955.

During the month work was started on Change Number Six to the Mobility Plan. A copy of a letter from 15th Air Force to Hq SAC was received by this section, outlining recommended changes to the Mobility Plan. This letter was accompanied by a letter from Hq SAC which stated that the Mobility Plan was approved, pending receipt of Change Number Six which would include all recommended changes as listed by Headquarters 15th Air Force.

A classified message was received on 23 December 1954 from 15th Air Force which directed the Commander 92rd Bomb Wing, Castle AFB, to have support C-124 aircraft in place at Davis-Monthan AFB by 2100 hours on 7 January 1955, and have cargo in place at Harmon AFB not later than 9 January 1955.

The final 92SF mOSR 15-014 report was submitted to Hq 15th Air Force on 28 December 1954. Airlift was requested for five each R-4360 Power Packs, as consumption data in the indicates that five engines will be consumed in XO-97 operations at the forward base.

0540

WING SUPPLY

During the month of December, units of the wing were inspected under Phase II of the SAC Supply Improvement Program. The overall wing rating on this inspection was satisfactory.

Four units of the wing were given an informal inspection by the Fifteenth Air Force Director of Materiel's Office. Three of the four units were determined to be in a unsatisfactory condition.

As a result of the above inspections and the inspections conducted by this section under SAC Regulation 67-32 it was determined that extensive wing wide preparation would be required to ready our units for the SAC General Annual Inspection scheduled for January 1955. Immediate action was taken in all units to correct their discrepancies. Considerable amounts of overtime were put in by personnel of this office and personnel of the Unit Supply Sections to become ready for the forthcoming SAC inspection.

GLOSSARY OF ABBREVIATIONS

AMMO	Ammunition
ADCM	Aircraft out of commission for Maintenance
ADCP	Aircraft out of commission for parts
ARMT	Armament
AUX	Auxiliary
BGR	Bombing and Gunnery Range
BMBDR	Bombardier
BMR	Bomber
BOMST	Bombsight
BRL	Bomb Release Line
BTO	Bombing Through overcast
CEL	Celestial
CEA	Circular Error Average
CEP	Circular Error Probable
CHC	Crew Chief
CMMN	Crewman
ECL	Equipment Component List
ECM	Electronic Countermeasure
ETA	Estimated Time of Arrival
GNR	Gunnery
INTEL	Intelligence
INTG	Interrogate

MAINT	Maintenance
MATS	Military Air Transport Service
MAX	Maximum
MLRS	Manning in Required Specialties
OBSR	Observer
OCST	Overcast
OPORD	Operations Order
ORI	Operational Readiness Inspection
PCA	Permanent Change of Assignment
PCS	Permanent Change of Station
PLT	Pilot
PTGT	Primary Target
RAWIN	Radar Wind Sounding
RBS	Radar Bomb Scoring
RCM	Radar Countermeasure
RCVR	Receiver
RDF	Radio Direction Finder
RDVU	Rendezvous
RECON	Reconnaissance
RECP	Reciprocal
RFL	Refuel
SCTY	Security

SOP	Standing Operating Procedure
STGAR	Staging Area
SWEL	Special Weapons Equipment List
TKR	Tanker
TNG	Training
UHF	Ultra High Frequency
UPREAL	Unit Property Record and Equipment Authorization List
USSM	Unit Simulated Combat Mission
VEL	Velocity
VHF	Very High Frequency
VIS	Visual
VLF	Very Low Frequency
VLR	Very Long Range
WPN	Weapon
WRAMA	Warner Robins Air Material Area
WT	Weight
ZI	Zone of Interior

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

APPENDIX

303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	DONALD W. SAUNDERS	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	MARTON V. SMITH	MAJOR
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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ANALYSIS OF "BIG TENT"

15TH AF BOMBER STREAM MISSION

1-2-3 DECEMBER 1954

HEADQUARTERS FIFTEENTH AIR FORCE
MARCH AIR FORCE BASE • CALIFORNIA

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BIG TENT BOMBER STREAM MISSION

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March Air Force Base
California

31 December 1954

OPERATION "BIG TENT"

1. A Fifteenth Air Force bomber stream mission, nickname "Big Tent," was conducted for combat ready B-47 and RB-36 units of this command during the period 1, 2, and 3 December 1954.

2. PURPOSES:

a. To determine the current radar bombing, night celestial and grid navigation capability of combat ready B-47 and RB-36 wings in Fifteenth Air Force.

b. To determine the radar bombing accuracy of B-47 crews when bomb runs are made in accordance with chapter 8, section C, SAC Manual 55-5A, "Tactical Doctrine Jet Bombardment."

c. To determine the capabilities of reconnaissance technical squadron photo interpreters to render B-51 and RT-52 reports.

3. SCOPE:

a. Only select, lead, and combat ready crews were scheduled to participate in this exercise.

b. Crews were not recalled from leave to participate in the mission.

c. Individual wings scheduled aircraft as follows:

(1) 22d Bombardment Wing, 22 aircraft

(2) 93d Bombardment Wing, 30 aircraft

(3) 303d Bombardment Wing, 22 aircraft

(4) 320th Bombardment Wing, 30 aircraft

(5) 5th Strategic Reconnaissance Wing, 15 aircraft

(6) 99th Strategic Reconnaissance Wing, 10 aircraft

4. PRIMARY REQUIREMENT:

a. To simulate individual radar bombing attacks on the Watson Brothers Transportation Company, Omaha, Nebraska; Kansas City Power and

Electric Company, Kansas City, Missouri; and Oklahoma State Capitol Building, Oklahoma City, Oklahoma.

5. GROUND RULES:

a. Each B-47 crew was scheduled to accomplish 1 record RBS run each on Omaha and Kansas City, 1 record or practice radar RBS run on Oklahoma City; 1 record night celestial and 1 record grid navigation leg.

b. Each RB-36 crew was scheduled to accomplish 1 record radar RBS run each on Omaha, Kansas City, and Oklahoma City; 1 record night celestial navigation leg and 1 record grid navigation leg.

c. The route was as directed in Fifteenth Air Force Operations Order 146-54. Selection of reference points and offset aiming points was at the discretion of unit concerned.

d. Method of bombing:

(1) RB-36 wings, all targets - any method of record radar bombing selected by unit concerned; however, when offset aiming was used, all observers within the wing were required to use the same offset aiming point.

(2) B-47 wings

(a) Omaha and Kansas City - any method of record radar bombing selected by unit concerned; however, when offset aiming was used, all observers within the wing were required to use the same offset aiming point.

(b) Oklahoma City - any method of record or practice radar bombing selected by unit concerned; however, when offset aiming was used, all observers within the wing were required to use the same offset aiming point. Air Speed was in accordance with chapter 8, SAC Manual 55-5A, "Tactical Doctrine Jet Bombardment."

e. Bombing altitudes:

(1) RB-36 aircraft, all targets - minimum altitude of 30,000 feet.

(2) B-47 aircraft

(a) Omaha and Kansas City - minimum altitude of 35,000 feet.

(b) Oklahoma City - altitude was in accordance with chapter 8, SAC Manual 55-5A, "Tactical Doctrine Jet Bombardment."

f. Malfunction runs were classified as radar aborts.

g. Scores of 4500 feet or greater were considered to be gross errors.

h. There were no limitations on target materials used for target study and mission folders.

i. Units were scheduled for 1 night only with no provisions for make-up.

j. Crews were briefed to make good established control point times within plus or minus 2 minutes.

k. Awards:

(1) B-47 bombing teams that accomplished record runs on Omaha and Kansas City and practice or record runs on Oklahoma City with a CEA and CEP less than 1500 feet received an appropriate award.

(2) RB-36 bombing teams that accomplished record runs on all 3 targets with a CEA and CEP less than 1200 feet received an appropriate award.

6. OVERALL RESULTS:

a. The 129 select, lead, and combat ready crews scheduled to participate in the excercise accomplished 244 record, 13 practice, and 14 malfunction RBS runs.

b. The radar abort rate was 16 per cent.

c. Of the 257 record and practice runs, 16 resulted in gross errors (over 4500 feet) for a gross error rate of 6.2 per cent. Reasons for gross errors are:

(1) Target identification, 7

(2) Synchronization, 3

(3) Equipment malfunction, 2

d. Summary:

	15AF	22d Wg	93d Wg	303d Wg	320th Wg	5th Wg	99th Wg
Aircraft scheduled	129	22	30	22	30	15	10
Aircraft airborne	128	22	30	22	29	15	10
Radar runs possible	342	66	87	56	58	45	30
Runs accomplished	257	50	62	48	37	37	23
CEA	2180	1947	2103	1551	3186	2962	1337
CEP	1500	1525	1510	1435	2100	1370	1120
Bombing reliability (Per cent)	89.9	90	91.9	100	73	89.2	91.3
Gross errors	16	2	4	0	8	2	0
* Radar abort (Per cent)	16	21.2	20	10.7	32.8	8.9	0
Crews winning awards	19	4	6	4	0	2	3

* It should be noted that the above radar abort rate is based on 3 targets per aircraft scheduled and that crews encountering both airborne radar trouble and an RBS site malfunction were not charged for an airborne radar abort. An analysis based on number of runs possible, excluding aircraft ground aborts and RBS site aborts, versus runs not accomplished due to airborne radar malfunction is as follows:

	15AF	22d Wg	93d Wg	303d WG	320th Wg	5th Wg	99th Wg
Radar abort (Per cent)	18.1	22.7	20.7	10.7	32.8	8.9	0

7. OVERALL ABORT DATA:

a. An excessive number of aircraft (33 1/3 per cent) were ineffective on this mission. However, of this number, 10 per cent were over the target but were not scored due to an inoperative RBS site. The bombing-navigation system was the primary cause of 16 per cent of the aborts, with aircraft general, power source, and personnel error accounting for the remaining 7 1/3 per cent. The 16 per cent bombing-navigation system abort rate is a marked improvement over that realized by this command on previous missions of this nature.

8. ABORT DATA BY UNIT:

a. 5th Strategic Reconnaissance Wing. The abort rate for this wing was 15.8 per cent. This was distributed as follows: 6.8 per cent bombing-navigation system, 6.8 per cent aircraft general, and 2.2 per cent tone control. All failures were materiel and could not be corrected in flight.

b. 22d Bombardment Wing. The abort rate for this wing (22.7 per cent) showed slight improvement. Thirteen malfunctions (21.2 per cent) were attributed to the K-system. Two of these were power failures, one was observer technique, and ten were materiel failures. The personnel error occurred when the observer did not use the radar measured altitude because it did not agree with the predicted altitude.

c. 93d Bombardment Wing. The 30 per cent abort rate exhibited by this wing was attributed in the most part to the bombing system. However, of the 20 per cent chargeable to the system, only 8 were the result of materiel failures while 6 were classed as undetermined and 3 as observer technique. The 3 aborts chargeable to observer technique in this case were due to the failure of an observer to change an amplifier.

d. 99th Strategic Reconnaissance Wing. The overall abort rate of 23.3 per cent is considered excessive. These were chargeable to personnel error (2), and aircraft general (5). Indicative of quality maintenance is the zero abort rate for the bombing-navigation system (AN/APQ-24).

e. 303d Bombardment Wing. An overall abort rate of 12.2 per cent is commendable and is considered to be the direct result of the aggressive action of the wing to improve their overall combat capability. While failure of 2 aircraft to contact the RBS site is included in the above overall percentage, investigation revealed that these aircraft had no difficulty in contacting other stations and consequently, these failures are considered beyond the control of the wing. The remaining 9.1 per cent is chargeable to the K-system and was due to materiel failure.

f. 320th Bombardment Wing. The aborts by this wing (26.6 per cent) fall within the control sphere of the wing. Of the total, 24.4 per cent was chargeable to bombing-navigation system. The bombing-navigation aborts can be further broken down as follows: 11 per cent, materiel failure; 6.8 per cent, undetermined; 4.5 per cent, power failure; and 2.2 per cent, observer technique. The "undetermined" in this case consisted of 6 aircraft that did not accomplish a scored run due to reported radar malfunctions. The high percentage of complete power failures experienced by this wing indicates the possibility of marginal power in a large percentage of the "undetermined" aborts. It should be noted that the 303d Bombardment Wing, which is aggressively pursuing the power problem, had no power failures and no "undetermined aborts.

9. UNIT RESULTS:

a. 5th Strategic Reconnaissance Wing. The results obtained by this wing reflect a reliable bombing capability. The CEA was somewhat higher than the CEP; this was influenced by 1 large gross error (52,750) attributed to a tone malfunction. The CEA of the wing, less this 1 gross error, was 1607. GPI reference point procedures were used on all except 2 runs. Crews averaged 9 hours of target study time and 4 hours of trainer time. The wing selected offset aiming points in accordance with tactical doctrine. Offset aiming points used by the 5th Strategic Reconnaissance Wing were also used by at least 50 per cent of the other units. There were no gross errors due to target misidentification. On 26 per cent of the scored runs, aircraft arrived over the RBS sites with spacing of 6 minutes or less.

b. 22d Bombardment Wing. The CEA, CEP, and reliability factor of the wing demonstrated a highly dependable bombing capability. Twenty-six runs were accomplished without the use of GPI reference points. This wing used the GPI capability of the equipment less than any other wing that participated. Crews averaged 8 hours of target study time and 2.3 hours of trainer time. The offset aiming point used by the wing on Kansas City was in a critical zone of consideration; however, the point was a number 1 return and located in an area of no return. Even though crews encountered some coasting time prior to bomb release, the point selected presented no problem in target identification. The 2 gross errors were on Oklahoma City; 1 due to synchronization and 1 unknown. This unit had the best aircraft spacing with less than 2 per cent of the aircraft arriving over the site less than 6 minutes apart.

c. 93d Bombardment Wing. This mission was the first mission of this type for the wing since recently converting to B-47 aircraft. The bombing accuracy and reliability is considered excellent for their first mission. The 4 gross errors were as follows: 2 on Omaha, 1 on Kansas City, and 1 on Oklahoma City; 3 were attributed to aiming misidentification, and 1 to equipment malfunction. GPI reference point procedures were utilized on all runs. Crews averaged 9 hours of target study time and 3 hours of trainer time. Offset aiming points were selected for their persistence and ease in identification. The 93d Bombardment Wing was the only unit that used the boat house at Bluff Creek Reservoir, Oklahoma City, for an offset aiming point. The point is on an area of number 3 consideration, however, the point was a number 1 return located in an area of no return. Aircraft spacing was 6 minutes or less on 16 per cent of the runs accomplished.

d. 99th Strategic Reconnaissance Wing. The 99th Strategic Reconnaissance Wing achieved the best bombing accuracy of all units that participated, with a CEA of 1337 and a CEP of 1120. The bombing

reliability factor was 91.3 per cent and there were no gross errors. Crews averaged 21 hours of target study time and 12 hours of trainer time. GPI reference point procedures were used on all except 3 runs. Offset aiming points were selected in areas most suitable for aiming point identification and were points that were also utilized by most of the units. The outstanding results can largely be attributed to the intense target study program of the wing. It should be noted that only 10 crews of the 99th Strategic Reconnaissance Wing participated in the mission, therefore, a greater amount of trainer time per crew was available. Aircraft spacing was 6 minutes or less on 32 per cent of the runs accomplished. Two aircraft arrived over Kansas City spaced too close to be scored.

e. 303d Bombardment Wing. The 303d Bombardment Wing achieved the best bombing accuracy of the B-47 units. The CEA of 1551, CEP of 1435, and bombing reliability factor of 100 per cent is considered to be excellent bombing. The wing failed to accomplish 10 runs on Kansas City due to RBS site malfunction. GPI reference point procedures were used on all runs. Crews averaged 17 hours of target study time and 3.9 hours of trainer time. The units primary consideration in the selection of offset aiming points was to choose points that would persistent and easily identifiable during the entire bomb run. All points were strong number 1 returns and were easily identifiable. The offset aiming point (hangar at Tinker) for Oklahoma City was located in a critical zone of consideration; however, the unit selected to sacrifice pin point aiming for reliability. The CEP of the unit on Oklahoma City was higher than other B-47 units; however, the CEA was the lowest of all B-47 units and the reliability factor was 100 per cent. The 303d aircraft spacing over the RBS site was the poorest of all units with 38 per cent of the runs accomplished with aircraft spacing of 6 minutes or less.

f. 320th Bombardment Wing. The results obtained by this wing were the least satisfactory of all units that participated; however, it should be noted that the 320th did not accomplish any runs on Kansas City due to RBS site failure. Considering ground speeds and the offset aiming points available at Kansas City, the unit possibly could have obtained their best results on that complex. GPI reference point procedures were used on all runs. Crews averaged 7 hours of target study time excluding Kansas City. There were no trainer runs accomplished. The offset aiming points used by the 320th Bombardment Wing on Omaha were used by 2 other units and the offset aiming point on Oklahoma City was used by 3 other units. The 8 gross errors of the 320th accounted for 50 per cent of the Fifteenth Air Force total gross errors on this excercise. Seven of the eight gross errors were on Oklahoma City with five due to aiming point misidentification, one synchronization, and one unknown. Aircraft spacing was 6 minutes or less on 36 per cent of the runs accomplished.

10. AWARDS:

a. The following B-47 crews achieved results on all 3 targets with a CEA and CEP of 1500 feet or less and received outstanding crew awards.

(1) 22d Bombardment Wing

Crew	Results CEA	CEP	Aircraft Commander	Pilot	Observer
L-67	1450	1500	Bjorgen	Wolf	Tombert
R-37	547	700	Wilkes	Amos	Carrigan
S-25	1030	970	Reed	Odell	Hopper
S-22	1290	800	Howard	Sanders	Cohn

(2) 92d Bombardment Wing

Crew	Results CEA	CEP	Aircraft Commander	Pilot	Observer
R-04	1300	1200	Laatsch	Wells	Brent
R-09	1413	1020	Halnan	Brzywsy	Chilton
R-29	803	920	Hughes	Burkett	Hollacher
R-77	1073	700	Broutsas	Darley	Affinger
R-60	1390	820	Skawienski	Hannaford	Harrington
R-73	1163	1350	Buck	Smith	Siewert

(3) Bombardment Wing 303d

Crew	Results CEA	CEP	Aircraft Commander	Pilot	Observer
S-17	1357	1450	Johnson	Hennis	Little
L-04	1123	1200	Neal	Doe	Newby
R-52	1123	1200	Berger	Hodges	Dunn
S-18	1197	1370	Cook	Grabowsky	Christie

b. The following RB-36 crews achieved results on all 3 targets with a CEA and CEP of 1200 feet or less and received outstanding crew awards.

(1) 5th Strategic Reconnaissance Wing

Crew	Results CEA	Results CEP	A/C	Nav	Photo Nav	Radar Obsr	1st Engr
L-46	857	970	Henderson	Cox	Young	Bodager	Pike
L-48	617	300	Gardner	Griffith	Foster	Smith	Kintigh

(2) 99th Strategic Reconnaissance Wing

Crew	Results CEA	Results CEP	A/C	Nav	Photo Nav	Radar Obsr	1st Engr
L-14	973	900	Aydelotte	Vogt	O'Shaughnessy	McClay	Holler
L-08	523	450	Tarry	Cronin	Seale	Baker	Segalla
R-18	1153	1020	Herberg	Chapman	Spence	Edwards	Simmons

c. It should be noted that all crews of the 320th Bombardment Wing and 10 crews of the 303d Bombardment Wing were not eligible for awards due to an inoperative RBS site at Kansas City.

11. CONCLUSIONS:

a. Fifteenth Air Force combat ready units can accurately navigate to and radar bomb DGZs in a large industrial type complex.

b. 303d Bombardment Wing crews demonstrated marked improvement.

c. RB-36 wings demonstrated an excellent radar bombing capability.

d. 22d Bombardment Wing continues to demonstrate a highly dependable bombing capability.

e. 93d Bombardment Wing obtained excellent results for their first effort in a B-47 mission of this type

f. Increase in ground speeds tends to decrease bombing accuracy.

g. Results of tactical doctrine meneuver executed on Oklahoma City are inconclusive due to high head winds experienced.

h. Crews need practice in making good assigned control point times.

i. The most important single consideration in selection of offset aiming points is to select a point that is easily and postively identifiable with a normal scope.

j. An analysis of the capabilities of reconnaissance technical squadron photo interppreters to render B-51 and RT-52 reports will be published under separate cover at a later date.

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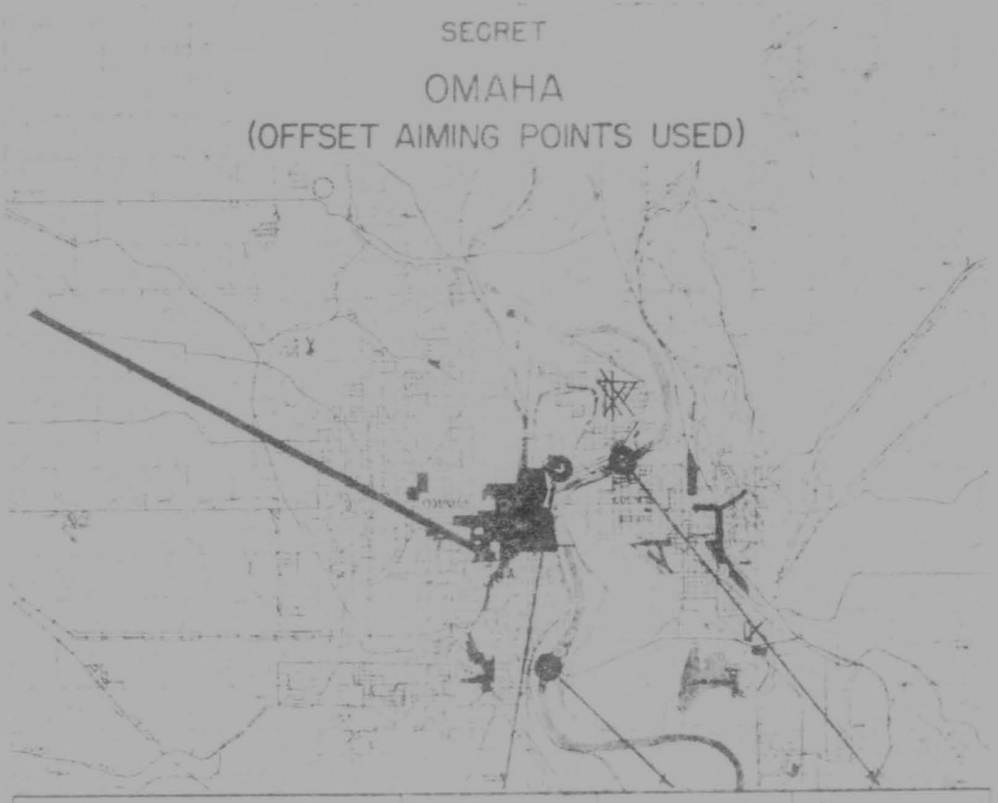
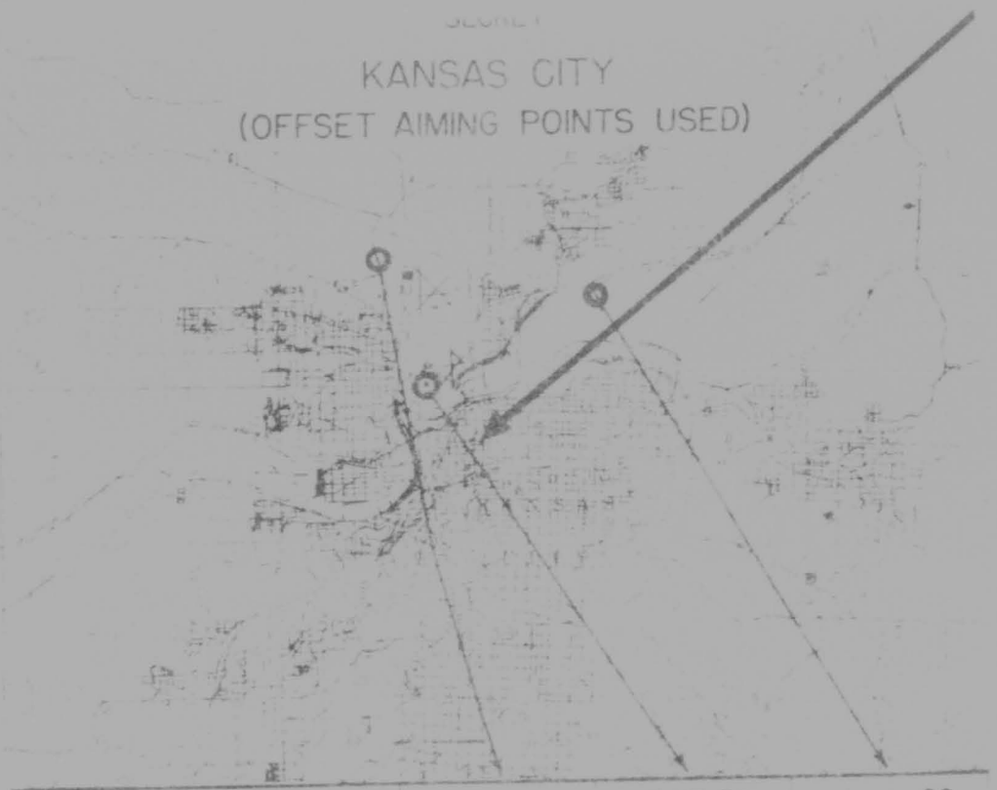
OMAHA
(OFFSET AIMING POINTS USED)



UNIT	22	5,93,320	99 & 303
NO. RUNS	17	52	26
CEA	1811	3271	1467
CEP	1500	2160	1460
RELIABILITY FACTOR	94.1%	84.6%	100%
GROSS ERRORS	0	4	0
GROSS ERROR RATE	0%	7.7%	0%



UNIT	303	5,93,99	22
NO. RUNS	12	39	17
CEA	1317	1596	2015
CEP	1370	1350	2100
RELIABILITY FACTOR	100%	89.7%	88.2%
GROSS ERRORS	0	2	0
GROSS ERROR RATE	0%	5.1%	0%

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OKLAHOMA CITY
(OFFSET AIMING POINTS USED)

UNIT	93 BW	5,22,99,320	303
NO. RUNS	20	55	19
CEA	2333	2350	1741
CEP	1145	1400	2050
RELIABILITY FACTOR	95%	81.8%	100%
GROSS ERRORS	1	9	0
GROSS ERROR RATE	5%	16.4%	0%

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"BIG TENT"

RADAR BOMBING RELIABILITY
TARGET - OMAHA

UNIT	15AF	22BW	93BW	303BW	320BW	5SRW	99SRW
NO. OF RUNS	95	17	21	17	19	12	9
RELIABILITY FACTOR	90.5	94.1	90.5	100	84.2	75	100
CEA	2516	1811	2402	1503	2352	6248	1398
CEP	1720	1500	2250	1420	1870	2360	1670
GROSS ERRORS	4	0	2	0	1	1	0

* SAC SELECT AND LEAD CREW PROBATIONARY R/F

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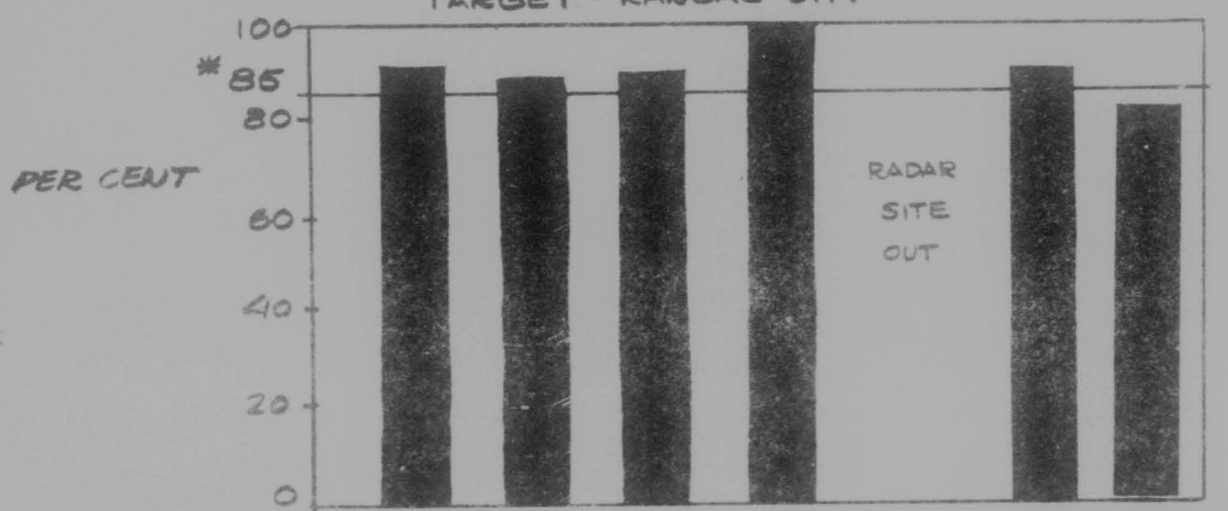
"BIG TENT"

RADAR BOMBING RELIABILITY

TARGET - KANSAS CITY



UNIT	15AF	22BW	93BW	303BW	320BW	5SRW	99SRW
NO OF RUNS	68	17	21	12		12	6
RELIABILITY FACTOR	91.2	88.2	90.5	100		91.6	83.3
CEA	1652	2015	1583	1317		1761	1313
CEP	1370	2100	1200	1370		1360	1135
GROSS ERRORS	2	0	1	0		1	0

* SAC SELECT AND LEAD CREW PROBATIONARY R/F

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"BIG TENT"

RADAR BOMBING RELIABILITY

TARGET - OKLAHOMA CITY

UNIT	15 AF	22 BW	93 BW	303 BW	320 BW	55 RW	99 SRW
NO. OF RUNS	94	16	20	19	18	13	8
RELIABILITY FACTOR	88.3	87.5	95	100	61.1	100	87.5
CEA	2224	2018	2333	1741	4067	1037	1287
CEP	1425	1400	1145	2050	2400	850	1085
GROSS ERRORS	10	2	1	0	7	0	0

* SAC SELECT AND LEAD CREW PROBATIONARY R/F

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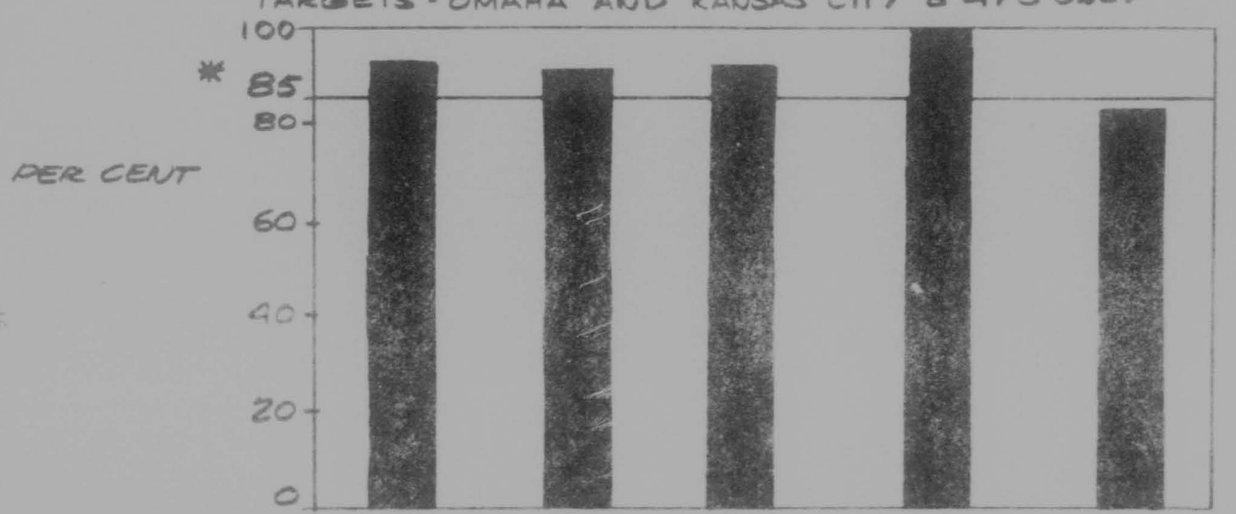
"BIG TENT"

RADAR BOMBING RELIABILITY
TARGETS - OMAHA AND KANSAS CITY B-47'S ONLY



UNIT	15 AF	22 BW	93 BW	303 BW	320 BW
NO OF RUNS	124	34	42	29	19
RELIABILITY FACTOR	91.9	91.2	90.5	100	84.2
CEA	1893	1913	1993	1426	2352
CEP	1550	1760	1625	1420	1870
GROSS ERRORS	4	0	3	0	1

* SAC SELECT AND LEAD CREW PROBATIONARY R/F

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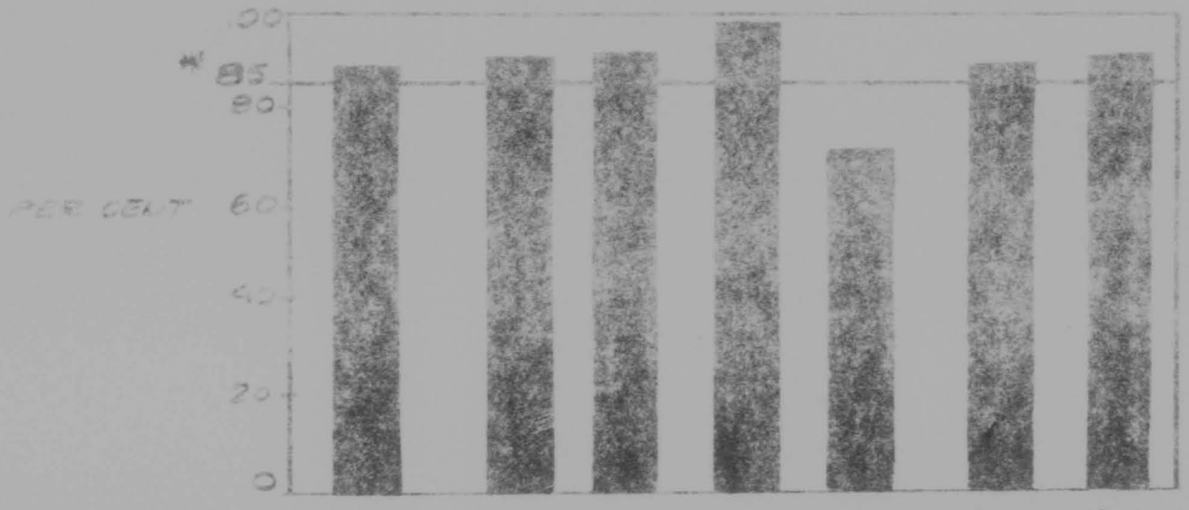
"BIG TENT"

RADAR BOMBING RELIABILITY

TARGETS - OMAHA, KANSAS CITY & OKLAHOMA CITY



UNIT	15 AF	22 BW	93 BW	303 BW	320 BW	5 SRW	99 SRW
NO OF RUNS	257	50	62	48	37	37	23
RELIABILITY FACTOR	89.9	90.0	91.9	100	73	89.2	91.3
CEA	2180	1947	2103	1551	3186	2962	1337
CEP	1500	1525	1510	1435	2100	1370	1120
GROSS ERRORS	16	2	4	0	8	2	0

* SAC SELECT AND LEAD CREW PROBATIONARY R/F

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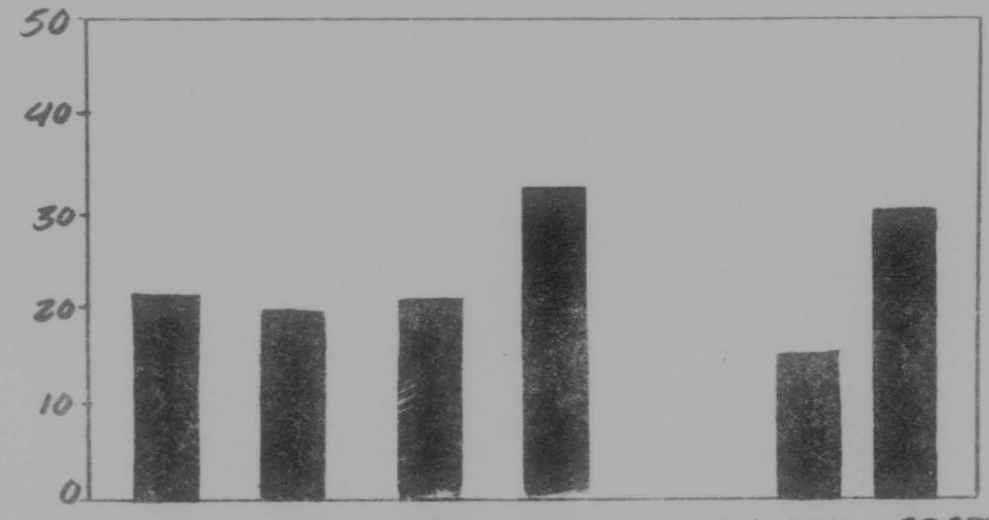
"BIG TENT"

CREWS WINNING AWARDS



UNIT	15AF	22BW	93BW	303BW	320BW	6SRW	99SRW
# CREWS AIRBORNE	127	22	29	22	29	15	10
# CREWS ELIGIBLE	84	21	27	12	0	14	10
# CREWS WINNING	19	4	6	4	0	2	3
% CREWS WINNING	22.6	19.0	22.2	33.3	0	14.3	30

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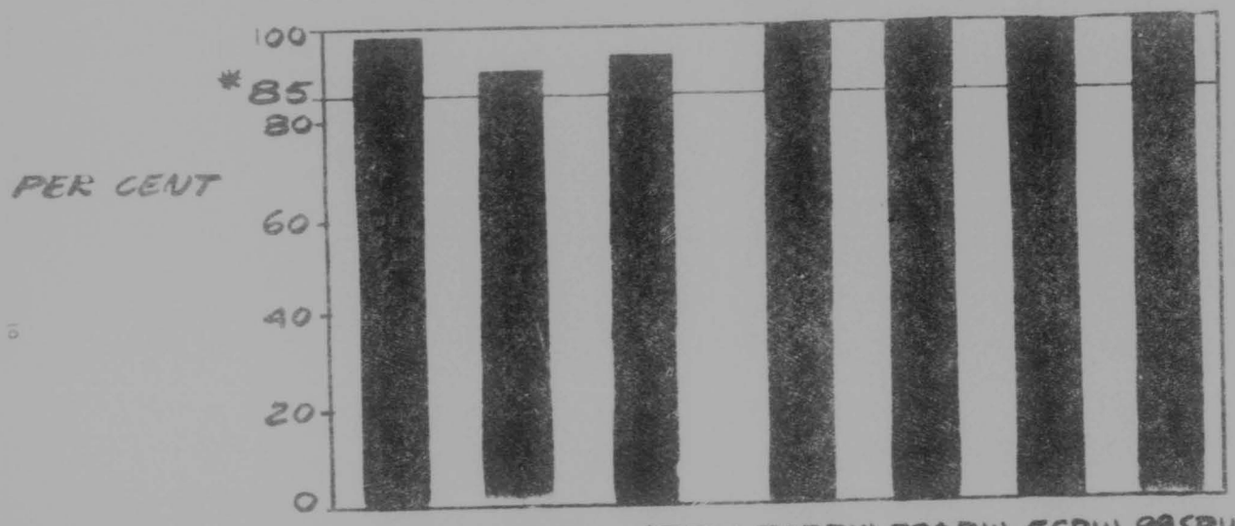
"BIG TENT"

NIGHT CELESTIAL NAVIGATION RELIABILITY



UNIT	15 AF	22 BW	93 BW	303 BW	320 BW	5 SRW	99 SRW
NO OF LEGS	82	14	21	18	23	5	1
RELIABILITY FACTOR	97.6	92.9	95.2	100	100	100	100
CEA	14.5	15.6	13.5	16.2	14.4	8.8	18.0
CEP	13.1	13.6	11.4	16.5	12.8	9.0	18.0

* SAC SELECT AND LEAD CREW PROBATIONARY R/F

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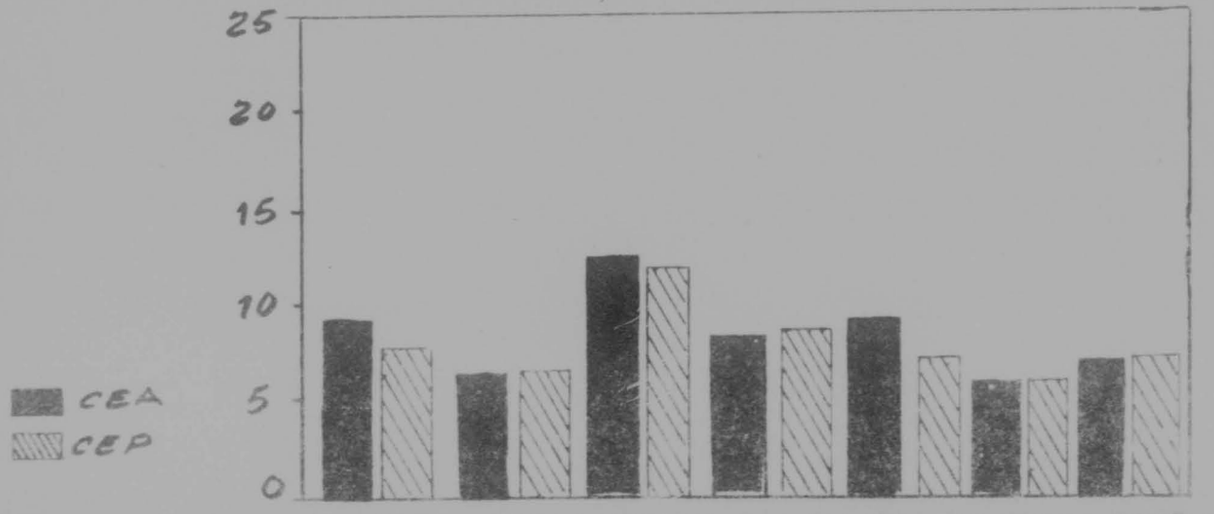
"BIG TENT"

GRID NAVIGATION ACCURACY



UNIT	15AF	22BW	93BW	303BW	320BW	5SRW	99SRW
NO OF LEGS	83	14	21	15	21	5	7
CEA	9.2	6.8	12.7	8.9	9.1	5.8	6.8
CEP	8.2	6.9	11.6	9.0	7.4	6.0	7.5
NO OF LEGS OVER 20 NM	3	0	3	0	0	0	0

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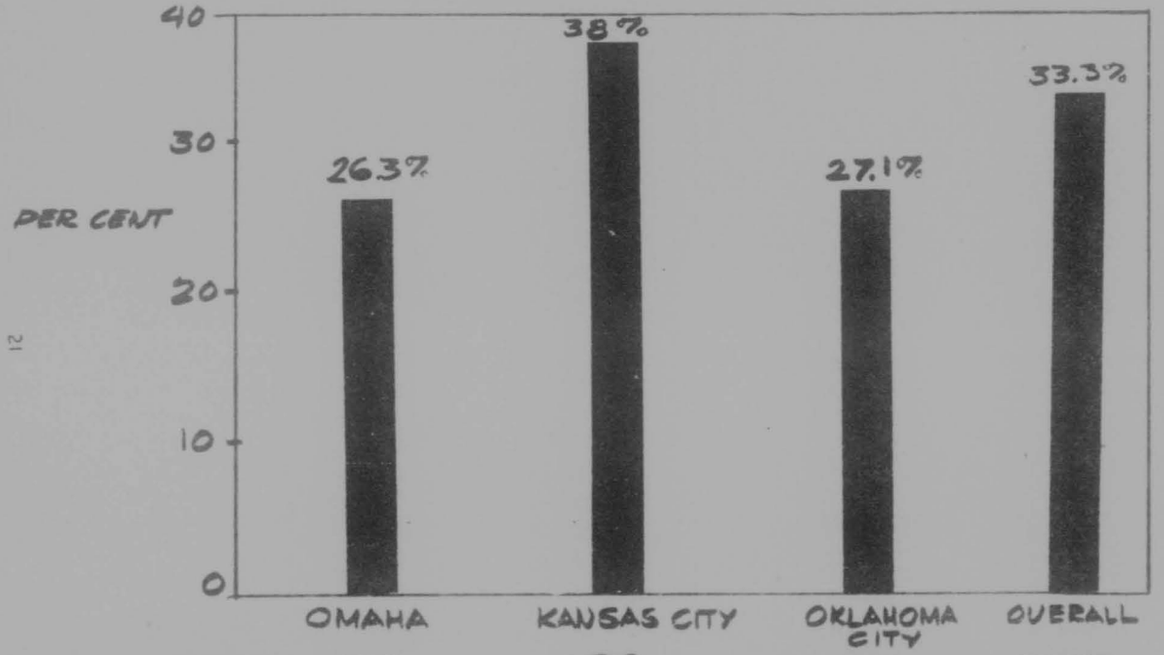
"BIG TENT"

PRE-TARGET ABORT RATE
(15TH AF)



	OMAHA	KANSAS CITY	OKLAHOMA CITY	OVERALL
NO OF TARGETS	129	129	129	387
ABORTS	34	60	35	129

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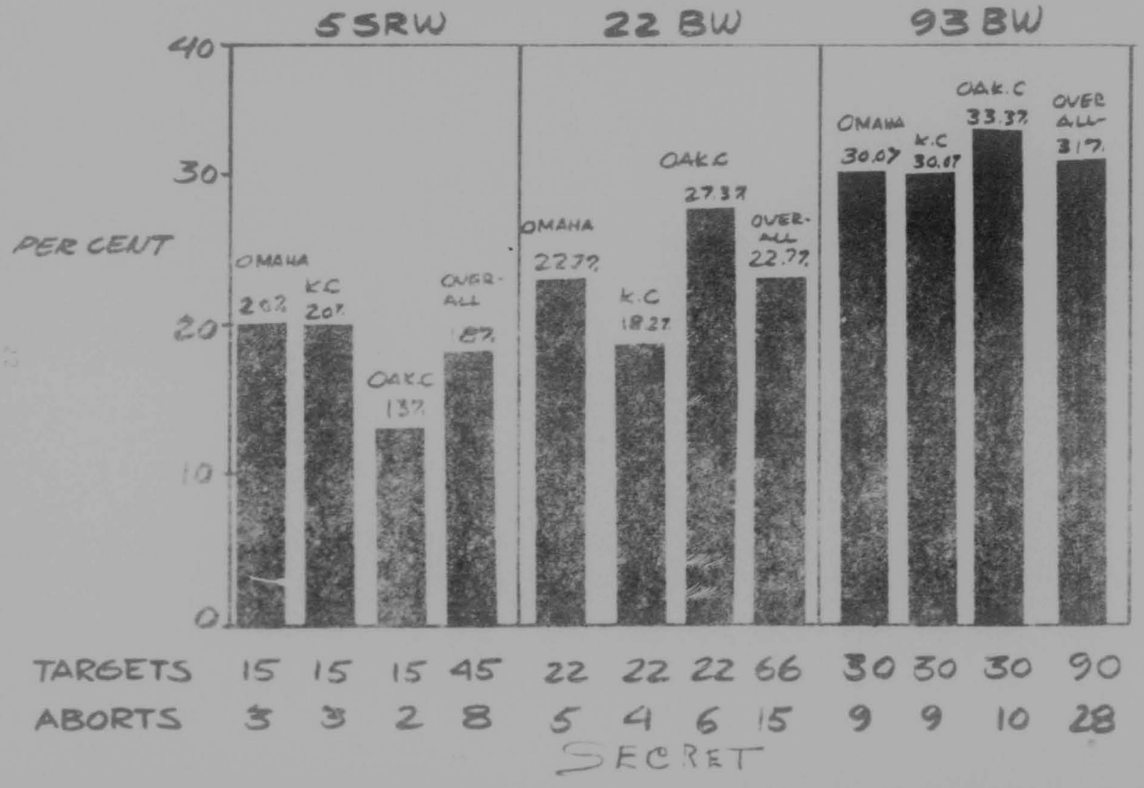
"BIG TENT"

PRE-TARGET ABORT RATE



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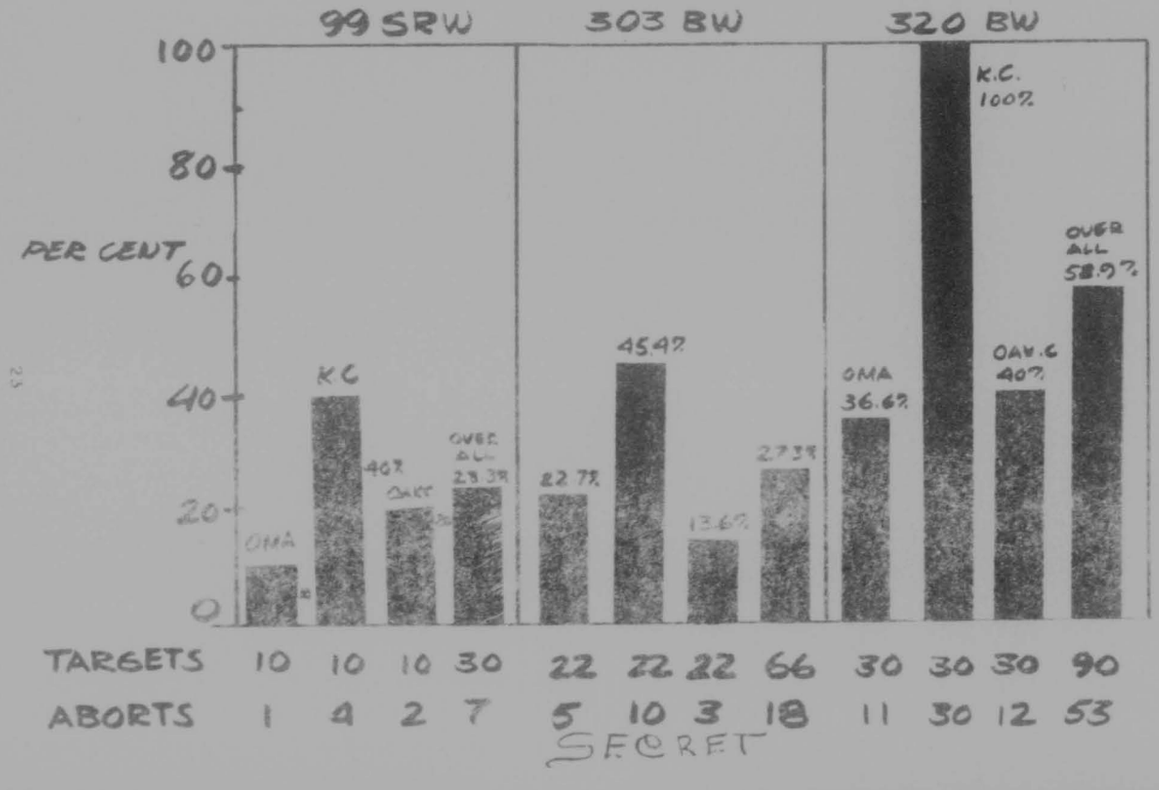
"BIG TENT"

PRE-TARGET ABORT RATE



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0576

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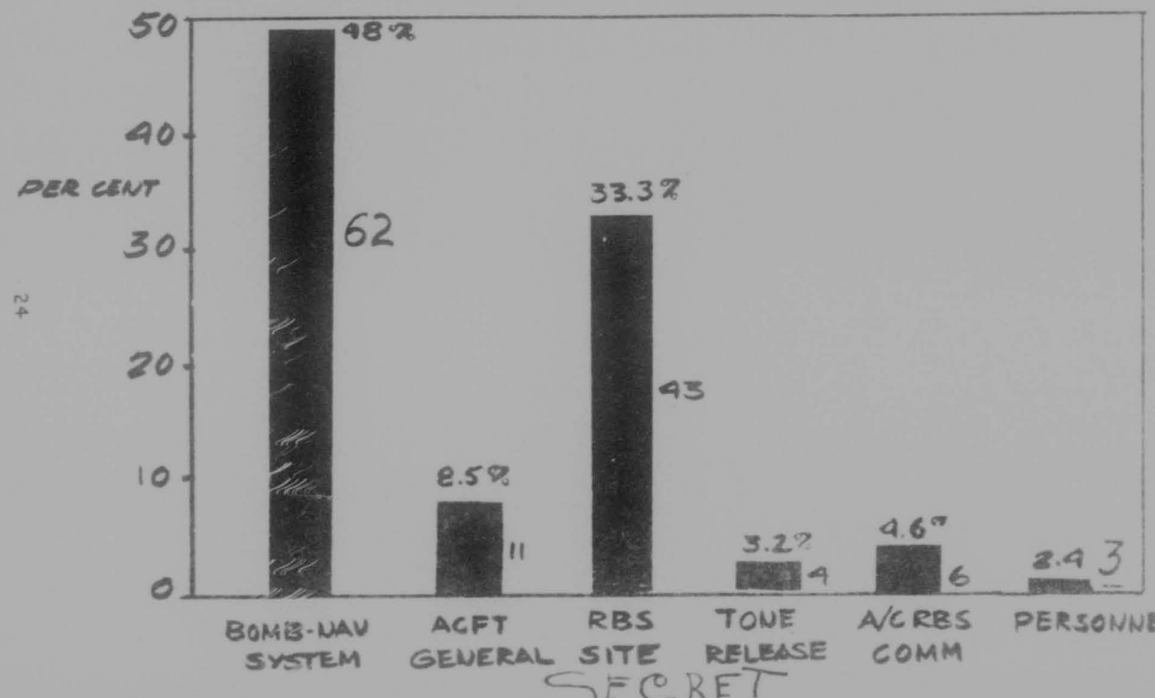
"BIG TENT"

REASONS FOR INEFFECTIVE AIRCRAFT

SCHEDULED ACFT 129 POSSIBLE TARGETS 387

TARGETS NOT BOMBED 129 OR 33.3%



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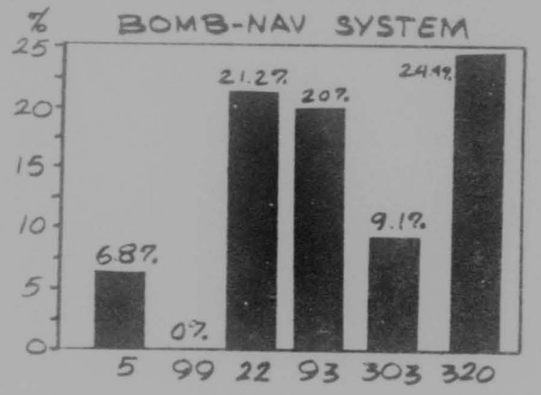
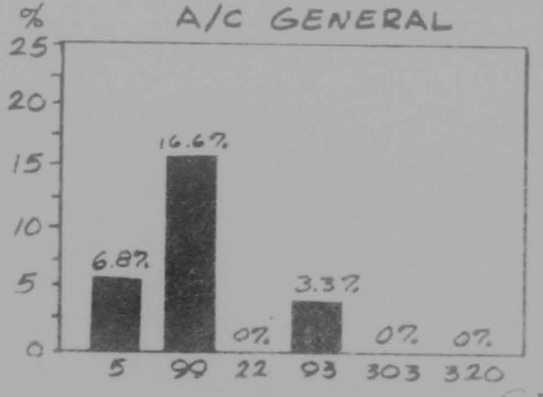
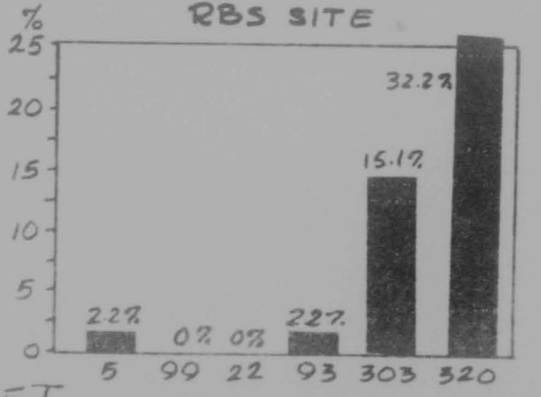
REASONS FOR INEFFECTIVE ACFT BY WG







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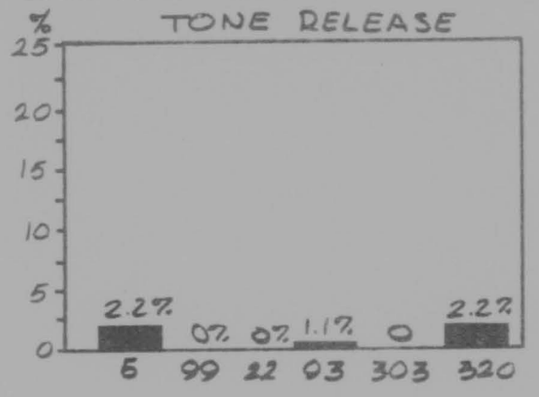
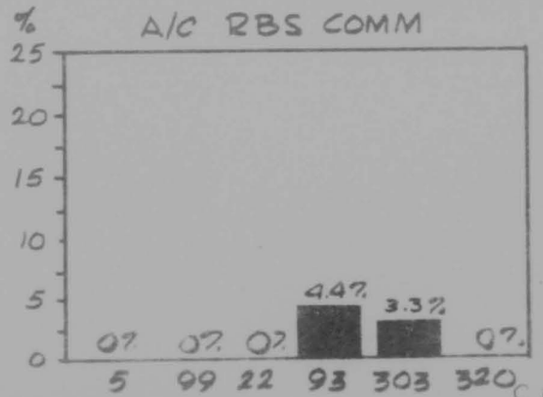
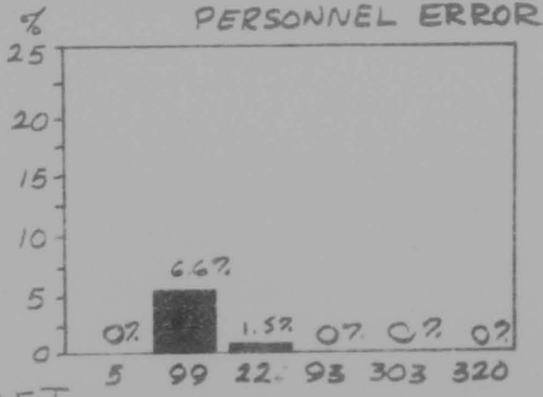
0578

SECRET

REASONS FOR INEFFECTIVE ACFT BY WG.







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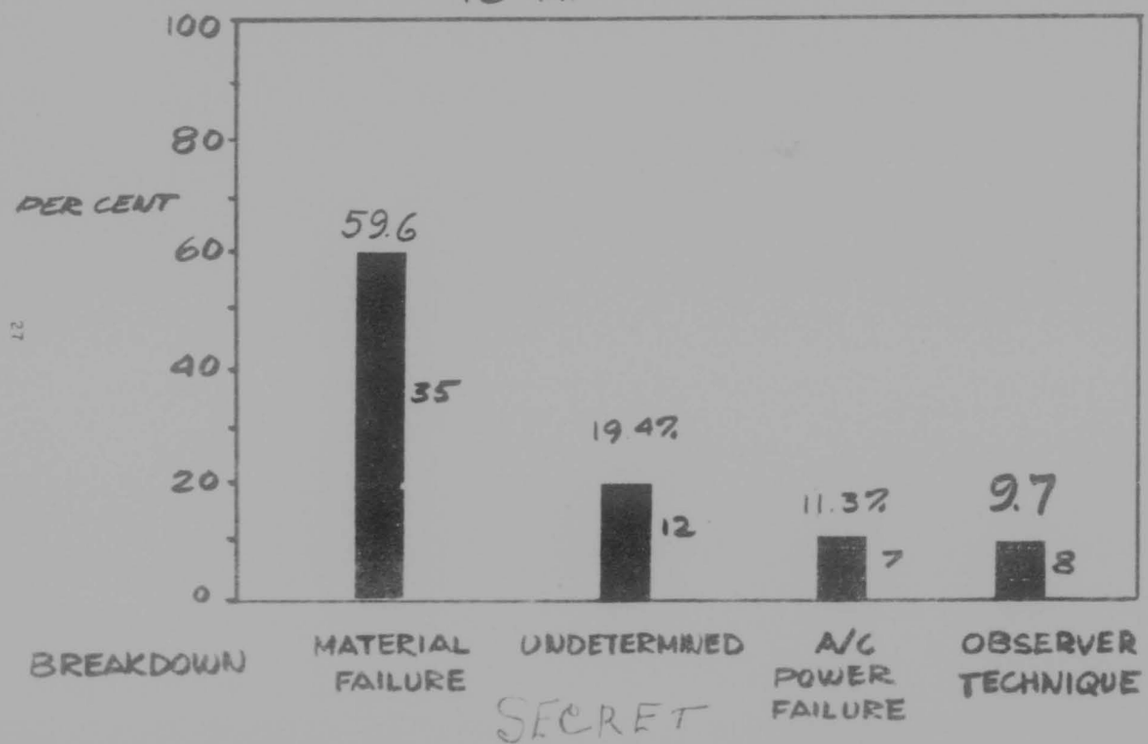
0579

SECRET

"BIG TENT"

BOMB-NAV SYSTEM ABORTS
15 AF



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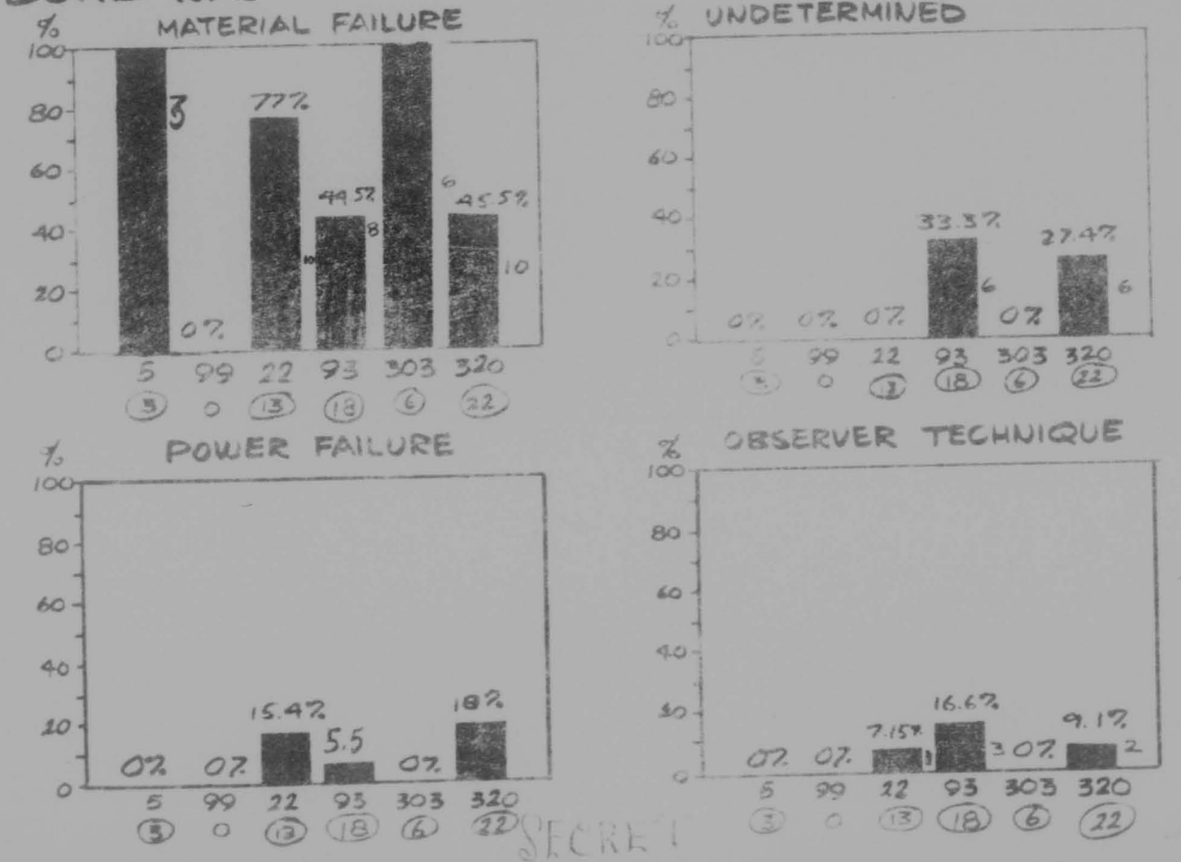
0580

SECRET

BOMB-NAV SYSTEM ABORT BREAKDOWN (BY WING)



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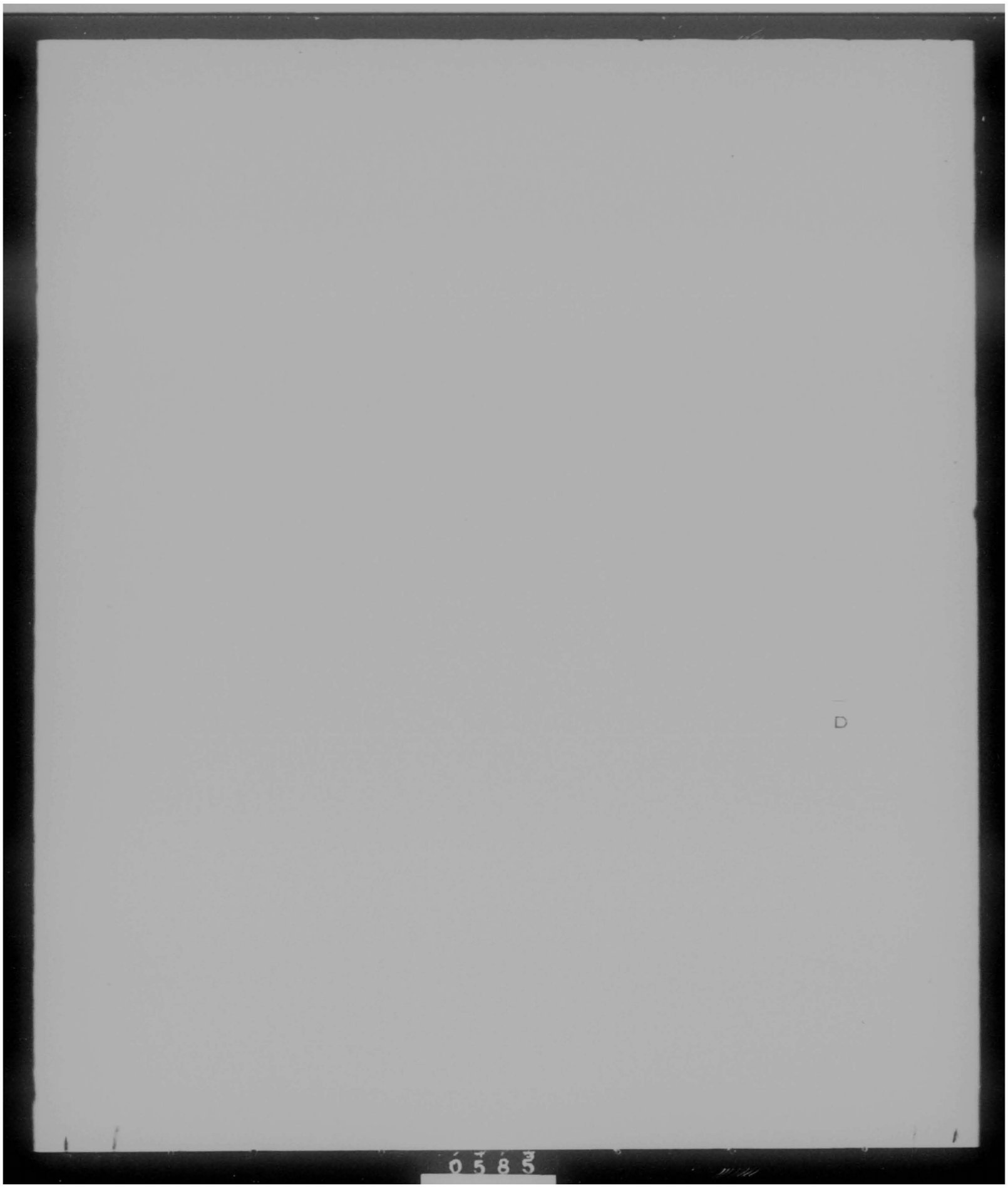
0581

Crew Members of the 358th Bombardment Squadron, 303rd Bombardment Wing, are shown receiving awards from Colonel D. W. Saunders, Commander 303rd for their outstanding performance in Operation "Big Tent." (left to right) are: Colonel Saunders, Major A. L. Cook, Captain W. C. Grabowsky, Lt J. A. Christie, A/1C R. Barbone, and A/2C M. Knoles.



Hq 36th ADiv COMDR Subject: Award

303MDR (3 Jan 55) 1st Ind

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM, Davis-Monthan Air Force Base, Tucson, Arizona 7 Jan 55

THRU: Commander, 358th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

TO: Major Harold L. Neal, Jr., 358th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona.

It gives me great pleasure to forward this commendation to you. Your performance of duty during Operation "Big Tent" was outstanding. The 303rd Bombardment Wing needs this calibre of performance by its assigned crews in order to carry out its mission.

s/t/ D. W. SAUNDERS
Colonel, USAF
Commander

C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

COMDR

3 January 1955

SUBJECT: Award

THRU: Commander
303d Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

TO: Major Harold L. Neal, Jr.
358th Bombardment Squadron
Davis-Monthan Air Force Base
Tucson, Arizona

1. On 2 December 1954, the 303d Bombardment Wing participated in Fifteenth Air Force Mission "Big Tent". The bombing results achieved by your crew were outstanding and placed your crew in the top four in the wing as selected by the Commander, Fifteenth Air Force.

2. These results are indicative of your ability as a superior aircraft commander, and add to the prestige of the entire wing. Your performance reflects a great deal of hard work and careful preparation on the part of your crew for this mission.

3. I desire to commend you for your outstanding performance on Mission "Big Tent" and sincerely hope that your results will serve as a future goal for other crews to attain.

4. This correspondence will be placed in your 201 file.

s/t/ NILS O. OHMAN
Brigadier General, USAF
Commander

0587

Hq 36th ADiv COMDR Subject: Award

3COMDR (3 Jan 55) 1st Ind

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM, Davis-Monthan Air Force Base, Tucson, Arizona 7 Jan 55

THRU: Commander, 359th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

TO: First Lieutenant Joe A. Christy, 359th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

It gives me great pleasure to forward this commendation to you. Your performance of duty during Operation "Big Tent" was outstanding. The 303rd Bombardment Wing needs this calibre of performance by its assigned crews in order to carry out its mission.

s/t/ D. W. SAUNDERS
Colonel, USAF
Commander

2

0588

C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

COMDR

3 January 1955

SUBJECT: Award

THRU: Commander
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

TO: 1st Lt Joe A. Christy
359th Bombardment Squadron
Davis-Monthan Air Force Base
Tucson, Arizona

1. On 2 December 1954, the 303d Bombardment Wing participated in Fifteenth Air Force Mission "Big Tent." The bombing results achieved by your crew were outstanding and placed your crew in the top four in the wing as selected by the Commander, Fifteenth Air Force.

2. Your performance as the radar observer on one of the top four crews within the 303d Wing is a credit to your bombing ability. Your accurate bombing is indicative of your careful, thorough preparation for this mission, and your enviable record should serve as a goal for other observers to strive to attain.

3. I desire to commend you for your outstanding performance on Mission "Big Tent," and sincerely hope that this record will not slow your efforts to establish even better records.

4. This correspondence will be placed in your 201 file.

s/t/ NILS O. OHMAN
Brigadier General, USAF
Commander

0589

Hq 36th ADiv COMDR Subject: Award

3COMDR (3 Jan 55) 1st Ind

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM, Davis-Monthan Air Force Base, Tucson, Arizona 7 Jan 55

THRU: Commander, 360th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

TO: First Lieutenant Louis D. Hodges, 360th Bombardment Squadron, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

It gives me great pleasure to forward this commendation to you. Your performance of duty during Operation "Big Tent" was outstanding. The 303rd Bombardment Wing needs this calibre of performance by its assigned crews in order to carry out its mission.

s/t/ D. W. SAUNDERS
Colonel, USAF
Commander

0596

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

COPY

COMDR 3 January 1955

SUBJECT: Award

THRU: Commander
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

TO: 1st Lt Louis D. Hodges
360th Bombardment Squadron
Davis-Monthan Air Force Base
Tucson, Arizona

1. On 2 December 1954, the 303d Bombardment Wing participated in Fifteenth Air Force Mission "Big Tent". The bombing results achieved by your crew were outstanding and placed your crew in the top four in the wing as selected by the Commander, Fifteenth Air Force.

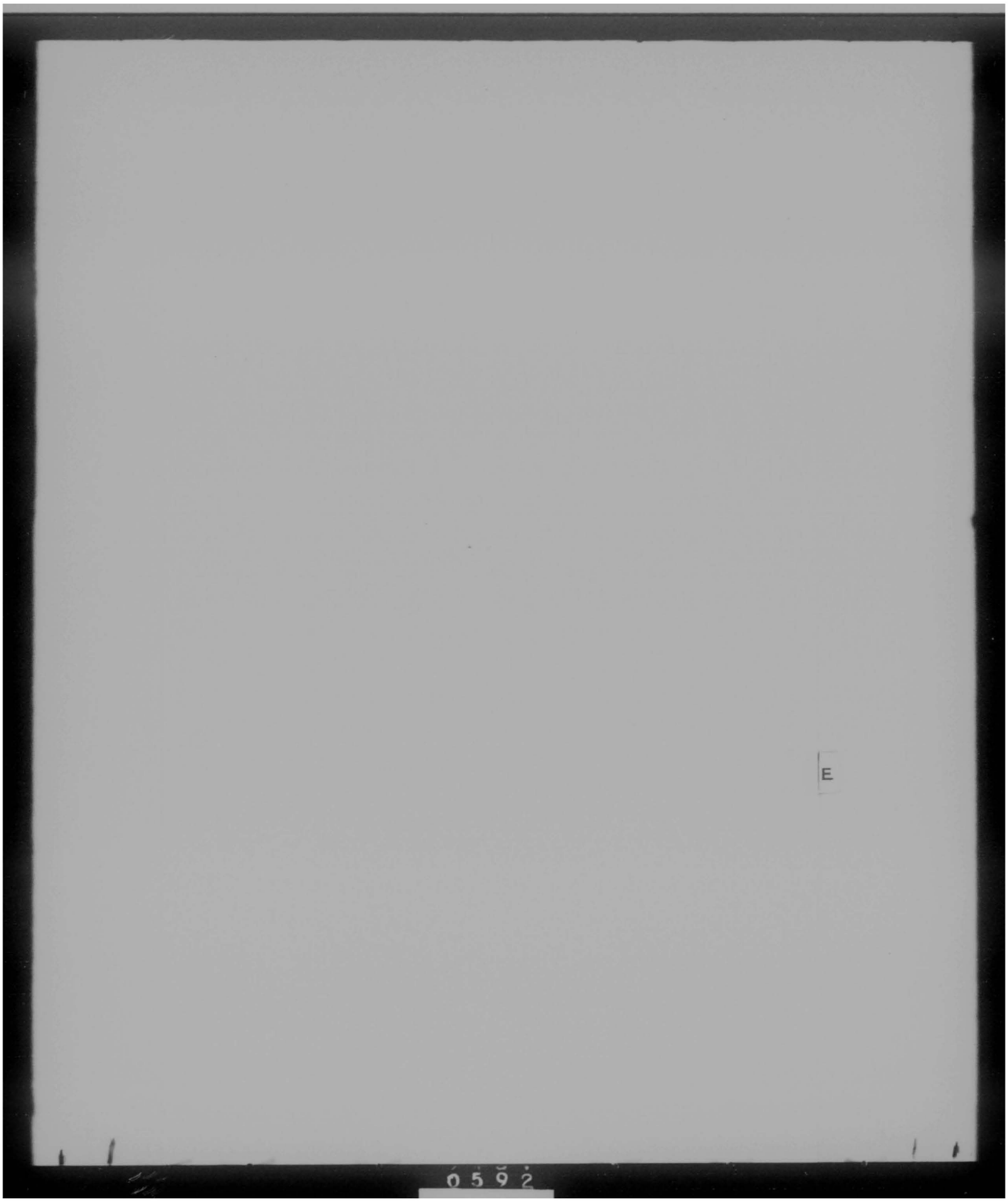
2. As the pilot, you contributed a great deal towards the success of your crew on this mission. The team work displayed is the quality required of the best bombing crews in Strategic Air Command. Your preparation for this mission was evidently thorough and complete and indicates you have a keen interest in your job.

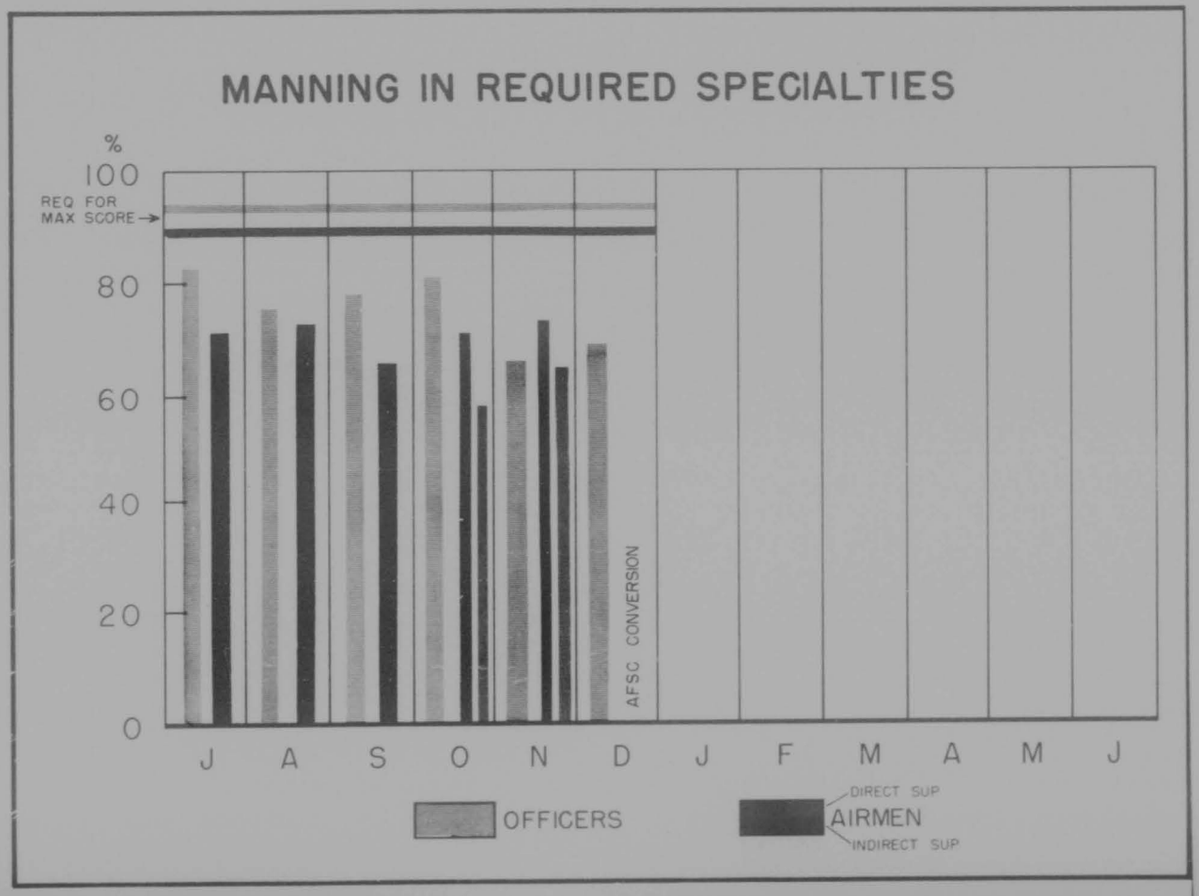
3. I desire to commend you for your outstanding performance on Mission "Big Tent," and sincerely hope that your results will serve as a future goal for other crews to attain.

4. This correspondence will be placed in your 201 file.

s/t/ NILS O. OHMAN
Brigadier General, USAF
Commander

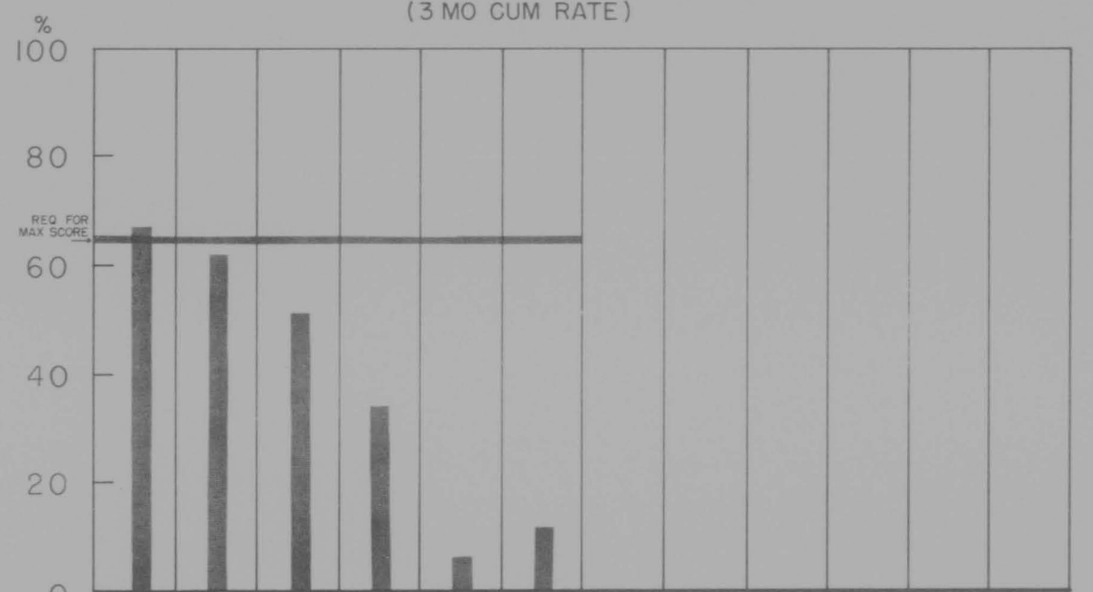
0591





REENLISTMENT RATE

(3 MO CUM RATE)



MONTHLY	J	A	S	O	N	D	J	F	M	A	M	J
REENLISTMEN	35	13	8	13	2	7						
TERMINATIONS	44	31	31	36	27	15						

* AFTER INOV, 3 MO RATES EXCLUDE REENLISTEES WHO REENLIST

0595

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

SPECIAL ORDERS)
NUMBER 233)

15 December 1954

This Special Order consists of paragraphs 1 thru 4 inclusive.
Classified Paragraphs NONE included in this compilation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

ROBERT V MOREY
1st Lt, USAF
Assistant Adjutant

DISTRIBUTION: "A"
3 - B&F 0

0597

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

SPECIAL ORDERS)
NUMBER 233) 15 December 1954

E X T R A C T

1. FNA USAF orgn indc 303d Bomb Wg M aptd to temp (unless otherwise indc) gr in USAF w/DR 1 Dec 54.

AUTH: AFR 39-29, 31 Mar 54, SAC Reg 39-6, 21 Apr 53, & 15TH AF Msg DPRPT 30496, Subj: Allocation of Dec 54 Amn Prom Quotas, dtd 2 Dec 54.

Aptd temp gr of Master Sergeant (Pay Gr E-7)

359 Bomb Sq M		
TSGT	ANGELO F MACCHIA	AF 12 289 458
360 Bomb Sq M		
TSGT	ANTHONY J CALDARALE	AF 6 978 436
303d Fld Maint Sq		
TSGT	JAMES T HAMILTON	AF 34 134 401
303d AREFS		
TSGT	GEORGE E WHITTINGTON	AF 33 753 252

Aptd temp gr of Technical Sergeant (Pay Gr E-6)

360 Bomb Sq M		
SSGT	HENRY Z ROBLES	AF 19 309 569
303d Fld Maint Sq		
SSGT	JOHN M EASTHAM	AF 18 015 552
SSGT	EDWARD F CLARK	AF 17 263 205
303d Fdo Maint Sq		
SSGT	GORDON D ANDERSON	AF 19 405 643
SSGT	WILLIAM G HIMES	AF 15 264 721
303d AEM Sq		
SSGT	JOSEPH VIVONA JR	AF 32 848 280
SSGT	NORMAN M WILCOX	AF 32 745 979
303d AREFS		
SSGT	PAUL E SCHOCK	AF 16 311 117
SSGT	FRANK J ARMSTRONG	AF 39 311 859

Aptd temp gr of Staff Sergeant (Pay Gr E-5)

Hq 303d Bomb Wg M		
A/1C	BURT McBAINE JR	AF 17 319 381
A/1C	JAMES F MORRISON	AF 13 417 916
A/1C	EDWIN R CLOETER	AF 17 328 943
358 Bomb Sq M		
A/1C	JOHN E STAMPER	AF 14 404 599
A/1C	JAMES R PAULSON	AF 19 425 413

(cont)

0598

Par 1: SO 233 Hq 303d Bomb Wg M (SAC) DMAFB Tucson, Ariz 15 Dec 54 (cont)

Aptd temp gr of Staff Sergeant (Pay Gr E-5)(cont)

359 Bomb Sq M		
A/1C	GLEN E SCOTT	AF 12 378 412
360 Bomb Sq M		
A/1C	GENE R SHEPPELMAN	AF 16 390 006
303d Fld Maint Sq		
A/1C	LOYAL O GRIFFITH	AF 14 466 615
A/1C	GERALD D HOOVER	AF 17 347 293
A/1C	BENJAMIN E NORWOOD	AF 19 412 029
A/1C	ROGER E MASON	AF 17 326 226
A/1C	ROGER W ANDERSON	AF 19 388 781
A/1C	BILLY J MONTAGUE	AF 16 355 052
A/1C	NED B DAVIS	AF 19 345 848
303d Pdc Maint Sq		
A/1C	KENNETH E SPRINGER	AF 19 412 113
A/1C	ROBERT C O'BRYANT	AF 19 424 474
A/1C	ZANE G HUNT	AF 16 391 670
A/1C	CHARLES E GRUFF	AF 12 374 010
A/1C	WILLIAM R MULLINS	AF 19 419 441
303d AEM Sq		
A/1C	ROBERT L CLEMENS	AF 18 398 979
A/1C	ROBERT J PLAS	AF 16 361 540
A/1C	ARNOLD A JENSEN	AF 19 421 931
A/1C	EUGENE H BURNETTE	AF 19 399 944
A/1C	CARROL D COLE	AF 19 392 167
A/1C	JOSEPH C SALUTE	AF 12 338 046
A/1C	JOSEPH J EPPERSON	AF 16 377 833

***** ***** *****

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN D HAMPTON
Captain, USAF
Adjutant

ROBERT V MOREY
1st Lt, USAF
Assistant Adjutant

DISTRIBUTION: "A"
3 - B&F 0

0599

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

SPECIAL ORDERS)
NUMBER 233)

15 December 1954

E X T R A C T

***** ***** *****

2. FNA USAF orgn indc 303d Bomb Wg M aptd to temp (unless otherwise indc) gr in USAF w/DR 1 Dec 54.
AUTH: AFR 39-29, 31 Mar 54, SAC Reg 39-6, 21 Apr 53, & 15TH AF Msg DPRPP 30496, Subj: Allocation of Dec 54 Amn Prom Quotas, dtd 2 Dec 54.

Aptd temp gr of Staff Sergeant (Pay Gr E-5)

303d AREFS

A/1C	JAMES W SUMMERS	AF 24 290 663
A/1C	DONALD E HULL	AF 13 449 188
A/1C	CHARLES E REILLY JR	AF 39 727 040
A/1C	RONALD L LOFTIN	AF 15 484 824
A/1C	CONNALLY B RICE	AF 18 393 338

303d Tac Hosp

A/1C	BENJAMIN J RIPPLE JR	AF 13 408 347
A/1C	JACOB E MOREHOUSE JR	AF 12 406 900

Aptd perm gr of Airman First Class (Pay Gr E-4)

A/2C	AMOS C PANEITZ	AF 17 360 828

3. SMOP 12 SO 232 this hq cs as pertains to Off USAF(AFRes) orgn indc 303d Bomb Wg M dsgd "Disinterested Representatives," to perform Semi-Annual Physical Inventories of Unit Fund Property, for orgn indc 303d Bomb Wg M, is amnd to delt: 1ST LT WILLIAM R BRUNDAGE AO 1 912 305 USAF(AFRes) 303d AEM Sq, & substitute there-on: GEORGE V ZIMAN AO 733 119 USAF(AFRes) 303d AEM Sq. AUTH: Par 30, AFM 177-12, dtd 15 May 54, & Par 9, SAC Reg 176-7, dtd 20 Oct 53.

4. FNO USAF(AFRes)(RegAF) Hq 303d Bomb Wg M granted ordinary lv of abs as indicated & UCWR proper orgn & B.
AUTH: AFR 35-22.

			No Days	Eff o/a
COL	IRA V MATTHEWS	5 159A	10	17 Dec 54
1ST LT	ROBERT V MOREY	AO 2 226 484	7	23 Dec 54

BY ORDER OF THE COMMANDER:

OFFICIAL:

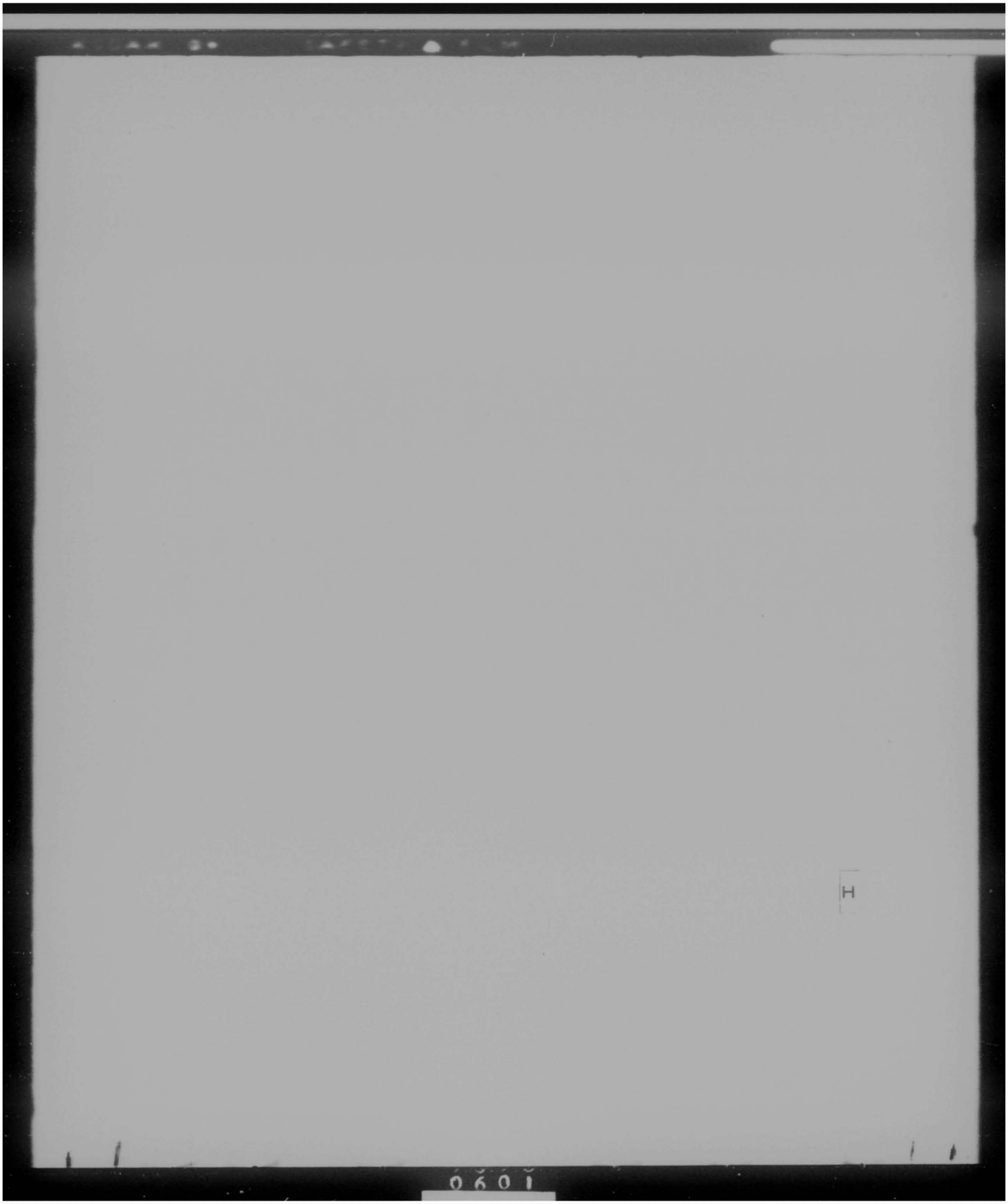
JOHN D HAMPTON
Captain, USAF
Assistant Adjutant

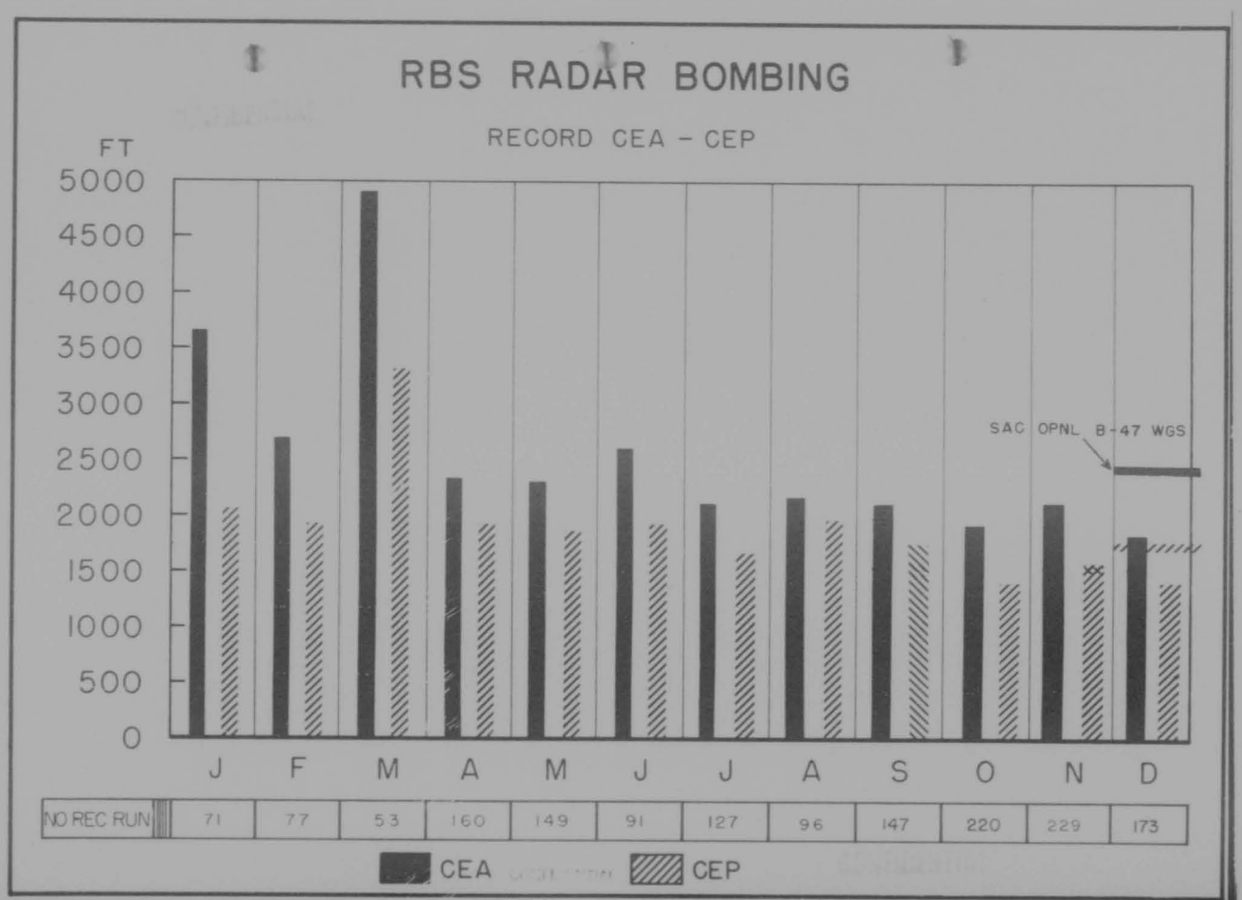
ROBERT V MOREY
1st Lt, USAF
Assistant Adjutant

DISTRIBUTION: "A"
3 - B&F 0

3

0600





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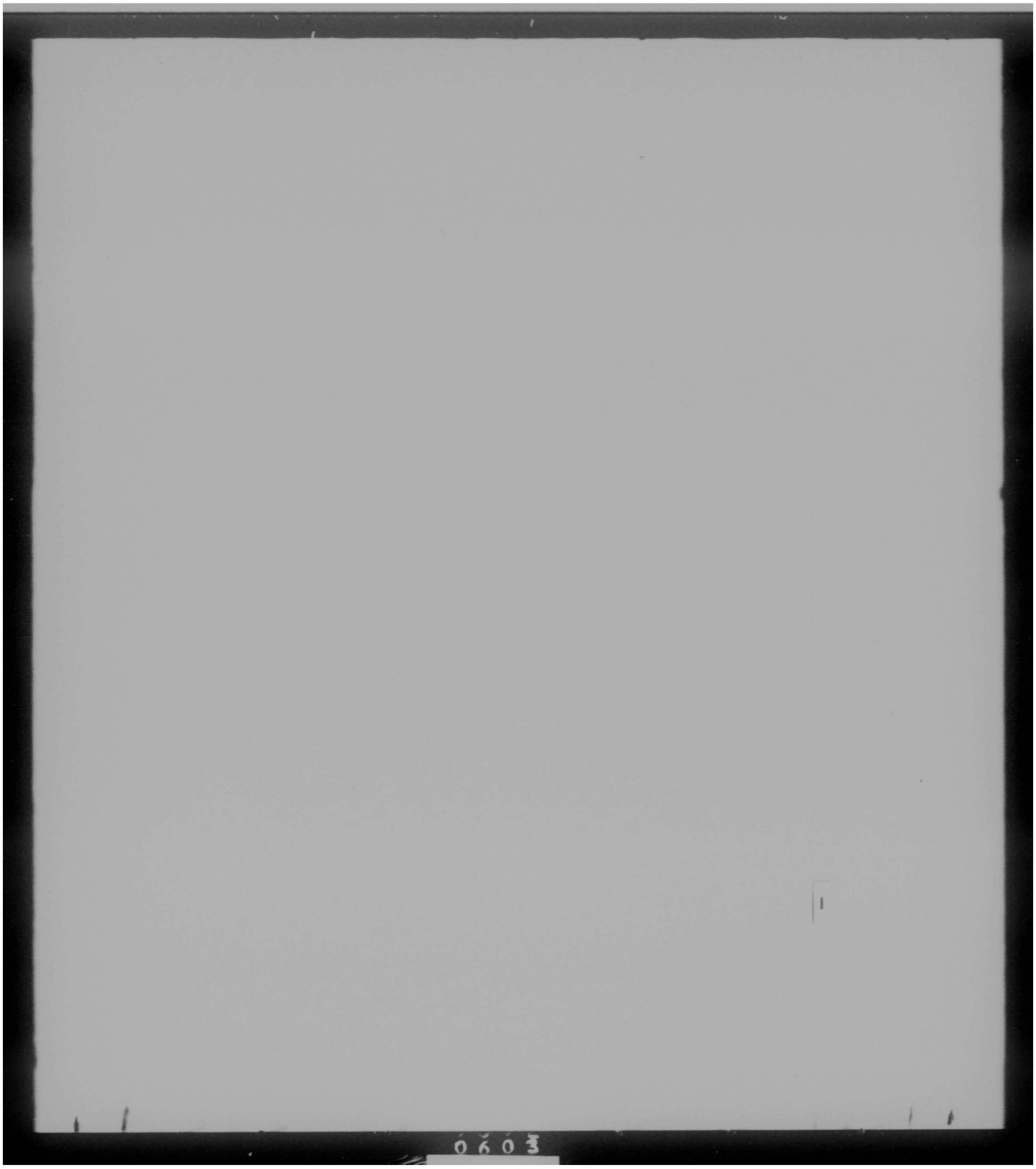

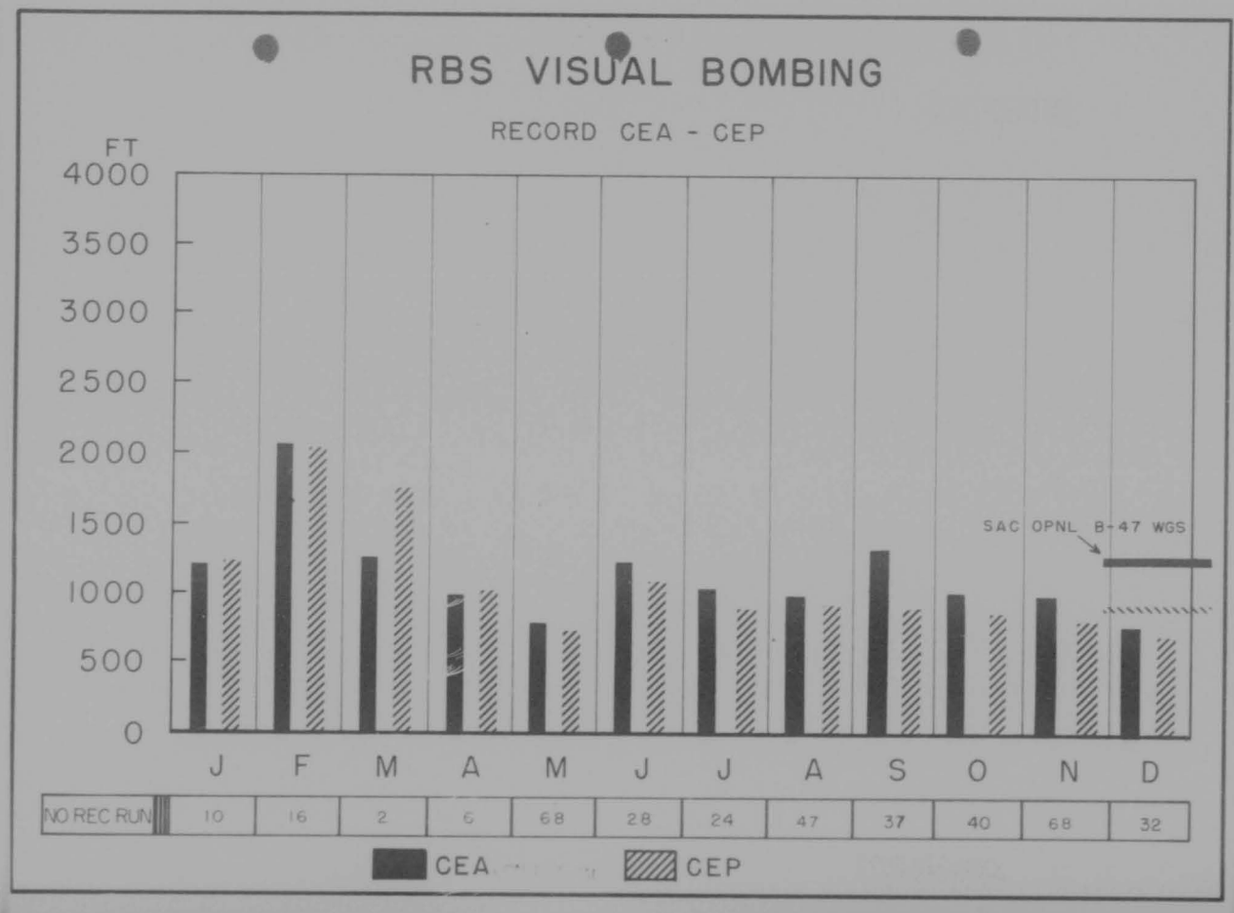

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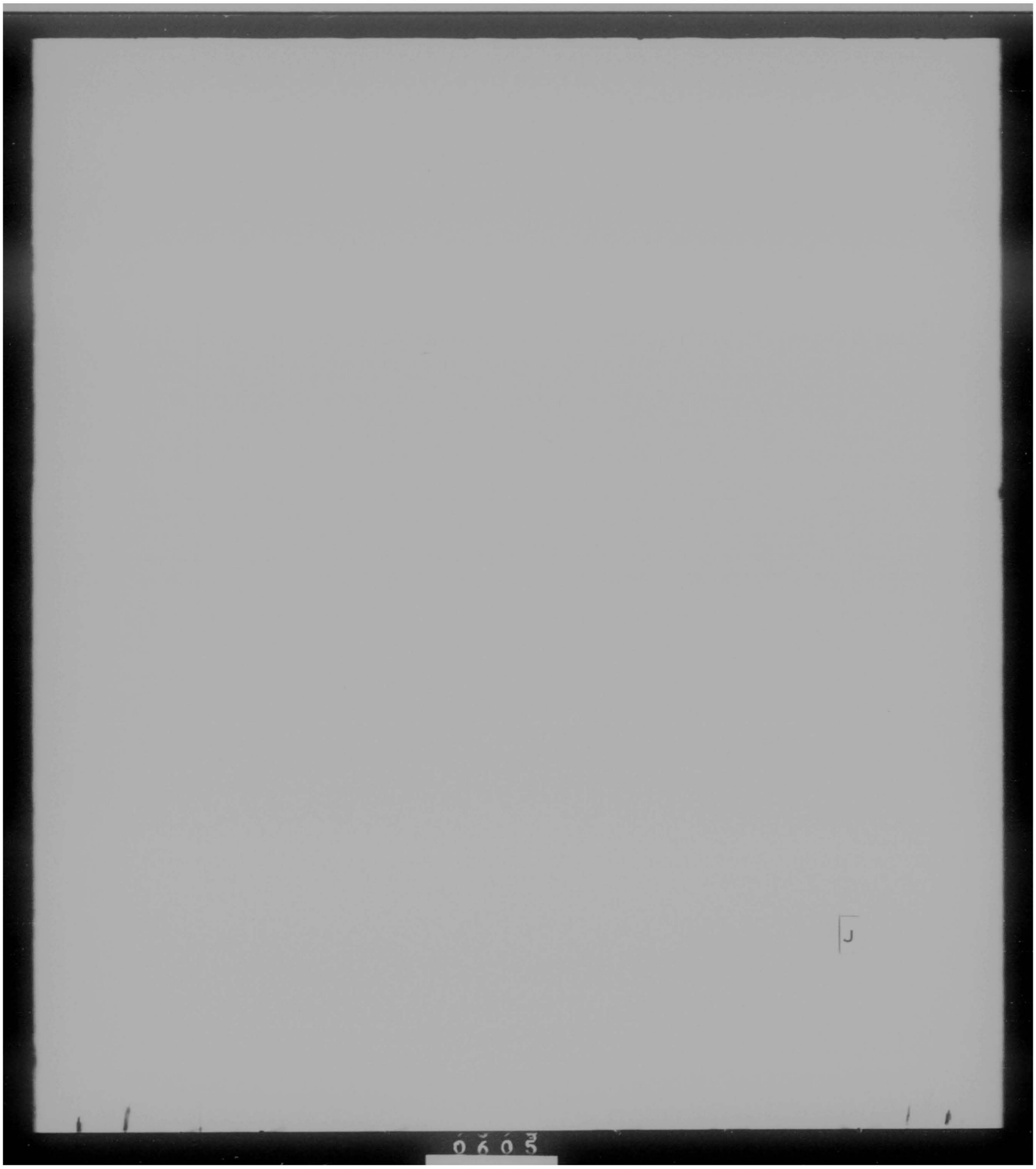
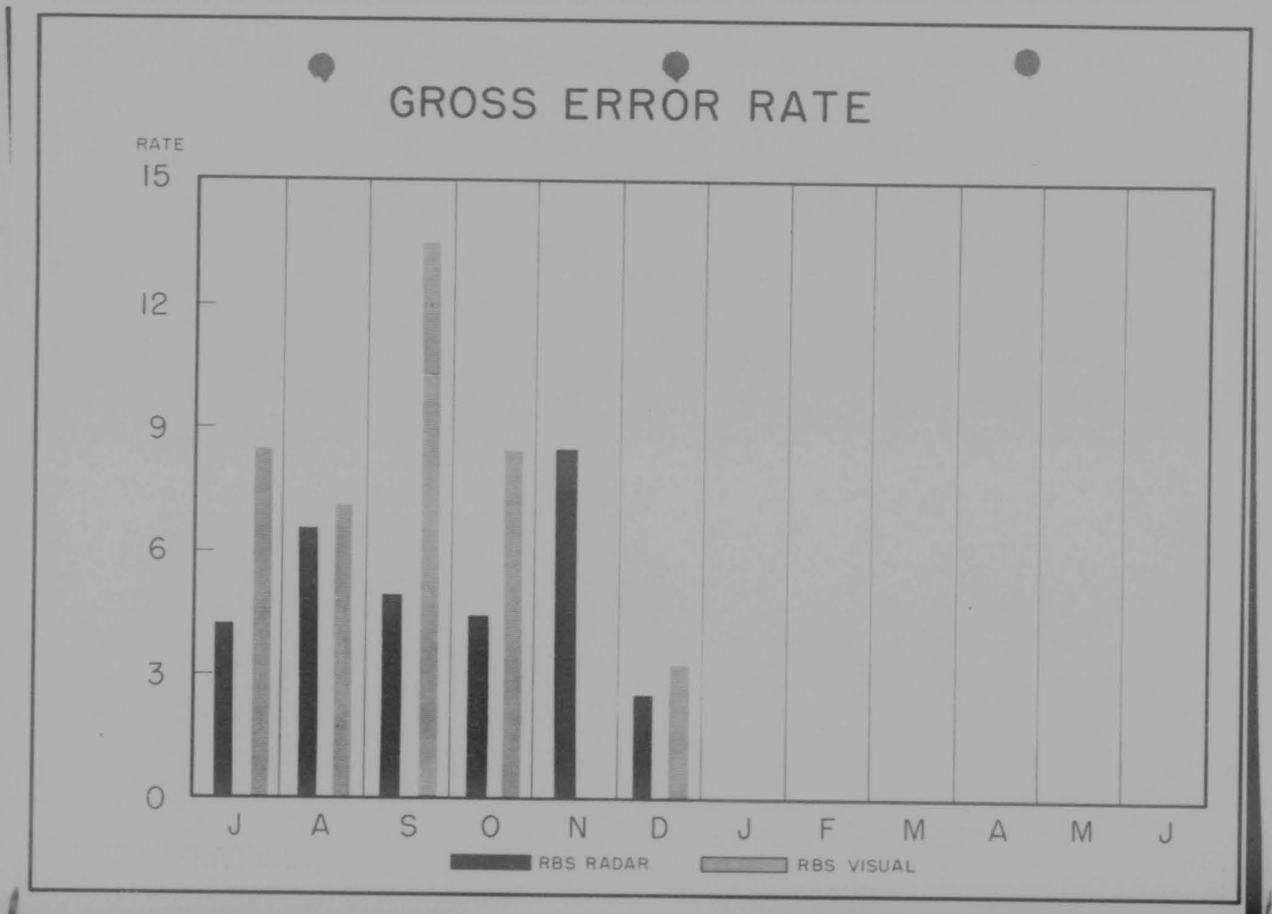
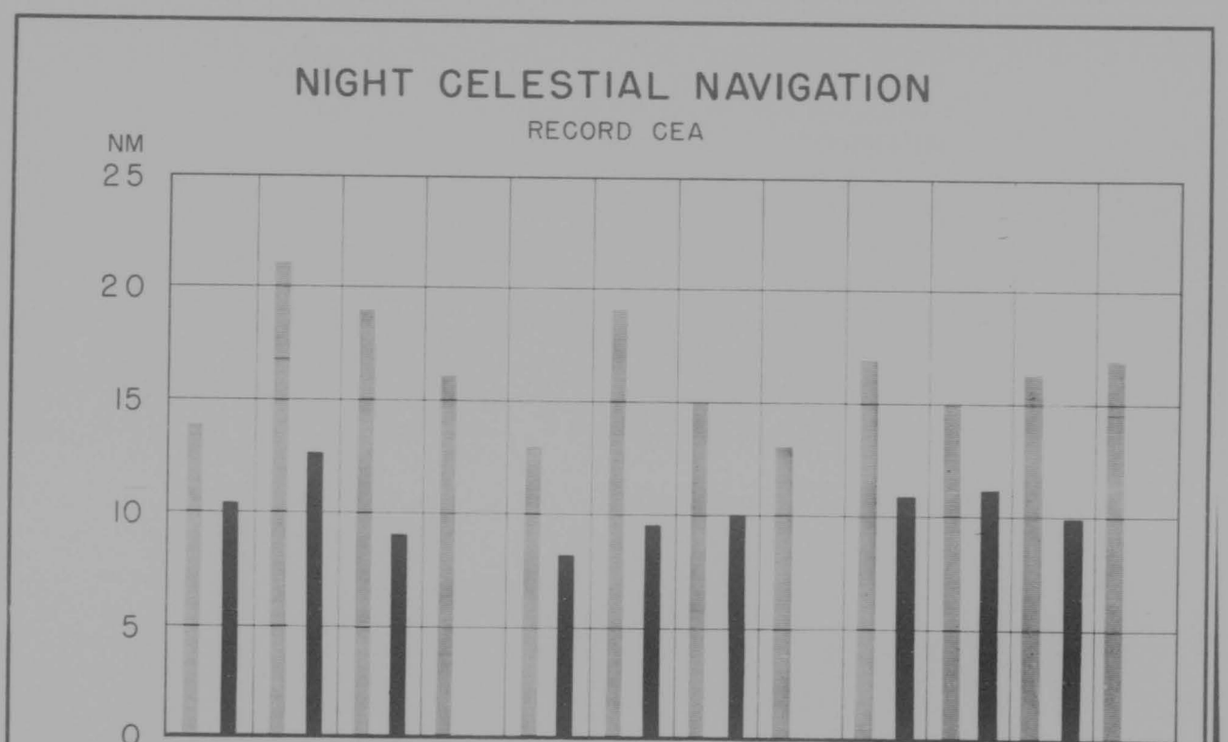




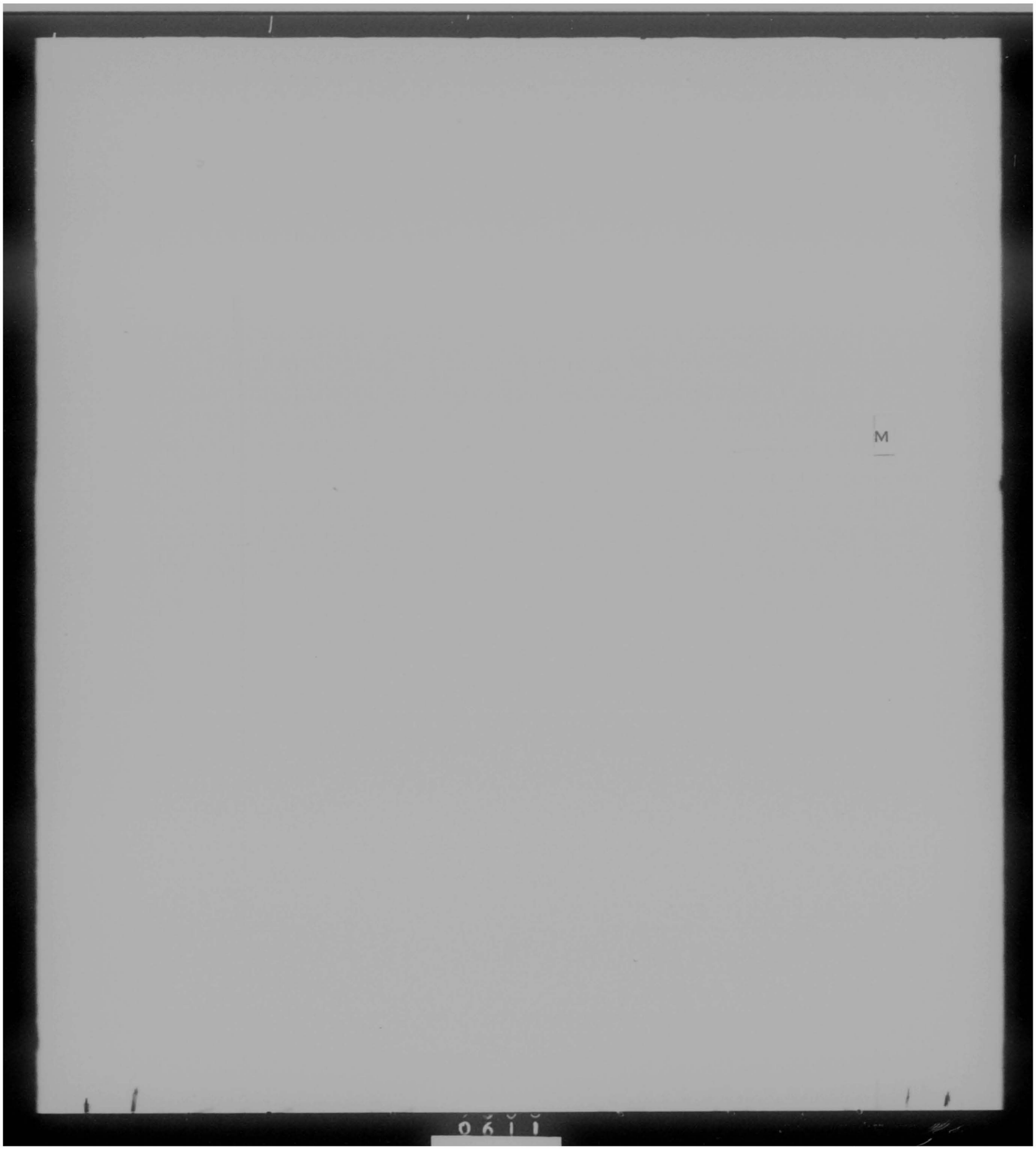
NIGHT CELESTIAL NAVIGATION

RECORD CEA



	J	F	M	A	M	J	J	A	S	O	N	D
NO LEG BM CREWS	23	22	14	33	51	20	36	33	32	62	41	32
NO LEG AR CREWS	7	8	30	0	3	18	28	0	14	22	24	0

0610



303RD BOMBARDMENT WING (M

OPERATIONS ORDER

SERIAL NO. 146-54

DATE NOV 15 1954

CLASSIFICATION CONFIDENTIAL

K-5231-C

0612

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
00012, 30 November 1954

SUBJECT: Amendment Number Two to 303rd Wing Operations Order 146-54

TO: See Distribution

Item 1: Reference paragraph 3a(1), delete and substitute the following: (1) Provide 7 B-47 aircraft and crews on 3 Dec 54 plus two B-47 ground spares.

Item 2: Reference paragraph 3b(1), delete and substitute the following: (1) Provide 7 B-47 aircraft and crews on 3 Dec 54, plus two ground spares.

Item 3: Reference paragraph 3c(1), delete and substitute the following: (1) Provide 8 B-47 aircraft and crews on 3 Dec 54, plus 2 ground spares.

Item 4: Reference paragraph 3h(3): Change so much as reads: "30 B-47 crews" to read "22 B-47 crews".

Item 5: Reference paragraph 5b(5). Change so much as reads "Omaha 258.2" to read "Omaha 356.8".

Item 6: Reference paragraph 5b(6). Change so much as reads "Bravo" to read "Coca".

Item 7: Reference paragraph 5b(6). Add the following: "During periods 30 minutes prior to and 30 minutes after bomb strike, HF radio silence will be observed except for emergencies".

Item 8: Add to paragraph 3x(10)(d)1 b. Hq SAC will be an addressee on the B-51 report.

Item 9: Reference paragraph 3x. Add as follows: (8) The Director of Materiel will require the filter on the K System periscope to be wired and sealed in the dark position on all aircraft scheduled for this mission.

Amnd #2
303 BW M
Ops O 146-54
30 Nov 54

0613

CONFIDENTIAL

Item 10: Reference Annex B, paragraph 2b, add the following: Record runs will be made on Omaha and Kansas City, and Oklahoma City.

BY ORDER OF THE COMMANDER:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36Div, 1 cy
Comdr 303d BW, 1 cy
Comdr 803d ABGp, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d ABSq, 1 cy
Comdr 303d A&E Sq, 1 cy
Comdr 303d Pdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
303d Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Br, 2 cys
303d Control Room, 1 cy
Chf, Cis Sec, 1 cy
303d Dir of Mat, 1 cy
303d Chf of Maint, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Wing Historian, 4 cys
Weather Detachment, 1 cy

Amnd #2
303 BW N
Ops O 146-54
30 Nov 54

CONFIDENTIAL

0614

CONFIDENTIAL

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
00012, 29 November 1954

SUBJECT: Amendment Number One to 303rd Wing Operations Order 146-54

TO: See Distribution

Item 1: Reference paragraph 3x. Add paragraphs 11 and 12 to read as follows:

(11) When in radio contact with Davis-Monthan, any aircraft with a major K-system malfunction (i.e. a malfunction that seriously affected the reliability or prevented the accomplishment of required bombing activities) will contact SMART GUY Control on UHF Channel 321.0 and give notice of a major malfunction (K-System) and estimated landing time.

(12) Upon landing, the aircraft will be taxiied directly to the refueling pit assigned by SMART GUY CONTROL and parked with engine 1 or 6 (whichever was supplying alternator power to the K-System) left running after parking. Maintenance Control will dispatch an A&E Malfunction Team to meet the aircraft and, in conjunction with the crew observer, perform an immediate post flight check on the K-System in order to analyze the malfunction prior to observer debriefing.

Item 2: Delete paragraph 3x(7)(h), and substitute as follows:

(h) Crews will be briefed for the following procedure for abort from bomber stream. Prior to TP Coca - turn 90° right, descend below minimum bomber stream altitude and return to LMAFB via Gila Bend; TP Coca to Check Point Coca to Check Point Juliet - turn left 90°, maintain altitude for three minutes, descend below bomber stream block altitude and return to DMAFB or go to a suitable alternate; check point Juliet to destination - turn right 90° maintain altitude for three minutes, descend below bomber stream block altitude, proceed to DMAFB or go to a suitable alternate. In all cases, an aircraft leaving bomber stream will obtain a separate ATRC clearance.

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Item 3: Reference Appendix 1 to Annex B. Make the following changes on B-47 Flight Plan:

(1) On line "CP V", delete Begin Grid.

(2) Change route as follows after CP "W"

	ROUTE	FLT COND	TC	VAR	ALT	MACH	TAS
Begin FROM Grid	Altus, Okla	CR	238°	-11½	41,000	.72	415
TO	31-42N 104-53W						
TO	DMAFB	CR	271°	-13	41,000	.72	415

GND DIST ACC GND DIST	TIME ACC TIME
330	:47½
2584	6:13½
308	
2892	

BY ORDER OF THE COMMANDER:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36ADiv, 1 cy
Comdr 303d BW, 1 cy
Comdr 803d ABGp, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d ARSq, 1 cy
Comdr 303d A&EN Sq, 1 cy
Comdr 303d Pdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
303d Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Br, 2 cys
303d Control Room, 1 cy
Chf, Obs Sec, 1 cy
303d Dir of Mat, 1 cy
303d Chf of Maint, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Wing Historian, 4 cys
Weather Detachment, 1 cy

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 15 November 1954

OPERATIONS ORDER 146-54 (Nick Name - BIG TENT)

MAPS AND CHARTS: 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&E Maintenance Squadron	Lt Col Herbert M. Light, Jr
303rd Periodic Maint Squadron	Maj Merton V. Smith
303rd Field Maint Squadron	Maj Donal V. Cunningham
303rd Air Base Group	Col Robert C. Whipple

1. GENERAL SITUATION: A requirement exists for this wing to participate in a 15th Air Force radar bombing evaluation exercise.

a. The purposes of the exercise are:

(1) To determine the current radar bombing, night celestial, and grid navigation capability of combat ready B-47 and RB-36 wings of Fifteenth Air Force.

(2) To determine the radar bombing accuracy of B-47 crews when bomb runs are made in accordance with chapter 10, section C, SAC Manual 55-5A, "Tactical Doctrine Jet Bombardment," as amended by message DOOP B-13107, Top Secret), Hq 15AF, 5 Oct 54, and forthcoming changes.

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(3) To determine the capabilities of Reconnaissance Technical Squadron photo interpreters to render B-51 and RT-52 reports.

b. Intelligence: See Annex A.

c. Friendly Forces:

(1) 10th RBS Squadron

(a) Provide radar bomb scoring at Omaha, Nebraska; Kansas City, Kansas; and Oklahoma City, Oklahoma, on 1, 2, and 3 December 1954.

(2) WADF

(a) Provide fighter intercepts as provided by individual wing coordination. SAC Reg 51-6 and 15AFR 50-19 apply.

2. MISSION. This wing and other combat ready wings of 15th AF will conduct simulated bombing missions during period 2-4 December against RBS targets in Omaha, Kansas City, and Oklahoma City.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bombardment Squadron:

(1) Provide ten B-47 aircraft and crews on 3 December 1954 plus two B-47 ground spares.

(2) Routes and requirements in accordance with Annex B, Appendix 1.

(3) Take-Off schedule in accordance with Annex B, Appendix 2.

b. 359th Bombardment Squadron:

(1) Provide ten B-47 aircraft and crews on 3 December 1954, plus

two ground spares.

(2) Routes and schedules in accordance with Annex B, Appendix 1.

(3) Take-Off Schedules in accordance with Annex B, Appendix 2.

c. 360th Bombardment Squadron

(1) Provide ten B-47 aircraft and crews on 3 December 1954, plus two ground spares.

(2) Routes and requirements in accordance with Annex B, Appendix 1.

(3) Take-Off Schedule in accordance with Annex B, Appendix 2.

d. 303rd Air Refueling Squadron: Provide two KC-97's on 3 Dec 54 for immediate scramble during the period B-47's are returning after the strike. Flight plan will be filed for a rendezvous at Deming, New Mex. Aircraft will be pre-flighted and crews will stand-by at aircraft ready to start engines and taxi upon alert.

e. 303rd Armament & Electronics Squadron:

(1) Will provide personnel and equipment to accomplish the requirements of this operations order as directed by the Director of Materiel, 303rd Bomb Wing.

f. 303rd Periodic Maintenance Squadron: Same as e above.

g. 303rd Field Maintenance Squadron: Same as e above.

h. 803rd Air Base Group:

(1) Provide maximum security of aircraft and vital facilities at Davis-Monthan AFB during the preparation for and execution of this mission.

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(2) Arrange for GCA to be in operation during the mission.

(3) Provide in-flight lunches:

3 Dec 54: 30 B-47 crews and 2 KC-97 crews.

(4) Provide normal base support as required to accomplish this mission.

3. x. GENERAL INSTRUCTIONS:

(1) Commander, 15th AF will exercise operational control of all units participating in this exercise. Order of execution will be issued by Comdr, 15AF. Receipt of this order by this Wing will be acknowledged by priority TWX, ATTN: DOTO.

(2) This operations order is effective upon receipt.

(3) Noncombat ready, 5X, and staff crews will not participate in this exercise.

(4) RBS Schedules:

(a) Omaha 0930Z to 1430Z 3 Dec 54

(b) Kansas City 1010Z to 1510Z 3 Dec 54

(c) Oklahoma City 1045Z to 1545Z 3 Dec 54

(5) B-47 routes and requirements: In accordance with Annex B, Appendix 1.

(6) Bombardment Phase: See Annex A, Bombing and Navigation Phase.

(7) Flying Safety:

(a) Flying Safety will be emphasized during all phases of this mission.

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(b) Crews will be briefed to avoid all air space restricted areas, except those for which clearance is obtained.

(c) Squadron Commanders will monitor all phases of mission preparation to insure provision of adequate rest period for all crew members prior to departure on mission (15AFL 60-12 and SAC Reg 62-19).

(d) ADIZ penetrations procedures will be emphasized and coordinated with the appropriate Air Defense Force. The Fifteenth Air Force WADF agreement regarding ADIZ tolerances will be utilized. (15AFR 50-19)

(e) Directorate of Operations will designate an officer to visit the El Paso regional ARTC office not less than five days prior to mission execution date for the purpose of coordinating mission plans. AFR 60-16; SAC Reg 55-3 and 55-25, and 15AFR 55-4 apply.

(f) Control tower officers will be in place for this exercise as required in SAC Reg 62-8 and 62-17.

(g) Crews will be briefed on GCA and IFR procedures for alternate and emergency bases.

(h) Crews will be briefed for the following procedure for abort from bomber stream: Turn left and fly perpendicular to course for three minutes; obtain

ATRC clearance; descend below bomber stream block altitude; and return to Davis-Monthan AFB, or if necessary go to a suitable alternate. The turn to fly perpendicular to course will be made to the right if necessary to avoid restricted areas and international boundaries.

(i) Personal Equipment: Squadron Commanders will insure that crews are issued artic flying equipment as required by 303rd TA 1-21, dated 3 Nov 54.

(10) Reports (Special Bombardment)

(a) One copy of SAC Form 44 completed in accordance with Incl 1, SAC Reg 50-42, will be submitted to 15AF Hq only, ATTN: DOTO, to arrive not later then 14 December 1954.

(b) Photo scored navigation results by crew for each leg will be forwarded to 15th AF Hq NLT 10 Dec 54. Causes for each score over 20 N.M. will be included.

(c) Within 10 days after the mission, scope photography obtained on the mission, plus completed scope photo logs, will be forwarded to 15th AF Hq, ATTN: DIT.

(d) Combat Reports. The following reports will be submitted in accordance with SAC Manual 55-8, and 55-8A, Sep 54, and changes thereto.

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1. Distribution B.
   a. B-2, B-10, B-15, B-17, B-21, B-27, R-30, RT-32, B-34, M-36, and B-81.
   b. B-51. Will be submitted to 15AF Hq with information copy to supporting reconn tech squadron. 915th Recon Tech Sq will support the 303rd Bomb Wing.
   c. B-23 (negative reports are required).
   d. RT-52. Information copy will be forwarded to unit that submitted B-51 report.
   e. M-19 submitted iaw SAC Manual 55-8G.
   f. Reports required iaw par 6a(1), Sac Man 55-8.
2. All combat reports will contain the flagword "ZIPPO".
3. Bombardment TTP identifier for 303rd aircraft will be established by this wing.

4. ADMINISTRATION AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS:
   a. Command: Normal.
   b. Communications:
      (1) Enroute communications will be in accordance with SACCEI, applicable JANAPs, ACP, current facility charts, SAC Reg 50-4, and pertinent directives except as modified herein.
      (2) Aircraft call signs will be true five digit tail number.

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(3) VHF, UHF channelization will be in accordance with SACCEI and current facility charts.

(4) Identification and recognition will be in accordance with SACCEI, plus SAC Reg 55-23.

(5) Authentication will be in accordance with AFSAL 5104 ( ).

(6) M-19 reports will be submitted in accordance with procedure "Bravo", para 12, SAC Man 55-8G. Reports will be addressed to Hq 15AF and 303rd Bomb Wing. All airborne reports will use ACP 101 routing.

(7) Communication control stations will be as follows:

(a) West of Salt Lake City - Offutt Airways

(b) East of Salt Lake City - March Airways

Propagation data will be provided by the Wing Communications Officer.

(8) Nickname to effect recall of the mission will be "Black Paint". Void date of the nickname is 6 Dec 54.

(9) RBS Frequencies:

	VHF	UHF	HF
Omaha	134.82	248.2	4270
Kansas City	132.84	258.2	4270
Oklahoma City	134.82	384.6	4270

(10) GCI frequency will be 364.2.

(11) Fighter-bomber frequency will be 351.

CONFIDENTIAL

WM. J. WRIGGLESWORTH
Colonel, USAF
Commander

ANNEXES:

A - Intelligence
B - Operations

OFFICIAL:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36ADiv, 1 cy
Comdr 303d BW, 1 cy
Comdr 803d ABGp, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d ARSq, 1 cy
Comdr 303d A&EM Sq, 1 cy
Comdr 303d Pdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
303d Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Br, 2 cys
303d Control Room, 1 cy
Chf, Obs Sec, 1 cy
303d Dir of Mat, 1 cy
303d Chf of Maint, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Wing Historian, 4 cys
Weather Detachment, 1 cy

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ANNEX A

TO

OPERATIONS ORDER 146-54

INTELLIGENCE

Annex A
303 BW M
Ops O 146-54
15 Nov 54

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ANNEX A

TO

OPERATIONS ORDER 146-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY: (Confidential)

a. General Situation:

(1) The mission is as stated in paragraph 2 of the operations order.

(2) Political, Economic and Psychological: Omitted.

(3) This is the simulated combat situation. The aggressor has met with decisive defeats in the Battle of St Louis. Also his supply lines through the Gulf of Mexico have been severed by repeated friendly air and naval attacks against his surface and underwater naval forces. He has withdrawn into three major areas of resistance: the industrial areas of Omaha, Kansas City and Oklahoma City. Destruction of the production capacity of these cities will force the enemy to capitulate.

b. Enemy Order of Battle: (Simulated)

As listed in SAC Intelligence Brief # 158, dtd 4 June 54.

c. Capability of Enemy Forces: (Simulated)

As stated in SAC Intelligence Brief # 158, dtd 4 June 54.

2. INTELLIGENCE REQUIREMENTS: (Confidential)

a. EEI:

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(1) All participating crews will observe and report the following;

(a) Was interception by enemy aircraft encountered? If so, give time, location, altitude, VFR or IFR, number and type of interception aircraft, markings, tactics employed by enemy, and duration of encounter.

(b) Were fighters GCI controlled? If so, identify GCI site as to location and call sign if possible.

(c) Was AAA encountered? If so, give time, location, altitude, type of fire, and duration.

(d) Were interceptors and AAA coordinated? How?

(e) Were searchlights encountered? Were they coordinated with fighters? How?

(f) If abnormal radio or jamming activity occurred, report where, when, what frquency, type and strength of signal.

(g) If any abnormal voice transmissions wre detected what was the text and did any action appear to result therefrom?

b. Means of Obtaining Information:

(1) Immediately upon landing all crews will report to the 359th Bomb Sq briefing room for interrogation by intelligence officers and other staff specialists as necessary.

3. INTELLIGENCE ACTIVITIES:

a. Navigational Materials: As required.

b. Target Materials: As directed by 15th AF Operations Order 146-54.

c. Survival Intelligence: Omitted.

d. Captured Enemy Documents, Material and Prisoners: Omitted.

e. Reports and Distribution:

(1) In accordance with paragraph 3X (10) of this operations order.

(2) The B-51 reports will contain the name of the RBS complex and the target designator.

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ANNEX B

TO

OPERATIONS ORDER 146-54

OPERATIONS

Annex B
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ANNEX B

TO

OPERATIONS ORDER 146-54

OPERATIONS

This annex contains 2 appendices:

Appendix 1 - B-47 Routes, Fuel Loading and Requirements

Appendix 2 - B-47 Take-Off Schedule

1. OPERATIONS GENERAL:

a. Take-offs will be at 10 minute intervals. The first B-47 taking off will fly the lowest route altitude, the following aircraft will maintain 1000 foot altitude separation and 10 minute time separation between succeeding aircraft. There will be 30 minutes between aircraft scheduled at the same altitude.

b. Constant altitudes and 15K TAS will be flown for all cruise legs except the Oklahoma City bomb run. Points for beginning all climbs and descent will be specified in the pilots' flimsies.

c. Altimeter setting of 29.92 will be used in the bomber stream. Co-pilot will keep his altimeter set to the latest altimeter setting.

d. Maximum altitude from 32/41N - 114/48W to 40/00N - 111/00W will not exceed 35,000 feet.

2. BOMBARDMENT PHASE:

a. Bomb load (for scoring purposes only): One simulated bomb in accordance with paragraph 9d, SAC Regulation 50-4, 16 April 1954.

b. Method of bombing: All observers in this Wing will use the method of bombing designated below for each target. Where offset bombing is directed, all observers will use the designated offset point.

c. Malfunction runs will be considered as radar aborts.

d. Squadron commanders will take necessary action to insure optical assistance is not available and is not used on bomb runs.

e. Initial points:

(1) Omaha - Norfolk, Nebraska (42/01N - 97/25W)

(2) Kansas City - Chillicothe, Missouri (39/46N - 93/33W)

(3) Oklahoma City - Tulsa, Oklahoma (36/08N - 96/00W)

f. Targets:

(1) Omaha - RBS Target "D". Watson Brothers Transportation Company, Omaha, Nebraska. Aiming Point: Top of NW corner of large freight building. Elevation of top of building is 1117 feet.

(a) Primary method of bombing: Offset

(b) Secondary method of bombing: Direct

(c) Offset aiming point: Northeasterly RR bridge on Missouri River between Council Bluffs and Omaha.

(2) Kansas City - RBS target "G". Kansas City Power and Electric Company, Kansas City, Missouri. Aiming Point: Pinnacle of spire on top of building. Elevation of pinnacle is 1350 feet.

(a) Primary method of bombing: Offset

(b) Secondary method of bombing: Direct

(c) Offset aiming point: Highway bridge number 169, northwest portion of Kansas City, Kansas.

(3) Oklahoma City - RBS Target "B". Oklahoma State Capitol Building, Oklahoma City, Oklahoma. Aiming point: Base of SE corner of east wing of Capitol Building. Ground elevation is 1250 feet.

(a) Primary method of bombing: Offset

(b) Secondary method of bombing: Direct

(c) Offset aiming point: SE corner B-36 hangar, Tinker AFB.

g. Bombing altitudes: Minimum bombing altitude at Omaha and Kansas City will be 35,000 feet. Bombing altitude for each aircraft at these two targets is specified in Annex B, Appendix 2.

h. Bombing at Oklahoma City: Bomb run will be made in accordance with chapter 10, SAC Manual 55-54, "Tactical Doctrine, Jet Bombardment", as amended by message DOOP B-13107 (Top Secret), Hq 15AF, 5 October 1954 and forthcoming changes. All aircraft will start climb at 38/50N - 94/36W and will start descent at 35/23N - 97/37W. Aircraft will maintain 467 K TAS for this bomb run.

i. The Air Task Force Commander will fly in the first aircraft. The Deputy Air Task Force Commander will fly in the second aircraft. The number 1 and 12 aircraft are designated primary navigation control aircraft. The number 2 and 13 aircraft are designated secondary navigation control aircraft. Control joint times will be revised and passed back through the bomber stream as required.

j. Bomber stream integrity will be maintained at all times. Dog legs to lose time will always be made to the outside of track; 360 degree turns to lose time are not authorized. Aircraft unable to maintain position in bomber stream will vacate the block altitude reservation and request a separate clearance to return to home station or alternate landing base.

k. Participating crews will complete SAC Form 284, "Radar Scope Photo Logs", 30 March 1954. Observers will be briefed on the importance

of recording bombs away time and/or bombs away frame in the radar scope photo log.

1. B-47 units will send observers to the RBS Sites as specified below:

(1) Omaha - 22nd Bomb Wing

(2) Kansas City - 320th Bomb Wing

(3) Oklahoma City - 303rd Bomb Wing

The 303rd representative will be present in the Site during all times when B-47 units are being scored. RBS schedule for the three day period is contained in 15th Air Force Operations Order 146-54.

m. Observers Section, Directorate of Operations will forward 48 hours prior to take-off of the first aircraft, the following information by unclassified priority TWX to each RBS Site being utilized during this mission, with information copy to 15th Air Force Headquarters, ATTN: DOTO: organization, crew number, name of aircraft commander, name of radar observer, rank, and serial number. This information will be submitted for each aircraft scheduled to participate. TWX call signs of detachments which will be utilized in this mission are: Detachment 3, Omaha, Nebraska, OM 375; Detachment 5, Kansas City, Kansas, KC Kan 1048; Detachment 2, Oklahoma City, Oklahoma, OC 522.

n. An abbreviated RBS Call-in will be used for this mission. Only the following information will be included:

(1) Call sign of the RBS Site.

(2) Aircraft call number.

(3) Altitude (pressure).

(4) Wing number (encoded).

(5) Aircraft (encoded).

(6) Run classification.

(7) Type of release signal to be used.

(8) Crew Number.

(9) Type run (radar record run, malfunction run, etc.)

(10) Type of aircraft control.

(11) Indicate that run will be on bomber stream target.

(12) Indicate whether or not bombs are carried (if so safety check complete).

c. Awards:

(1) Appropriate awards will be presented to each B-47 bomb team that accomplishes record radar runs on the 3 targets with a CEA and a CEP less than 1500 feet.

(2) Appropriate awards will be presented to each RB-36 bomb team that accomplishes record radar runs on the 3 targets with a CEA and a CEP less than 1200 feet.

3. NAVIGATION PHASE - BOMBARDMENT AIRCRAFT:

a. One record night celestial navigation leg and one record grid navigation leg will be flown and scored in accordance with SAC Regulation 51-11.

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APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER 146-54

B-47 Routes, Fuel Loading, & Requirements

App 1, Annex B
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Bombardment and Reconnaissance Mission Flight Plan	Squadron	Wing	Aircraft Type and Serial No.	Crew Number	Acft Commander	Observer
		303 BW	B-47-E			

PRE FLIGHT PLAN

Checkpoint	From: DMAFB / Route		TC	Wind	Drift	TH	Var	MH	Temp °F / Alt	Mach	TAS	GS	Grd Dis / Acc Grd Dis	Time / Acc Time	Air Dis / Acc Air Dis	ETA	Fuel Req'd for Leg / Remain	Gross
																	84,800	16
CP"A"	S.E., Tx., T.O., &			—					50				—	:03			4200	
	Accel	—	—	—	—	—	—	—	2,685	—	—	—	—	:03			80,600	16
CP"B"	Level off												125	:17			6500	
	32-25N 113-20W	CL	276				-14		22,700	.715	432		125	:20			74,100	15
TP"C"	Turn Pt												55	:08			1,470	
	32-30N 114-26W	CR	275				-14½		33,000	.71	415		180	:28			72,630	15
CP"D"	Yuma (St. Nite Cel)												20	:03			530	
	32-43N 114-38W	CR	Turn				-14½		33,000	.71	415		200	:31			72,100	15
CP"E"	Begin Climb												322	:47			8,260	
	37-41N 112-14W	CR	022				-15½		33,000	.71	415		522	1:18			63,840	14
CP"F"	Level off												20	:03			700	
	38-00N 112-04W	CL	022				-15½		34,300	.72	415		542	1:21			63,140	14
TP"G"													130	:19			3220	
	40-00N 111-00W	CR	023				-16		35,000	.72	415		672	1:40			59,920	14
CP"H" (1 min past →)	Rapid City (End Nite Cel)												432	1:03			9820	
	44-07N 103-07W	CR	055				-15		35,000	.72	415		1104	2:43			50,100	13
CP"I"	Level off												20	:03			800	
	44-20N 102-45W	CL	053				-13		36,300	.72	415		1124	2:46			49,300	13
CP"J"	Mobridge, S.D.												122	:18			2,730	
	45-32N 100-26W	CR	053				-13		37,000	.72	415		1246	3:04			46,570	1
CP"K"	Pre-IP (Control Pt)												195	:28			4,260	
	42-46N 98-03W	CR	148				-11		37,000	.72	415		1441	3:32			42,310	12
CP"L"	Norfolk (IP)												55	:08			1,180	
	42-01N 97-35W	CR	148				-10½		37,000	.72	415		1496	3:40			41,130	12
CP"M" (1 min past →)	Omaha RBS (Tgt)												86	:12			1810	
	41-15N 95-57W	CR	125				-10		37,000	.72	415		1582	3:52			39,320	12
CP"N"	Centerville (Pre-IP)												137	:20			2,830	
	40-43N 92-50W	CR	103				-8		37,000	.72	415		1719	4:12			36,490	1
CP"O"	Chillicothe (IP)												62	:09			1,280	
	39-46N 93-33W	CR	210				-7½		37,000	.72	415		1781	4:21			35,210	11
CP"P"	KC RBS Tgt												69	:10			1,390	
	39-05N 94-35W	CR	229				-8		37,000	.72	415		1850	4:31			33,820	11
CP"Q"	Abeam Olathe (Begin Cl)												20	:03			400	
	38-50N 94-35W	CR	Turn				-8		37,000	.72	415		1870	4:34			33,420	11
CP"R"	Level off												20	:03			800	
	38-30N 94-34W	CL	178				-8		38,300	.72	415		1890	4:37			32,620	11
CP"S"	Joplin (Pre-IP)												86	:11			1,940	
	37-05N 94-33W	CR	178				-8		39,000	.81	467		1976	4:48			30,680	11
CP"T"	Tulsa (IP)												91	:12			2,010	
	36-08N 96-00W	CR	232				-9		39,000	.81	467		2067	5:00			28,670	11
CP"U"	Okla City RBS (Tgt)												84	:11			1,830	
	35-30N 97-30W	CR	242				-9½		39,000	.81	467		2151	5:11			26,840	11
CP"V" (Begin Grid →)	Abeam Okla City VOR												13	:02			280	
	35-23N 97-45W	CR	240				-10		39,000	.81	467		2164	5:13			26,560	11
CP"W"	Level off												20	:03			700	
	35-13N 98-05W	CL	239				-10		40,300	.72	415		2184	5:16			25,860	11
TP"X"	Hobbs, N.M.												293	:42			5,300	
	32-42N 103-08W	CR	239				-11		41,000	.72	415		2477	5:58			20,560	10
CP"Y" (End Grid →)	DMAFB												394	:57			6,860	
	32-15N 110-52W	CR	266				-13		41,000	.72	415		2871	6:55			13,700	9
				—					—				—	1:10			2,500	
	LD & GO	LD	—	—	—	—	—	—	—	—	—	—	—	7:05			11,200	9

NOTE: DATA COMPUTED FOR B-47-E ACFT EQUIPPED WITH EXTERNAL TANKS

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SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	303 BW	B-47-E				

PRE-FLIGHT PLAN

			VAR		TEMP °F / ALT	MACH	TAS		GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	PRED FUEL REMAIN	GROSS WEIGHT
													84,800	169,500
	—				50				—	:03			4200	4,200
-	-	-	-	-	2,685	-	-	-	—	:03			80,600	165,300
									125	:17			6500	6,500
276			-14		22,700	.715	432		125	:20			74,100	158,800
									55	:08			1,470	1,470
275			-14½		33,000	.71	415		180	:28			72,630	157,330
									20	:03			530	530
TURN			-14½		33,000	.71	415		200	:31			72,100	156,800
									322	:47			8,260	8,260
022			-15½		33,000	.71	415		522	1:18			63,840	148,540
									20	:03			700	700
022			-15½		34,300	.72	415		542	1:21			63,140	147,840
									130	:19			3220	3,220
023			-16		35,000	.72	415		672	1:40			59,920	144,620
									432	1:03			9820	9820
055			-15		35,000	.72	415		1104	2:43			50,100	134,800
									20	:03			800	800
053			-13		36,300	.72	415		1124	2:46			49,300	134,000
									122	:18			2730	2,730
053			-13		37,000	.72	415		1246	3:04			46,570	131,270
									195	:28			4260	4,260
148			-11		37,000	.72	415		1441	3:32			42,310	127,010
									55	:08			1,180	1180
148			-10½		37,000	.72	415		1496	3:40			41,130	125,830
									86	:12			1810	1,810
125			-10		37,000	.72	415		1582	3:52			39,320	124,020
									137	:20			2,830	2,830
103			-8		37,000	.72	415		1719	4:12			36,490	121,190
									62	:09			1,280	1,280
210			-7½		37,000	.72	415		1781	4:21			35,210	119,910
									69	:10			1,390	1,390
229			-8		37,000	.72	415		1850	4:31			33,820	118,520
									20	:03			400	400
TURN			-8		37,000	.72	415		1870	4:34			33,420	118,120
									20	:03			800	800
178			-8		38,300	.72	415		1890	4:37			32,620	117,320
									86	:11			1,940	1,940
178			-8		39,000	.81	467		1976	4:48			30,680	115,380
									91	:12			2,010	2,010
232			-9		39,000	.81	467		2067	5:00			28,670	113,370
									84	:11			1,830	1,830
242			-9½		39,000	.81	467		2151	5:11			26,840	111,540
									13	:02			280	280
240			-10		39,000	.81	467		2164	5:13			26,560	111,260
									20	:03			700	700
239			-10		40,300	.72	415		2184	5:16			25,860	110,560
									293	:42			5,300	5,300
239			-11		41,000	.72	415		2477	5:58			20,560	105,260
									394	:57			6860	6,860
266			-13		41,000	.72	415		2871	6:55			13,700	98,400
	—				—				—	1:10			2,500	2,500
-	—	-	-	-	—	-	-	-	—	7:05			11,200	95,900

DATE OF TAKE OFF	3 Dec 1954
ENGINE START	
TAKE-OFF TIME	0550 Z
LANDING TIME	1255 Z
DURATION OF FLT	7:05
AIRCRAFT BASIC WT	82000
CREW WT	750
OIL WT	420
EXT. TANKS WT (Empty)	1530
OPERATING WT	84,700
FUEL WEIGHT: FM	
CM	
AM	
FWD AUX	
B.B.	
ATO	
EXT	
TOTAL	84,800
BOMBS WT	
AMMO WT	
ADI FLUID WT	
INITIAL GROSS WT	169,500
START ENG AND TAXI FUEL ALW	2,500
TAKE OFF GROSS WT	167,000
RUNWAY: PRESS ALT	2,685'
RUNWAY: LENGTH	11,500'
RUNWAY: AIR TEMP	50°F
CRITICAL FIELD LENGTH	9600'
TAKE OFF: DISTANCE	8400'/9100'
TAKE OFF: SPEED	149 KTS
SPEED: CRITICAL ENG FAILURE	119 KTS
SPEED: EMERG FIRST FLARE	164 KTS
SPEED: LINE 3500'	101 ± 4 KTS
NO OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

COMPUTED FOR B-47-E ACFT EQUIPPED WITH EXTERNAL TANKS.

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

0638

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APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER 146-54

B-47 Take-Off Schedules

App 2, Annex B
303 Bm M
Ops O 146-54
15 Nov 54

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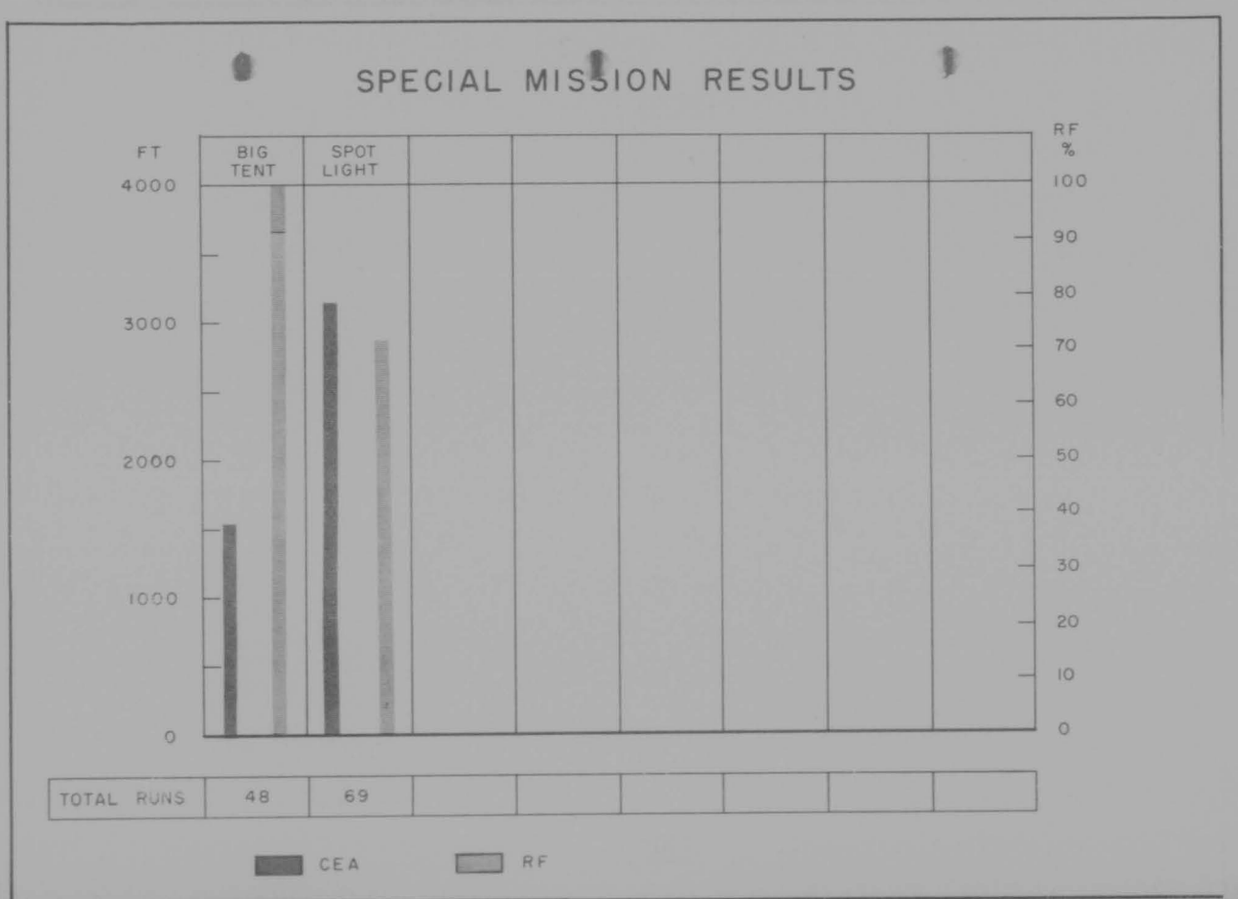
APPENDIX 2 TO ANNEX B

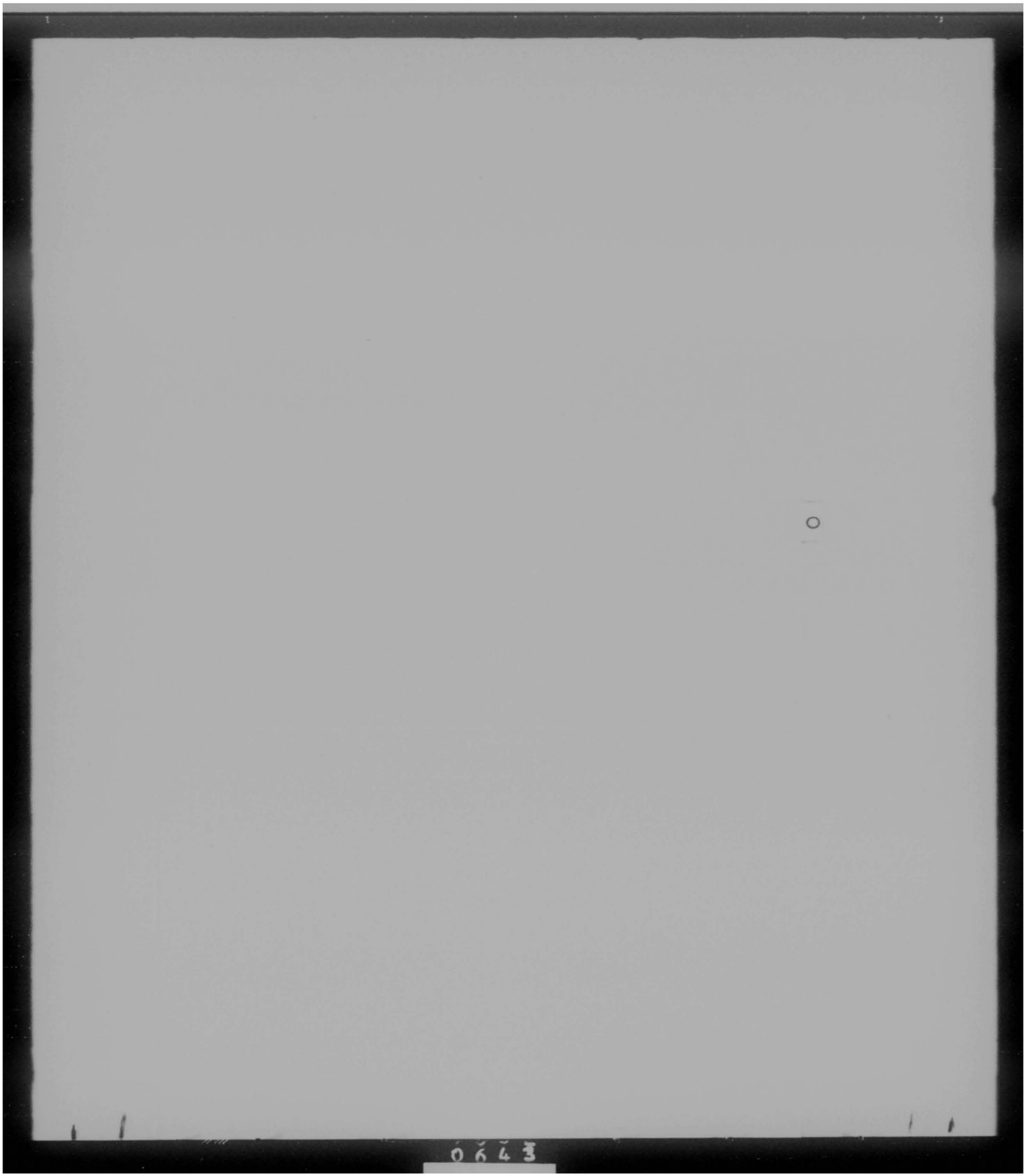
SQDN	NO ACFT	TAKE-OFF TIME	CONTROL PT #1	CONTROL PT #2	CONTROL PT #3	OMAHA &K.C. BBG ALT	OKLA CITY BBG ALT
358	1	0550	0918Z	1004Z	1045Z	35M	38M
360	1	0600	0928Z	1014Z	1055Z	36M	38.5M
359	1	0610	0938Z	1024Z	1105Z	37M	39M
360	1	0620	0948Z	1034Z	1115Z	35M	38M
358	1	0630	0958Z	1044Z	1125Z	36M	38.5M
358	1	0640	1008Z	1054Z	1135Z	37M	39M
359	1	0650	1018Z	1104Z	1145Z	35M	38M
360	1	0700	1028Z	1114Z	1155Z	36M	38.5M
360	1	0710	1038Z	1124Z	1205Z	37M	39M
358	1	0720	1048Z	1134Z	1215Z	35M	38M
359	1	0730	1058Z	1144Z	1225Z	36M	38.5M
359	1	0740	1108Z	1154Z	1235Z	37M	39M
360	1	0750	1118Z	1204Z	1245Z	35M	38M
358	1	0800	1128Z	1214Z	1255Z	36M	38.5M
358	1	0810	1138Z	1224Z	1305Z	37M	39M
359	1	0820	1148Z	1234Z	1315Z	35M	38M
360	1	0830	1158Z	1244Z	1325Z	36M	38.5M
360	1	0840	1208Z	1254Z	1335Z	37M	39M
358	1	0850	1218Z	1304Z	1345Z	35M	38M
359	1	0900	1228Z	1314Z	1355Z	36M	38.5M
360	1	0910	1238Z	1324Z	1405Z	37M	39M
358	1	0920	1248Z	1334Z	1415Z	35M	38M
358	1	0930	1258Z	1344Z	1425Z	36M	38.5M
359	1	0940	1308Z	1354Z	1435Z	37M	39M
360	1	0950	1318Z	1404Z	1445Z	35M	38M
359	1	1000	1328Z	1414Z	1455Z	36M	38.5M
358	1	1010	1338Z	1424Z	1505Z	37M	39M
359	1	1020	1348Z	1434Z	1515Z	35M	38M
359	1	1030	1358Z	1444Z	1525Z	36M	38.5M
360	1	1040	1408Z	1454Z	1535Z	37M	39M

App 2, Annex B
303 BW M
Ops O 146-54
15 Nov 54

CONFIDENTIAL

0640





ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

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FROM: (Originator)
COMDRADIV 36 DAVIS MONTHAN AFB ARIZ

DATE-TIME GROUP | SECURITY CLASSIFICATION: SECRET

PRECEDENCE FOR: | ACTION: OO | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:
IDENTIFICATION | CLASSIFICATION

TO:
COMDRAF 15 MARCH AFB CALIF

INFO:

/ S E C R E T/ 1. ZIPPO/ 013 /B-27/BIG TENT/146-54/303BW/MSN 1. PART 1 of 2 PARTS

2. CONCLUSIONS:

A. I CONSIDER THE RESULTS OF THIS MSN OUTSTANDING IN EVERY RESPECT. THE 100% RELIABILITY FACTOR ALONE WARRANTS MY EVALUATION OF OUTSTANDING BOMBING EFFECTIVENESS; FURTHERMORE, THE DIFFERENCE IN CEA OF MY LOWEST AND HIGHEST SQUADRONS WAS ONLY 13 5 FEET. SINCE MY ARRIVAL I HAVE FOLLOWED THE PRE MISSION OPERATIONAL PLANNING AND MAINTENANCE CLOSELY AND AM CONVINCED THA, GIVEN A SOUND PLAN AND GOOD BOMBING AIRCRAFT SUCH AS THOSE PROVIDED FOR THIS MISSION, THE COMBAT READY CREWS OF THE WING ARE CAPABLE OF CONTINUED OUTSTANDING PERFORMANCE.

B. (1) THE VALUE OF OUR INTENSE BOMBING ACTIVITY OVER THE PAST THREE MONTHS HAS BEEN PROVED BY THE RELIABILITY ACHIEVED TODAY.

(2) AN EXTREMELY CAREFUL CHOICE OF OFFSET AIMING POINTS WAS MADE IN VIEW OF KNOWN CAPABILITIES OF WEAKER OBSERVERS. THIS WAS CALCULATED TO, AND DID, PRODUCE OVERALL CONSISTENT SCORES, WITH NO GROSS ERRORS.

SECURITY CLASSIFICATION: SECRET | PAGE OF PAGES

DRAFTER'S NAME (and signature, when required) | RELEASING OFFICER'S SIGNATURE

SYMBOL | TELEPHONE | OFFICIAL TITLE

NME FORM 1 MAY 49 173 REPLACES WD AGO FORM 11-148, 15 JUN 1945, AND WD AGO FORM 0990, 1 APR 1946, WHICH MAY BE USED. 16—58928-1 U.S. GOVERNMENT PRINTING OFFICE : 1949—O-840754

0644

(3) ACFT EQUIPPED WITH DROP TANKS SHOULD NOT BE INTEGRATED INTO CONSTANT ALTITUDE, NAVIGATION LEGS ON BOMBER STREAM TYPE TRAINING MSNS AT ALTITUDES ABOVE OPTIMUM MINUS TWO THOUSAND NOR AT AIR SPEEDS ABOVE .72 MACH. SIMILARLY, DROP TANK ACFT SHOULD NOT BE REQUIRED TO BOMB ABOVE OPTIMUM ALTITUDE NOR AT AIRSPEEDS IN EXCESS OF.78 MACH.

COMMENTS: IN THE B-81 REPORT, WE REPORTED ONLY THREE ACFT AS INEFFECTIVE AT OMAHA; THOUGH THE RBS SITE FAILED TO SCORE TWO ADDITIONAL ACFT (I.B. 15221, 12 442) DUE TO COMMUNICATIONS DIFFICULTY. BOMBING SYSTEMS ON BOTH ACFT WERE FULLY OPERATIONAL OVER THIS SITE AND BOTH RADIO SYSTEMS WERE PROVED SATISFACTORY ON ALL OTHER CONTACTS. THE FACTS INDICATE TO ME THAT THE RBS SITE RADIO FAILED AND THESE SHOULD BE CONSIDERED CLASS 4 ABORTS --THUS EFFECTIVE RUNS. SIMILARLY, THE FIRST TEN ACFT OVER THE SITE AT KANSAS CITY WERE NOT SCORED DUE TO SITE MALFUNCTION. OF THESE, TWO ACFT HAD COMPLETE K SYSTEM MALFUNCTION ON THE FLY OVER AND WERE UNABLE TO BOMB; HOWEVER, THE REMAINING EIGHT ACFT HAD FULLY OPERATIONAL K SYSTEMS AND EXPERIENCED NO BOMBING DIFFICULTIES.
I HAVE REPORTED THESE EIGHT ACFT AS EFFECTIVE AND THE LACK OF SCORES AS ATTRIBUTED TO CLASS 4 ABORTS.

C. RECOMMENDATIONS:

THAT EMPHASIS BE PLACED ON THE RBS SITE MONITORING AND USE OF THE HF BACKUP CHANNEL. THIS WILL PERMIT SUCCESSFUL ORAL "BOMBS AWAY" SCORING ON HF AND PREVENT SCORING FAILURES SUCH AS THOSE MENTIONED ABOVE.

3. COMMENTS ON ADEQUACY OF SUPPORT ITEMS:

A. NA.

B. NA.

C. NA.

D. NA.

E. NA.

F. ADEQUATE

G. ADEQUATE

H. ADEQUATE

I. NONE

4. A. (1) THE MAJOR MATERIAL FACTORS AFFECTING THE MSN WERE AS FOLLOWS: THE MSN SCHEDULE AS OF 24 HOURS PRIOR TO TAKE OFF REMAINED FIRM WITH ONLY TWO EXCEPTIONS. THE FIRST ACFT DUG OFF DEVELOPED A FUEL LEAK IN THE CENTER MAIN FUEL TANK DURING PREFLIGHT AND THE AIRCREW IMMEDIATELY MOVED TO THE DESIGNATED SPARE ACFT. THE SECOND EXCEPTION TO THE ABOVE OCCURED WHEN, ONE OF THE PRIMARY ACFT DEVELOPED INVERTER TROUBLE. THE AIRCREW THEN MOVED TO A SPARE ACFT AND MADE THE REVISED TAKE OFF TIME WITHOUT FURTHER INCIDENT. THERE WERE NO AIR ABORTS. IN GENERAL, THE MATERIAL PROBLEMS EXPERIENCED DURING THE EVALUATION MSN WERE NOTICEABLY REDUCED OVER THE PREVIOUS OPERATIONS. THE FOLLOWING TURN-AROUND POTENTIAL WAS AVAILABLE UPON COMPLETION OF THE MSN OF 2 AND 3 DECEMBER OF THE 22 ACFT INVOLVED: TOTAL CAPACITY OF IMMEDIATE TURN-AROUND (4HOURS) 14; TWENTY FOURS HRS, 21; 48 HRS, 22.

0646

A. (2) IN PREPARATION FOR THE MSN, BASE SUPPLY WAS REQUESTED TO TAKE NECESSARY ACTION, BEGINNING 26 NOV 54, TO LOCATE AND EFFECT PILOT PICK UP OF ALL AOCP'S AND CRITICAL ANFE ITEMS WHICH WOULD ADVERSELY EFFECT THE MSN. ON 2 DECEMBER 1954 AN ACFT SCHEDULED FROM MARCH AFT TO DAVIS MONTHAN WAS REQUESTED TO AIRLIFT A SHIPMENT OF INVERTERS, THE RECEIPT OF WHICH PREVENTED SEVEN ACFT FROM BECOMING AOCP. DURING THE PERIOD JUST PRIOR TO THE MSN THERE WERE A TOTAL OF 33 ITEMS WHICH COULD HAVE RESULTED I AN ACFT'S FAILURE TO MEET THE MSN REQUIREMENTS. OF THIS TOTAL, 25 ITEMS WERE RECEIVED AND 4 WERE CANNIBALIZED IN TIME TO SUPPORT THE MSN.

B. (1) CAA REPORTING WAS ACCOMPLISHED WITHOUT DIFFICULTY. 2. HF TACTICAL POSITION REPORTING IMPROVED OVER THE RESULTS OF THE LAST MISSION; 13 ACFT EQUIPPED WITH HF RADIO SUBMITTED 21 REPORTS FOR A SUCCESSFUL TRANSMISSION RATE OF 54% BASED ON A REQUIREMENT OF THREE REPORTS PER ACFT. 3. RBS COMMUNICATIONS WITH OMAHA RBS SITE WERE UNSATISFACTORY. EIGHT ACFT REPORTED DIFFICULTY RECEIVING OMAHA ON EITHER PRIMARY OR SECONDARY FREQ. TWO ACFT WERE UNABLE TO SCORE DUE TO INABILITY TO ESTABLISH COMMUNICATIONS WITH OMAHA ALTHOUGH NEIGHER ACFT HAD DIFFICULTY WITH OTHER SITES OR WITH TRAFFIC CONTROL FACILITIES. THE UNSCORED ACFT ATTEMPTED USING HF ON 42 70 KOS WITHOUT SUCCESS ALTHOUGHT THE HF EQUIPMENT WAS OPERATING.

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

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FROM: (Originator)
COMDRADIV 36 DAVIS MONTHAN AFB ARIZ

DATE-TIME GROUP | SECURITY CLASSIFICATION: SECRET

PRECEDENCE FOR: ACTION | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE: IDENTIFICATION | CLASSIFICATION

TO:
COMDRAF 15 MARCH AFB CALIF

INFO:

/SECRET/ 1. ZIPPO/013/B-27/BIG TENT/146-54/303BW/MSN 1/PART II OF II PARTS.

C. NA.

D. NA.

E. NA.

F. NO COMMENT.

G.(1) THE PRIMARY NAVIGATION PROBLEM ENCOUNTERED WAS THE FACT THAT SCHEDULED ACTIVITY PRECLUDED CLEARANCE TO OVERFLY THE HOLLOMAN N. M. DANGER ZONE AREA. THIS PRESENTED AN EXCESSIVELY NARROW CORRIDOR (15 N.M.) FOR A GRID TYPE NAVIGATION LEG. (2) BOMBER STREAM INTEGRITY AND CONTROL TIMES SCHEDULED VERSUS CONTROL TIMES MADE GOOD WERE GENERALLY EXCELLENT AND PRESENTED NO IN-FLIGHT PROBLEM. (3) NIGHT CELESTIAL NAVIGATION (A) EIGHTEEN OF THE SCHEDULED 22 NIGHT CELESTIAL LEGS WERE COMPLETED FOR A CEA OF 16.0 N.M. (B) FOUR WERE NOT COMPLETED FOR THE FOLLOWING REASONS: 1. TWO LEGS NOT ACCOMPLISHED DUE OPERATORS PERFORMING IN FLIGHT MAINTENANCE. 2. ONE LEG NOT ACCOMPLISHED DUE TO OPERATOR NAVIGATION PROCEDURE. 3. ONE LEG NOT ACCOMPLISHED DUE TO LACK OF SCORABLE

SECURITY CLASSIFICATION: SECRET | PAGE OF PAGES

DRAFTER'S NAME (and signature, when required) | RELEASING OFFICER'S SIGNATURE

SYMBOL | TELEPHONE | OFFICIAL TITLE

NME FORM 1 MAY 49 173 REPLACES WD AGO FORM 11-168, 15 JUN 1945, AND WD AGO FORM 0990, 1 APR 1946, WHICH MAY BE USED. 20—58028-1 U. S. GOVERNMENT PRINTING OFFICE : 1949—O—840754

0648

PHOTOS AS A RESULT OF RADAR MALFUNCTION. (4) GRID NAVIGATION: A. FIFTEEN OF THE SCHEDULED 22 GRID LEGS WERE COMPLETED FOR A CEA OF 10.3 N.M. B. SEVEN WERE NOT COMPLETED FOR THE FOLLOWING REASONS: 1. TWO NOT ACCOMPLISHED DUE TO IN FLIGHT RADAR MAINTENANCE BEING PERFORMED. 2. ONE NOT ACCOMPLISHED DUE TO TWILIGHT AND WX PRECLUDING OBSERVATION. 3. ONE NOT ACCOMPLISHED BECAUSE SEXTANT MALFUNCTION. 4. ONE NOT ACCOMPLISHED DUE TO TERMINATING TO AVOID BOUNDARY VIOLATION INTO MEXICO. 5. ONE NOT ACCOMPLISHED DUE TO LOW OXYGEN SUPPLY: DESCENDED TO 30 M FEET ALTITUDE AND OVERCAST PREVENTED OBSERVATIONS. 6. ONE NOT ACCOMPLISHED DUE TO INOPERATIVE N-1 COMPASS PRESENTING HEADING PROBLEMS IN ADDITION TO THE NARROW CORRIDOR IN THE EL PASO AREA.

5. RECOMMENDATIONS:

A. THAT FUTURE MSNS BE PLANNED TO TERMINATE THE GRID LEG PRIOR TO, OR NO FARTHER WEST THAN SALT FLAT, TEXAS IN ORDER TO AVOID POSSIBLE VIOLATIONS.

B. THAT SAC REGULATION 51-11, DATED 28 MAY 54, BE AMND TO ALLOW THE USE OF THE BEST KNOWN WIND BASED ON AUTHORIZED AIDS FOR THE FINAL COURSE CORRECTIONS, AND ETAS.

C. THE ABOVE CITED REG, REQUIRING THAT A CELESTIAL WIND DETERMINED BETWEEN CELESTIAL FIXES OR MPPS BE USED FOR FINAL COURSE CORRECTIONS AND ETA, IS NOT FEASIBLE IN THAT IT PREVENTS THE OBSERVER FROM EXCERCISING HIS BEST JUDGEMENT BASED ON THE USE OF THE BEST KNOWN WIND RESULTING FROM USE OF AUTHORIZED AIDS. ALSO, ENTERING OR EXITING A JET STREAM AREA

JUST PRIOR TO TERMINATION POINT REQUIRES THAT AN EXCESSIVELY ERRONEOUS WIND BE USED FOR FINAL ALTERATION AND ETA.

H. THE PLANNED VS. ACCOMPLISHED MSN FLIGHT DATA WAS UNUSUALLY ACCURATE EXCEPT FOR INABILITY OF DROP TANK EQUIPPED ACFT TO MAINTAIN .81 ON OKC CITY BOMB RUN. AVERAGE CAPABILITY WAS .79 MACH.

I. BOMB RESULTS ON THIS MSN WERE OUTSTANDING. 22 ACFT WERE SCHEDULED FOR 66 RBS RUNS. ALL RUNS WERE DIRECTED RECORD TYPE. 48 RECORD RUNS WERE ACCOMPLISHED. NO PRACTICE OR MALFUNCTION TYPE RUNS WERE MADE. AS DISCUSSED IN PAR 2 ABOVE, EIGHT SCORED RUNS WERE LOST AT KANSAS CITY AND 2 SCORED RUNS WERE LOST AT OMAHA. 8 OTHER RUNS WERE LOST DUE TO RADAR ABORTS AMONG 4 ACFT. THERE WERE NO GROSS ERRORS. THE RESULTANT RELIABILITY FACTOR IS 100%.

BOMBING RESULTS ARE AS FOLLOWS:

OMAHA	KANSAS CITY	OKLAHOMA CITY
17 RUNS	12 RUNS	19 RUNS
CEA 1503 FT	CEA 1316 FT	CEA 1741 FT
CEP 1420 FT	CEP 1370 FT	CEP 2050 FT

WING CEA 152 OFT

WING CEP 1475 FT

TOTAL RECORD RUNS 48

RESULTS OF THIS MSN BEAR OUT THE SAC SPRINGFIELD EVALUATION MSN CONCLUSIONS; SPECIFICALLY, THAT WHILE IT IS DESIRABLE TO CHOOSE OFFSET

THIS PAGE IS DECLASSIFIED IAW EO 13526

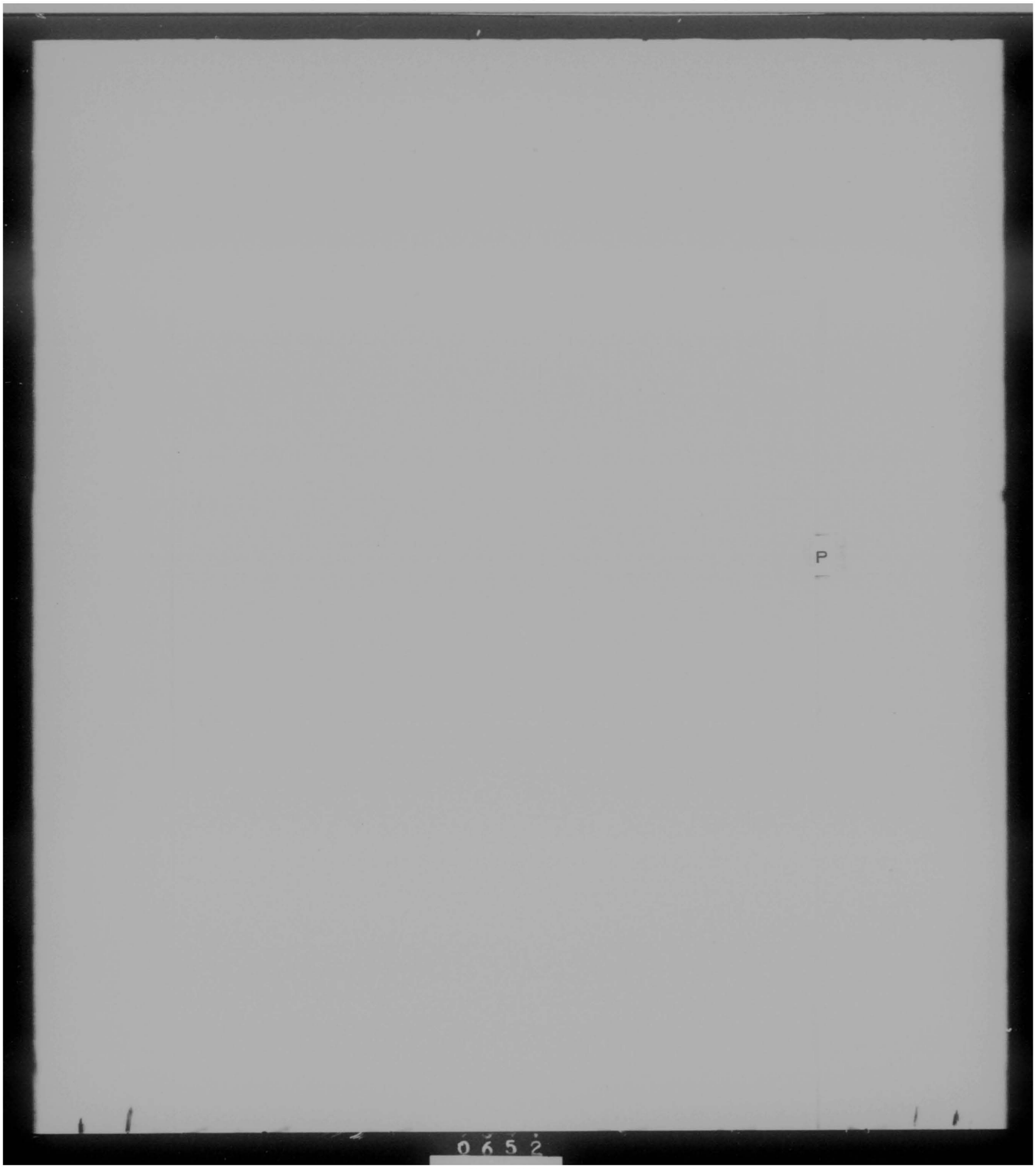
AIMING POINTS CLOSE TO THE TARGETS, "OFFSETT DISTANCE IS NOT IMPORTANT FACTOR IN BOMBING PROVIDING ACCURATE RELATIVE POSITIONS ARE KNOWN". A ABILITY TO IDENTIFY THE OAP FROM FAR OUT IS OF PRIME IMPORTANCE.

J. SE PAR 2D ABOVE.

K. NONE.

WILLIAM R. BLACKBURN, MAJ, USAF
30DCI 431

s/t/ WILLIAM R. BLACKBURN, MAJ, USAF
REPORTS CONTROL OFFICER



SECRET

CLASSIFICATION SECRET
AUTHORITY COMDR 303 BWG
DATE 2 Dec 54
INITIALS [illegible]

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 2 December 1954

SUBJECT: Amendment Number One to 303rd Bomb Wing Frag Order 201-54

TO: See Distribution

Item 1: Add paragraph 3x(8). Major R. L. King is Project Officer for Operations "Meadow Lark". Telephone ext. 8532.

Item 2: Add paragraph 3x(2)(e): That each crew is equipped with air strip identification panels, the use of which is outlined in paragraph 1f(3), SAC Manual 200-1. The Project Officer, (see paragraph 3x(8), will coordinate the procurement of parachute panels.

Item 3: Add paragraph 3x(2)(f): That aircraft commanders are instructed to utilize time spent at pick-up sites to review subjects specified in paragraph 6c, d, and e of SAC Reg 50-27.

Item 4: Reference Annex A, under 17 Dec 54, change so much as reads "8th Air Rescue Group airlifts crews to home base" to read "crews will be airlifted to home base".

BY ORDER OF THE COMMANDER:

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

DISTRIBUTION:

Comdr 15AF, ATTN DOTC, 1 cy
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Comdr, 358th Bomb Sq, 2 cys
Comdr, 359th Bomb Sq, 2 cys
Comdr, 360th Bomb Sq, 2 cys
Comdr, 303rd Air Rflg Sq, 2 cys
303d Comm, 1 cy
Wing Historian, 4 cys
Wing Ground Training Off, 1 cy
Comdr, 303d Medical Group, 1 cy

54-[illegible]37HA-2 SECRET

0653

SECRET

CLASSIFICATION SECRET
AUTHORITY COMDR 303 BW
DATE 22 Nov 54
INITIALS [illegible]

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
22 November 1954

FRAG ORDER NUMBER 201-54, Nickname "MEADOWLARK" (Unclassified)

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

1. GENERAL SITUATION: A requirement exists for this Wing to participate in an operational exercise to determine the ability of the 8th Air Rescue Group to recover downed air crews from behind simulated enemy lines.

a. Enemy forces will be as designated by the 8th Air Rescue Group.

b. Friendly Forces: 8th Air Rescue Group (8th ARGp Ops Plan 106-54).

2. MISSION: Crews will be required to demonstrate proficiency in emergency communications procedures by making contact with rescue units and directing them to their position for airlift to Norton AFB.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bomb Squadron - Furnish crew NO2 in accordance with schedule in Annex A.

b. 359th Bombardment Squadron - Be prepared to furnish alternate crew to meet schedule in Annex A.

c. 360th Bombardment Squadron - Furnish crew attached from 43rd Bomb Wing (Capt Lyons, Left Condr) in accordance with schedule in Annex A.

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d. 303rd Air Refueling Squadron: Furnish crews T01 and T20 in accordance with schedule in Annex A.

e. 303rd Medical Group - Brief crews and check physical condition on 8 December, see Annex A.

f. 803rd Air Base Group:

(1) Issue field rations for seven days for 2 B-47 and 2 KC-97 crews.

(2) Provide transportation to four pick-up sites on 9 Dec 54, See Annex A.

3. x. GENERAL INSTRUCTIONS:

(1) X-Day will commence at 0001Z, 10 Dec 54. The exercise will terminate at 0001Z, 17 Dec 54.

(2) Squadron Commanders of crews participating will be responsible for the following:

(a) That crews are proficient in emergency communications procedures. Crews will be evaluated on their performance during this exercise.

1. All participating crew members will be thoroughly familiar with procedures contained in SAC Manual 200-1.

2. All participating crew members will be capable of sending and receiving code (CW) at the rate of 5 words per minute.

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(b) All crew members are current in survival techniques and knowledge of first aid.

(c) That personnel are provided with clothing, survival equipment, and field rations to sustain them at pick-up sites for seven days. Field rations will be obtained from the 803rd Food Services Supervisor through Unit Supply. Clothing will be issued as provided for in 303rd Bomb Wing T.A. 121.

(d) That each aircraft commander subrits the report required in paragraph 3x(7) within 3 days of his return from debriefing.

(3) The Wing Ground Training Officer will be responsible for monitoring the level of proficiency of participating crew members (par 3x(2) above) and for providing additional training if needed.

(4) Crew integrity will be maintained. In so far as possible, crews should be graduates of the Advanced Survival School.

(5) Lt Yarnell, Intelligence Officer, will attend the briefing and participate in the mission as an observer with crew TO1.

(6) Crews will remain at pick-up sites until recovered. It will be the responsibility of the aircraft commanders to keep their respective crews intact at the pick-up sites until their recovery has been effected.

(7) Reports:

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(8) Within 3 days of return from debriefing, each aircraft commander will render a narrative report, through channels, to Hq 15th AF, containing the following information:

1. Name, rank, and AFSN of crew members.
2. Narrative of crew actions from X-Hour until completion of mission.
3. Difficulties encountered.
4. Recommendations for conduct of future exercises of this type.
5. Recommendations for changes or additions to present recovery procedures.
6. Adequacy of equipment.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Administration

(1) Funding of TDY will be in accordance with paragraph 2690, SAC Manual 172-1. SAC Reg 50-27.

(2) Crews participating in this mission will be credited with survival refresher training, as prescribed in SAC Reg 50-27.

b. Supply. Emergency communications equipment to be used by downed crews will be furnished by 8th Air Rescue Group.

c. Transportation will be accomplished by means of military air, government vehicle and commercial carrier or any combination. The senior member of each crew will be appointed in orders as acting transportation officer in accordance with Section IX, AFR 75-75,

8 September 1952. If final destination is not served by common carrier and transportation by government vehicle is not practical, transportation services will be arranged by rental of vehicles as authorized in paragraph 28, Chapter 3, AFM 77-1, 1 March 1954. Transportation will be furnished by military air or common carrier to the nearest possible point to the pickup site with rental service from there to destination if necessary.

5. COMMAND AND COMMUNICATIONS:

a. Command

(1) Comdr, 8th Air Rescue Group, Stead AFB, Nevada

(2) Comdr, 64th Air Rescue Squadron, Norton AFB, California

(3) Comdr, Fifteenth Air Force, March AFB, California

b. Communications

(1) Procedures by downed 303rd crews will be in accordance with SAC Manual 200-1 and as briefed by 8th Air Rescue Group.

(2) All messages to Hq 15AF will be marked ATTN: DOTG, and will be preceded by the nickname "MEALOAFMARK" as the first word of the text.

6. SECURITY ANNEX: This document is classified SECRET in accordance with paragraph 23d, AFR 205-1, 15 Dec 53.

DONALD W. SAUNDERS
Colonel, USAF
Commander

SECRET

DISTRIBUTION

Comdr 15AF, ATTN DOTG, 1 cy
Comdr, 303rd B'g, 1 cy
Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Plans Br, 1 cy
Comdr 358th Bomb Sq, 2 cys
Comdr 359th Bomb Sq, 2 cys
Comdr 360th Bomb Sq, 2 cys
Comdr 303rd Air Rflg Sq, 2 cys
303d Comm, 1 cy
Wing Historian, 4 cys
Wing Ground Training Off, 1 cy
Comdr, 303d Medical Group, 1 cy

OFFICIAL:

E. G. Shelton

E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

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ANNEX A

SCHEDULE

6 December 1954

Crews will be picked up by C-124; proceed to March AFB to pick-up March crews and RON there.

7 December 1954

Crews proceed to Travis AFB via Castle AFB. Arrive Travis NLT 0900 PST

1. At 1000 hrs, PST, detailed briefing of crews by 8th Air Rescue Group in Bldg 163, Travis AFB

2. After 1500 hours PST depart on C-124 for Davis-Monthan AFB with stops at Castle and Travis.

8 December 1954

1500 hrs - Processing and briefing at Foxhole. A representative from Base Survival School and a medical officer will be present. Aircraft Commanders will be prepared at this time to certify that each member of his crew is fully equipped for 7 days in the field.

9 December 1954

Proceed to pick-up sites. Exact hour of departure will depend on the distance to destination and the amount of preparation to be done at the pick up site. This preparation is to be covered in the briefing at Travis AFB. Crews must be in position and have their site prepared by beginning of X-day. Crews will be advised of their mode of travel and exact time of departure nlt 7 Dec 54.

Pick-Up Sites:

N-02: Tombstone (31-31N 110-01W)
Attached crew from 43rd Bomb Wing, Capt Lyons, Acft Comdr: Fort Apache, New Mexico (33-49N 108-10W)
T-27 (7 crew plus Lt Bernell) Silver City, New Mexico (33-38N 108-10W)
T-01 (7 persons) Hatch, New Mexico (32-40N 107-12W)

10 December 1954

0001Z, Exercise Commences

17 December 1954

0001Z - Exercise terminates. Any crew not already located and rescued will be picked up and airlifted to Norton AFB for debriefing. After debriefing 8th Air Rescue Group airlifts crews to home base.

Annex A
303d Frag Order 201-54
22 Nov 54

SECRET

0660

C O P Y

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

30DC 5 JAN 1955

SUBJECT: (Unclassified) Report of Operation "Meadowlark"

TO: Commander
Fifteenth Air Force
March Air Force Base
California

1. The inclosed Aircraft Commander's reports on Operations "Meadowlark" are submitted in accordance with 15th Air Force Operations Order 149-54 dated 12 November 1954. The report from the 303rd Air Refueling Squadron KC-97 crew, T-20, Major Dean Harmon, Aircraft Commander is delayed due to absence of Major Harmon from the station. This report will be forwarded by separate letter on or before 6 January 1955.

2. It is recommended that operations of this type be excercised more frequently to provide crew members with a realistic concept of problems to be encountered when attempting pick-up under combat conditions.

It is further recommended that with the successful completion of an excercise of this type credit be given for advanced survival training.

FOR THE COMMANDER

3 Incls
1. Crew MQ-19 Report
2. Crew N-02 Report
3. Crew R-49 Report

STANLEY M. SIMKINS
Major, USAF
Adjutant

SECRET

358TH BOMBARDMENT SQUADRON, MEDIUM COPY
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

358BS 22 December 1954

SUBJECT: Narrative Report from Crew N-02 on Operations Meadowlark

THRU: Commander
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

TO: Commander
Fifteenth Air Force
ATTN: Director of Operations
March Air Force Base
California

1. Crew Members of crew N-02 are:

a. Captain Douglas C. Glover, 16479A, Aircraft Commander.

b. Captain Raymond W. Harlow, 17982A, Pilot.

c. First Lieutenant Norman S. Lawless, AO 2 091 454, Observer.

2. On 9 December, 2200Z, all equipment was in place at Tombstone Airport and an attempt was made to contact 53Z on the RS-6 transmitter using 11975.0 KC's. After changing frequency to 9057.5 KC's we continued an all out effort to establish contact until 0100Z, 10 December. During this period we found the above frequency very crowded by stations difficult to read due to high code speed. At one time 9MQ13 was copied calling 53Z but he soon faded. Giving up operations for food and rest was necessary until 0430Z at which time we used 4357.5 KC's for attempte contact. We continued operations until 0800Z, transmitting twice, listening for ten minutes, and resting for ten minutes. All variables were attempted such as rotating antenna up to 80 degrees from boradside for either station and adjusting length of antenna for each frequency. After becoming completely exhausted the three of us retired for the night.

SECRET

0663

358th Bomb Sq M, 358BS, Subject: Narrative Report from Crew N-02 on Operation Meadowlark

3. An early morning scouting proved exactly what we had suspected. Tombstone airport and all surrounding country was a barren desert, lacking our one great need, water. This being our immediate problem I quickly decided to move to water rather than haul it to us. We broke camp and, packing our equipment, walked into the outskirts of Tombstone, setting up operations in an old shed some 75 yards to the rear of a gas station. Our crew then called upon Sheriff Jack Robertson. I explained our presence by showing my AGO card and explaining that we, as Air Force crew members, were on an Air Force exercise. The Sheriff was most helpful in securing wire and electricity for us. Using 110 volts AC we again attempted contact with 53Z on 11975.0 KC's. At 1840Z we changed to 13075.0 KC's. Using this high frequency we quickly learned the difficulty of tuning in a station. A very slight movement of .1 on the log scale moves the course tuning 25KC's. By luck we heard 53ZA transmitting to another downed crew whose call was 9MQ15. After waiting until the net was clear we called and 53ZA answered immediately. I might state at this time that CW was used throughout the mission for both transmitting and receiving. By 1930Z our initial contact had been made and receipted for by 53ZA with an assigned call back time of 2200Z, same day. At 2200Z 53ZA gave us a later call back time for 1000Z, 11 December. This created a small problem of awakening in the early AM so we elected to stay up rather than risk oversleeping. At 1000Z contact was established very quickly with 53ZA on 4357.5 KC's. Again the station had nothing for us, reassigning a call back time for 1600Z. In a matter of minutes we three were fast asleep in warm sleeping bags, thankful for electricity.

4. IF-6 rations had been purchased through squadron supply. These turned out to be suitable for field use either hot or cold, although we preferred them hot. Eating a quick breakfast we rapidly came to life once again and by 1640Z we were again in contact with 53ZA on 11975.0 KC's. The challenge message was received and authenticated for by us. Next I received a twenty group message. Due to 53ZA constantly fading it was necessary to ask for repeats three times before the complete message was copied. 53ZA then requested field conditions in the clear. This surprised me since our initial report contained all necessary information. I answered with one word, "Good". This satisfied him and we signed off. The twenty group message was decoded with very little difficulty. It read, "ETA one three one four one zero zula. Authentication challenge sand aircraft. Response well Rwy ident extra. We felt real proud of ourselves and 53ZA after this and we certainly had more faith in our communications equipment. The rest of this day was spent improving our shelter and preparing for expectant rain.

5. All three of the crew had Arizona hunting license so Sunday, 12 December, we hunted quail with the survival weapon. Very few were flushed and it was quickly found that the short barreled 410 guage gun was inadequate for killing birds. Sunday afternoon we returned to the airport with all equipment, ready for the early morning pick-up.

6. At 1200Z, Monday Morning, all equipment was packed and in place, ready for immediate loading. An "E" made of parachute panels was placed at the approach end of the airport. As you will see later this was a serious mistake which almost resulted in our not being picked up. One of the two URC-4 radios was turned on at 1310Z, transmitting a steady tone. Both sets were alternated so as not to weaken either battery. The SC-47 was sighted and heard at 1408Z, coming directly into us. I challenged and he authenticated, requesting landing instructions. I directed him to land North East, left side of strip, wind calm. As he circled the strip he called saying we had the wrong identification letter displayed. Immediately I realized my mistake, instructed my crew to change the "E" to an "X" (extra) and verbally transmitted the correct letter. Later I learned he was turning back when I acknowledged correctly. The pilot landed exactly on the end of the strip and stopped in an estimated 900 feet. In three and one-half minutes he had taxied back, crew loaded and connected ATO, packed us and equipment aboard, and were airborne. This was the fastest action I had ever witnessed and the three of us were very impressed.

7. Our low level flight back to Norton was also very impressive. The SC-47 crew members are to be commended for their skill in navigation, low altitude flying technique, and overall performance of duty throughout this rescue flight. We were not intercepted by enemy aircraft, thus making the complete mission a success.

8. Upon landing we promptly were interrogated, turning in all communications equipment and classified material. Suggestions and recommendations were made at this time in regards to equipment, communications, and operations. We were then picked up and returned to Davis-Monthan by our own base aircraft.

9. Difficulties encountered are as listed:

a. The desert provides no high trees or high shrubs for antenna poles. Three sets of sectioned tent poles were taken for this use.

b. Operating the AS-6 in total darkness proved to be very difficult.

c. There is no water available in the desert and it is impractical to carry large containers of water.

d. The desert provides no fire wood other than dead bushes and cactus. Both create a smoke problem which would be dangerous in evasion.

e. It is next to impossible for a B-47 crew to crank the RS-6 generator for the long periods of time required to contact and work a ground station.

f. Civilians proved to be friendly yet curious. This created a problem of what to say and how to say it without passing out classified information.

10. The following is recommended for future exercises:

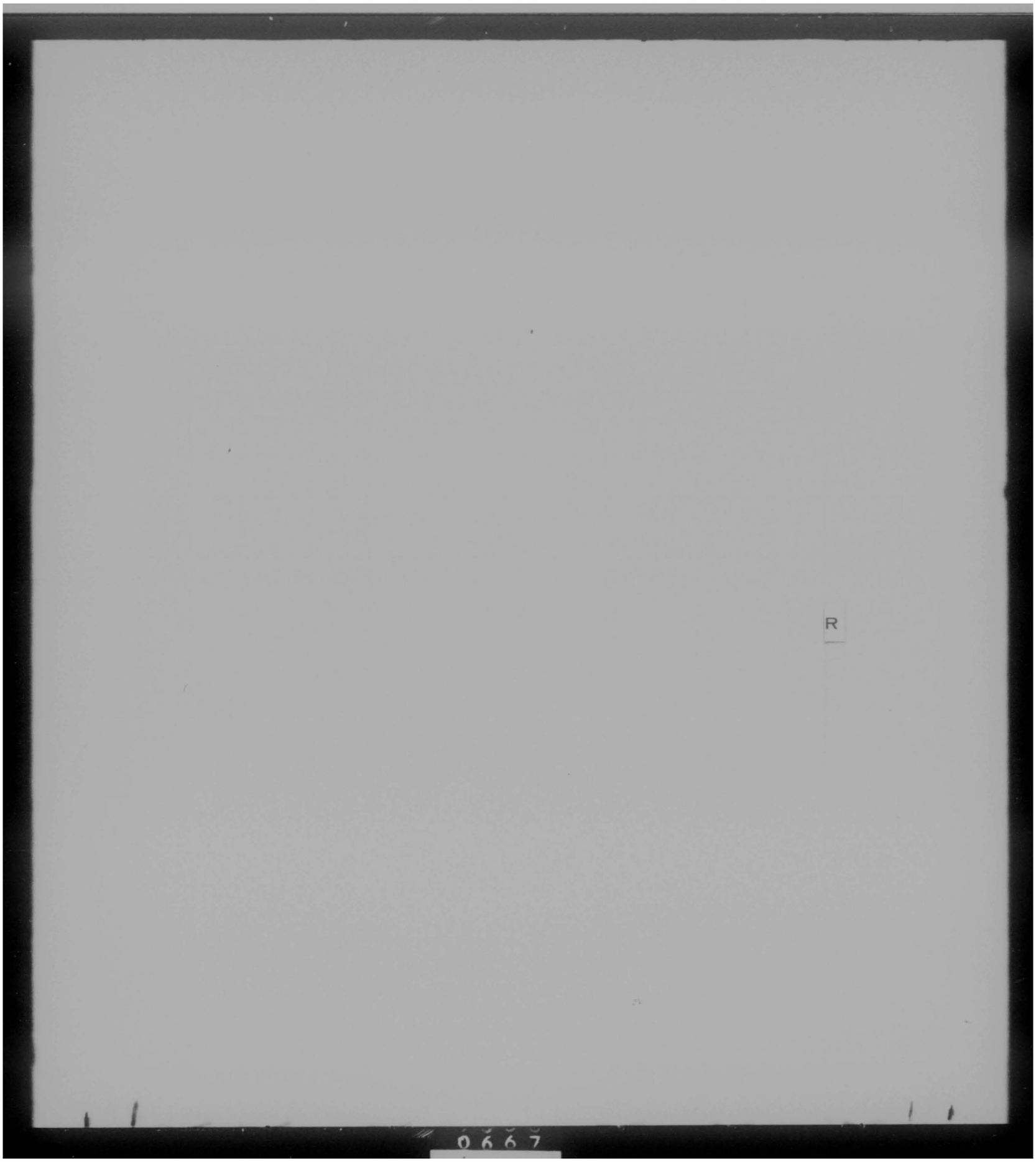
a. This is an operational mission, not a training excercise, therefore downed crews should be paid per diem while in the field authorized by your headquarters. There is none presently authorized for us while at our pick-up sites.

b. Present boots and issue shoes are inadequate. Make available for regulation wear, a good soft strap boot which could be used for uniform wear, flying, and walking. They should be made to Individual order rather than stock sizes.

c. URC-4 radios are too large, heavy, and bulky for crew use in a B-47. Why not combine this with a small modified RS-6 radio. Only one radio would then be necessary for any type survival situation.

13. In the early years of World War II many injuries resulted from inadequate flying gear and equipment. Once again the Air Force is faced with the same situation. We have fast jet bombers and fighters yet still retain the B-29 flying gear and survival equipment. This should be given a higher priority in present day planning. Crew needs are immediate and critical.

s/t/ DOUGLAS C. GLOVER, 16479A
Captain, USAF



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Declassified on _____

Date _____ Name _____

COPY

HEADQUARTERS 36TH AIR DIVISION
Davis-Monthan Air Force Base
Tucson, Arizona

3000

8 Jan 1955

SUBJECT: (Unclassified) Report of Operation "MEADOWLARK"

TO: Commander
Fifteenth Air Force
March Air Force Base
California

Reference letter Headquarters 36th Air Division, 5 January 1955, subject as above. Report of Aircraft Commander Major Harmon is herewith submitted.

FOR THE COMMANDER:

1 Incl
1. Crew M-18 Report

JOE D. RUBESCH
2nd Lt, USAF
Asst Adj

Declassified on _____ IAW AFR 205-1

SECRET

0668

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303RD AIR REFUELING SQUADRON, MEDIUM
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

COPY

3ARS 6 January 1955

SUBJECT: Survival Report (Meadowlark)

TO: Commander
303rd Air Refueling Squadron, Medium
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

1. Name, grade, and service number of crew members:

A/C	Harmon, R. Dean	Maj	AO 728650
CP	Thompson, James W.	1/Lt	AO 2215980
N	Stegner, Francis W.	2/Lt	AO 3025847
ET	Cummings, David L.	T Sgt	AF 11170685
RO	Rice, Connally C.	S Sgt	AF 18392338
BO	Coffman, Edward D.	S Sgt	AF 19366451
ABO	Northrop, Dick Jr.	A/2C	AF 27062093
Intell	Yarnell, James A.	1/Lt	AO 2037024

2. Crew Narrative: Crew MQ-18 was in place on the Silver City Airport, New Mexico at 2000Z on 9 December 1954, and the radio was made ready for the first transmission. The first contact attempt was started at 2350Z a nd was continued until 0130Z on 10 December 1954 utilizing all briefed frequencies in attempts to contact both the Lincoln, Nebraska station and the Stead AFB station. Negative results. No signal was received on any of the frequencies that could be identified. Another attempt was made from 1800Z to 1900 Z on 10 December 1954 with no results. Another attempt made from 2130Z to 2300Z with no contact. On 11 December 1954, attempts were made at 0110Z to 0230Z, 0015Z to 0745Z, 1540Z to 1700Z and 2000Z to 2130Z. An all of these attempts, there was no contact. At this time the antenna was re-arranged in an attempt to increase transmission range. On 12 December 1954 attempts were made 0845Z to 0945Z, and 2000Z to 2130Z. Still no results.

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0669

303rd Air Rfl Sq 3ARS Subject: Survival Report (Meadowlark)

Antenna re-arranged again. Contact made with Lincoln at 0845 on 13 December 1954 using 4357.5 Kc. Sent encoded message, was receipted for with instructions to call back at 0915ZZ. Called back at 0915Z and received instructions to contact station at 2115Z for ETA message. Called back at 2115Z and received ETA message. Message, after decoding, indicated pick-up plane would arrive at 1405Z on 15 December 1954. Message also contained voice authentication code, coffee and cigaretts, and identification letter "T" to be displayed on approach end of runway. At 1300Z on 15 December 1954, identification letter was put out on runway approach and URC-4 radio set on tone for homer. Crew and equipment were gathered at approach end of runway ready for loading. Aircraft first sighted at 1345Z and radio contact made at 1350Z with URC-4. Code challenge was authenticated and aircraft landed. Crew loaded while JATO bottles were attached. Total ground time was five minutes. Departed at 1400Z and arrived Norton AFB at 2010Z. Debriefed at 2035Z. Departed Norton AFB 2130Z on 16 December 1954 and arrived Davis-Monthan at 2350Z.

s/t/ H. DEAN HARMON, AO 728630
Maj, 303rd Air Refueling Squadron

SECRET

303d AR Sq 3ARS Subject: Survival Report (Meadowlark)

3ARS (22 Dec 54) 1st Ind

303RD AIR REFUELING SQUADRON, MEDIUM, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona 23 December 1954

TO: Commander, 303rd Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

In compliance with 15th AF Operations Order 149-54, dated 12 November 1954, the inclosed report of Operation Meadowlark is submitted.

1 Incl
1. Rpt on Op Meadowlark, dtd 22 Dec 54

s/t/ R. A. WARD
Lt Col, USAF
Commander

4

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0672

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303RD AIR REFUELING SQUADRON, MEDIUM COPY
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

3ARS 22 December 1954

SUBJECT: Survival Report (Meadowlark)

TO: Commander
303rd Air Refueling Squadron, Medium
303rd Bombardment Wing, Medium
Davis-Monthan Air Force Base
Tucson, Arizona

1. Name, grade, and service number of crew members:

A/C	Rumburg, Alfred J.	Maj	AO 726484
CP	Johnson, Carl A.	Capt	AO 2074442
N	Kerr, William H.	Capt	AO 20244901
ET	Adams, Richard S.	M Sgt	AF 31167309
RO	Jayme, Valentino P.	A/1C	AF 17357274
BO	Falcon, Adolfe R.	S Sgt	AF 18057485
ABO	Weiss, Buck L.	A/1C	AF 13400993

2. Crew Narrative: At 0001Z 10 December 1954 crew MQ-19 was in place and commenced transmitting. The monitor at Lincoln AFB, Nebraska was our intended receiver and our antennae was set up accordingly. Reception from 0001Z to 0530Z was excellent; however, we were unable to transmit successfully. At 0530Z the bulb indicating antennae loading burned out. I decided to see if I could get a replacement at Las Cruces, New Mexico, the nearest town. At 0540Z MQ-13 was picked up. They had received our transmission on 4357.5. At 0550Z I returned with a replacement bulb and initial contact was made with Lincoln AFB at 0555Z. We were directed to call back at 0645Z 10 December 1954. At 0645Z we called back and were informed that our message had been successfully decoded. We were instructed to call back at 0700Z 11 December 1954. The crew bedded down for the rest of that night in a newly constructed hanger. The next day was spent improving our living facilities. At 0700Z 11 December 1954 contact was again established and we were instructed to call back at 1200 11 December 1954. The crew slept until one hour prior to 1200Z and established contact at the prescribed time.

SECRET

0673

We were challenged by the monitor and responded correctly. Our ETA message was completed by 1214Z; pickup time was 1400Z 12 December 1954. Our runway designation was the letter "A". The challenge and response assigned were "Stove" and"Cement". The crew spent the intermediate time preparing their equipment for the pick-up. The crew got up at 1000Z 12 December 1954 and proceded to mark the strip and move their equipment to the pick-up point under cover of darkness. At 1405Z the aircraft was sighted and recognized as a C-47. The aircraft was challenged and responded correctly. It appeared to home in on our U.H.F. and passed over our strip at 1409Z. The aircraft landed at 1415Z and Crew MQ-19 loaded in one minute. Take off was made at 1421Z. We landed at Norton AFB at 2050Z 12 December 1954 and were debriefed immediately. This completed the excercise.

3. Difficulties Encountered: Initial contact with the control station at Lincoln, Nebraska was made at 05554, five hours and fifty-five minutes after X hour. I believe this long delay in making contact was caused by the large number of crews trying to make contact at the same time. I believe that better results would be obtained if initial contact times were staggered.

4. Recommendations for conduct of future excercises of this type:

a. The general briefing at Travis AFB, California for all participating crews could be delated. The flimsey prepared for this excercise was very complete. An adequate briefing can be completed by sending one briefing team with flimseys and radio equipment to each base required to furnish a crew. In this way briefing can be accomplished at a great savings in money for the Air Force. This would also same many crew man hours for bases concerned.

b. To produce more realism in future excercises I recommend that the power pack be eliminated from the radio equipment of all crews. It is not realistic to suppose a downed crew in enemy territory could readily find a power outlet. I realize that this would create a very real hardship for B-47 crews; however, only that equipment which could be used in normal circumstances should be utilized.

c. All crews going to the same type of climatic area should have the same clothing and equipment. This clothing and equipment should not exceed an amount that can be carried on their backs and should paralel the issued survivsl kit carried by a crew.

d. Pick up point selection in the West does not necessarily have to be established air strips. A large percentage of the land is federally owned, and it is conceivable that some crews could construct their own strips on government owned land. This would greatly enhance the training of both Air Rescue and SAC crews.

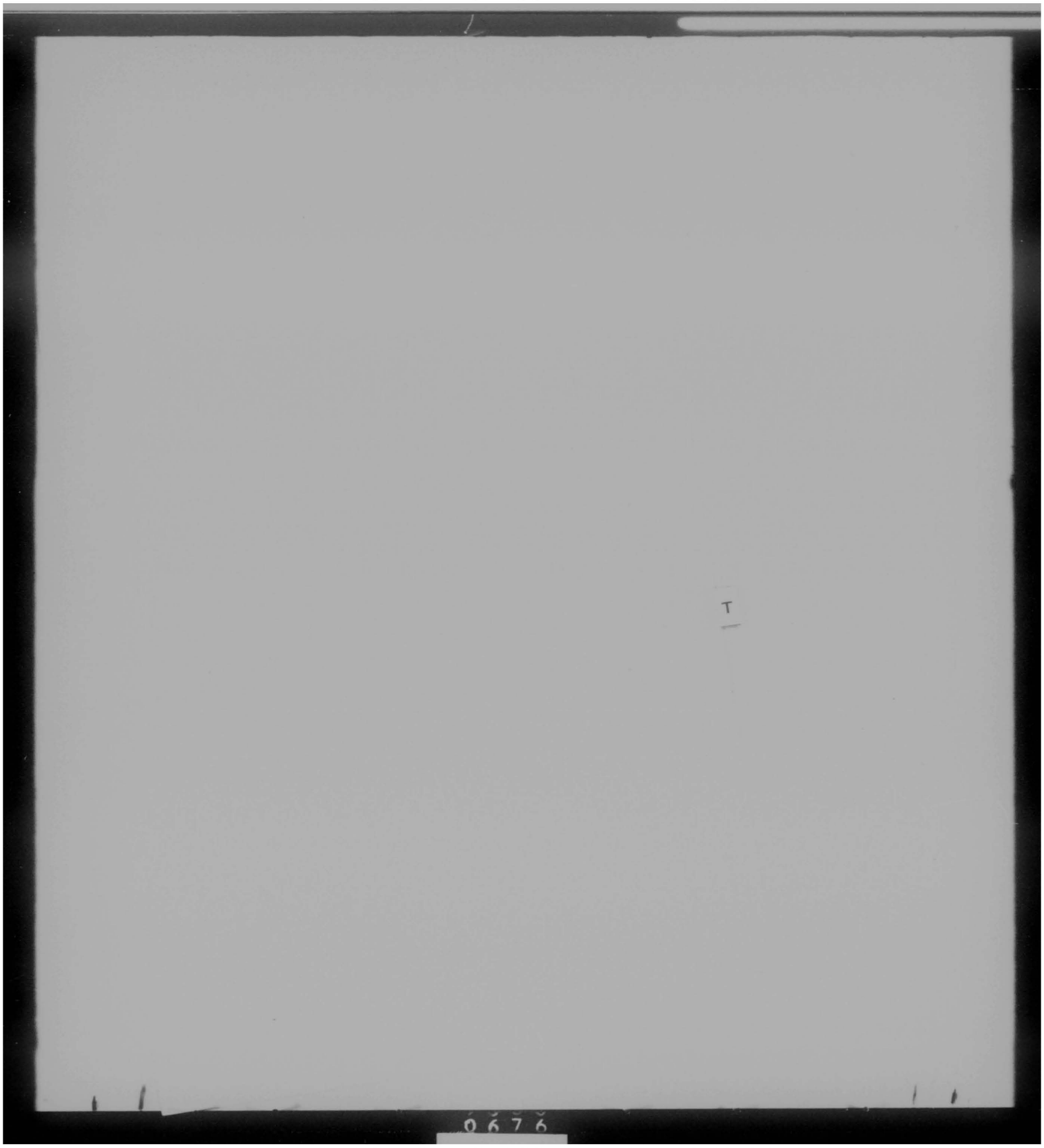
e. Crew delivery to or near pick up points by truck would lend greatly to the realism of the excercise. Crews for several points could be air lifted by their home base to a centrally located SAC base and delivered by truck to the vicinity of their pick up point. If the crew members were dropped from the truck over an extended area along the access road a rendezvous could be effected in the prescribed manner. The crew could then trek to their pick up point using evasion procedures. At the pick up point crews would make radio contact and construct their landing strip. This method of delivery would alleviate the difficulty mentioned in Paragraph 3a above by scattering the initial radio transmission of all downed crews. A larger scope of training would be achieved as all parts of the rescue operation would be performed, i.e., rendezvous, evasion, airfield construction, radio contact, and aircraft pick up.

f. The rations issued to crews should be those normally carried by a crew in combat. Crews placed close to cities should have supplemental rations as there is very little chance of catching wild game.

5. Recommendations for changes or additions to present recovery procedures: None.

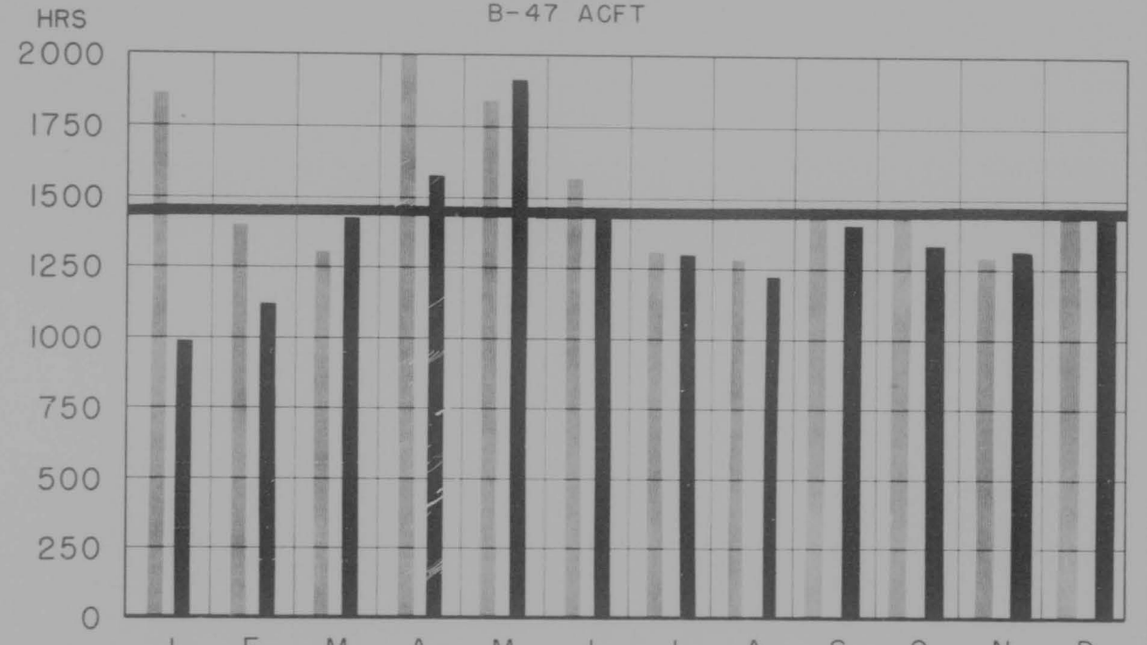
6. Adequacy of Equipment: In a previous paragraph it was recommended that the power pack be eliminated from the radio equipment.

s/t/ ALFRED J. RUMBURG, AO 726424
Maj, 303rd Air Refueling Squadron



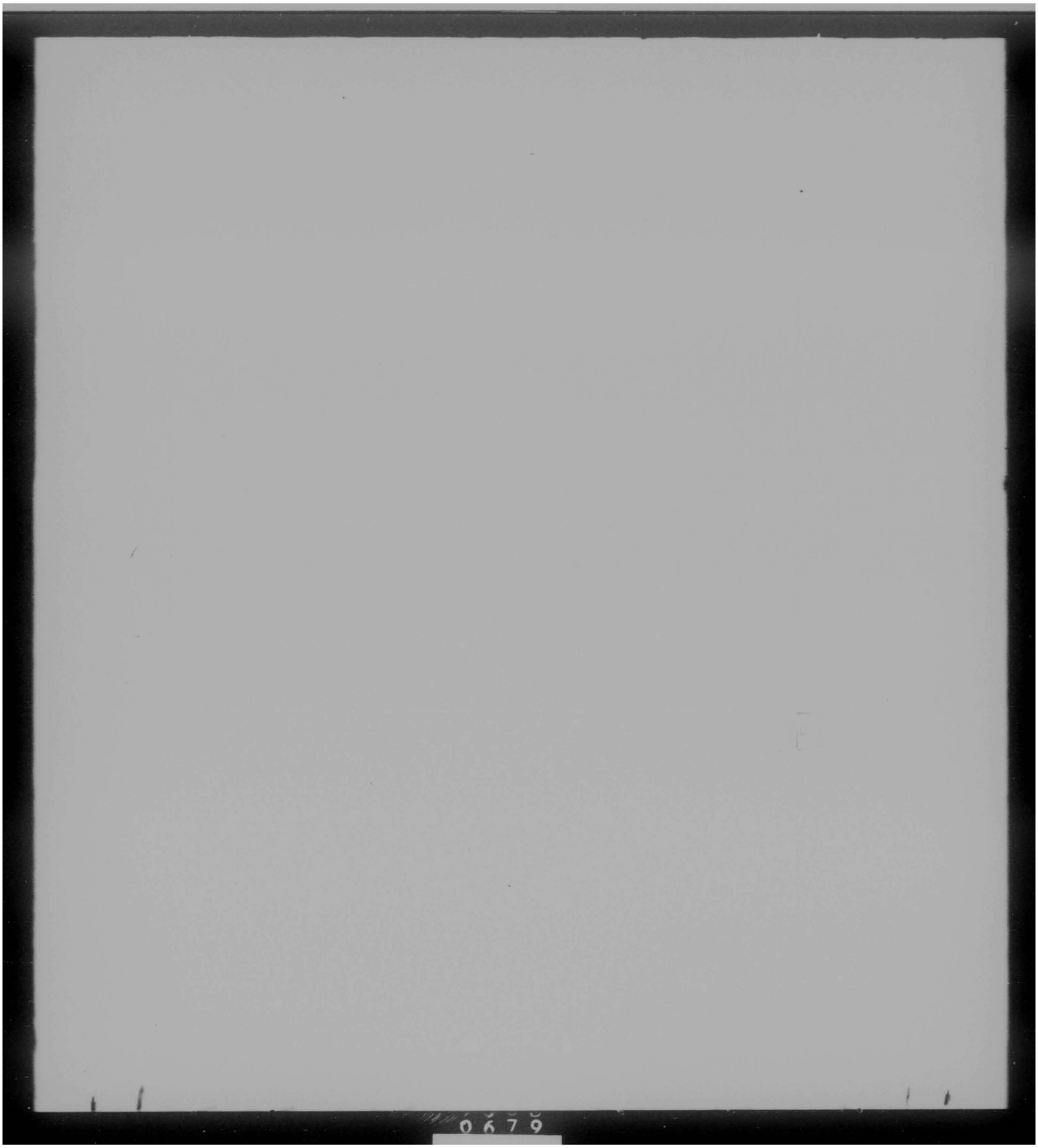
FLYING TIME

B-47 ACFT



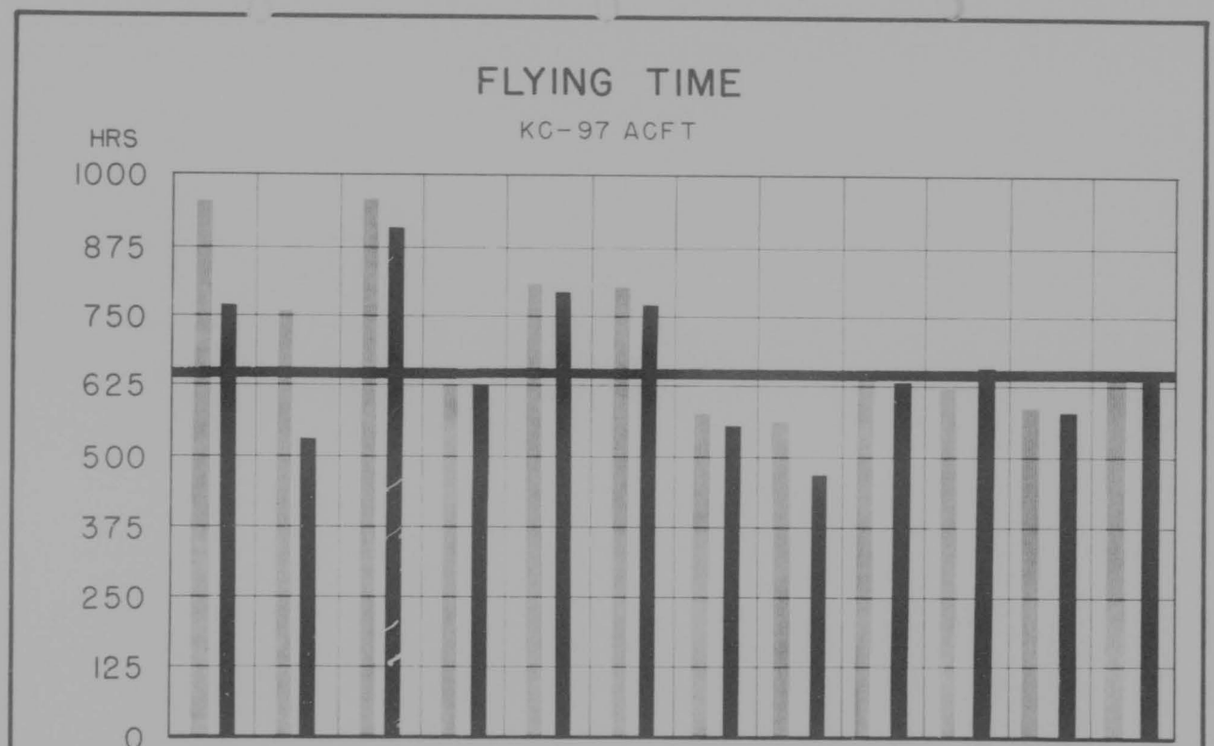
	J	F	M	A	M	J	J	A	S	O	N	D
PROJECTED CAPABILITY	1865	1408	1306	2586	1846	1623	1309	1278	1473	1472	1280	1450
ACCOMP	986	1132	1421	1593	1908	1431	1306	1233	1413	1371	1353	1468

0678



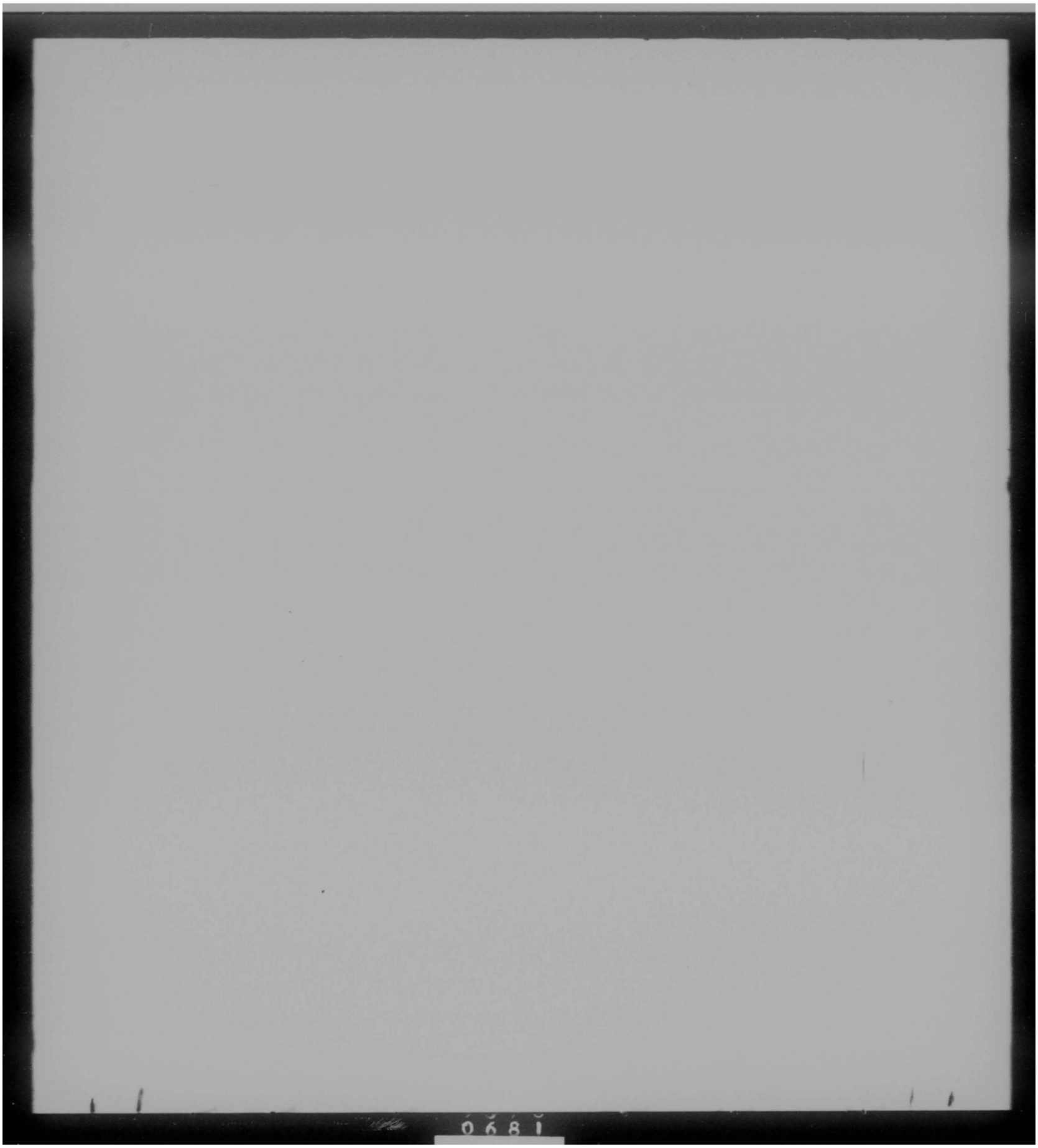
FLYING TIME

KC-97 ACFT



	J	F	M	A	M	J	J	A	S	O	N	D
PROJECTED CAPABILITY	952	765	966	1049	817	814	582	549	630	624	601	650
ACCOMP	762	530	911	625	798	767	555	474	627	658	593	650

0680



A board of officers, appointed by Special Orders of Headquarters, 36th Air Division IAW paragraph 27 and 28a of AFR 62-14, met at 1330 hours, 20 December 1954, at Davis-Monthan AFB to investigate and report on the incident which occurred at 1808 hours, 15 December 1954, resulting in fatal injuries to T/Sgt Paul E. Schock, AF16311117, 303rd Air Refueling Squadron, 303rd Bombardment Wing (Med Jet).

The following members of the Aircraft Accident Board were present:

Lt Colonel Phillip A. Fitter (President)
Major James A. LaPoasle
Major Ralph G. Stephens
Captain Harry W. Anderson (Recorder)
Captain Marvin A. Linden (Medical Member)

Advisory Member: Captain Raymond L. Tegtmeyer III(Base Dir of Safety)

The board members were briefed by the President as to the purpose of the investigation and all available evidence was reviewed.

Personnel concerned in the incident were then called before the board and testimony was obtained as summarized below. Upon completion of the interviews, the board, after considering all evidence before it achieved the following findings, conclusions, and recommendations:

FINDINGS:

1. That T/Sgt Paul E. Schock, AF16311117, while functioning in his capacity as ground crew chief of KC-97 Aircraft Number 51-7265 did at 1808 hours on 15 December 1954 accidently come in contact with the moving propeller of Number one Engine which resulted in his receiving fatal injuries.

2. That T/Sgt Schock was performing his duties of assisting the starting of the engines of the aircraft in a normal manner without deviation from established procedures up to the time he came in contact with the Number One propeller.

3. That T/Sgt Schock first reported for duty at 0400 hours on the date of the incident and continued on duty except for the breaks described below until the time of the incident at 1808 hours. At 0730 hours T/Sgt Schock drew equipment from the unit supply and took it to his barracks. At approximately 0800 hours he went to the Squadron Orderly Room for a records check. At 0900 hours T/Sgt Schock, then in the Squadron Engineering Office, was advised to report to the Squadron Orderly Room at 0925 hours. He was informed of his promotion when he reached the Orderly Room. At approximately 1015 hours T/Sgt Schock stopped at the BX Flight

Line Snack Bar to arrange for the purchase of a box of cigars, and reached his aircraft at approximately 1030 hours. At approximately 1645 hours, he walked from the Chevron Aircraft Parking Area to Base Operations where he purchased a box of cigars from the BX Snack Bar and picked up his automobile. He returned to his aircraft at approximately 1715 hours.

4. That all available external aircraft lights were on except for the taxi and landing lights. Further that the aircraft was parked in an unlighted area due to construction in progress in its normal parking area.

5. That the aircraft parking brakes were on and that no forward motion of the aircraft occurred.

6. That no damage was incurred to KC-97 Number 51-7265.

7. That there were no witnesses to T/Sgt Schock's contact with the propeller.

CONCLUSIONS:

1. That there is no evidence of willful action on the part of T/Sgt Schock that could be considered a cause factor in this incident.

2. That lack of mental alertness, possibly brought on by long duty hours, is considered the primary cause of this incident.

3. That the illumination provided by the aircraft lights of the area involved in this incident is considered adequate.

RECOMMENDATIONS:

1. That this incident be brought to the attention of all ground crew and flight crew personnel.

2. That all maintenance and operation supervisors re-emphasize safety precautions required in the ground handling of aircraft with engines running.

3. That the KC-97 ground crew member utilizing the ground interphone equipment be required to walk straight from the nose of the aircraft parallel to its lateral axix, thence around the wing to return the equipment to the crew member at the aft door.

4. That supervisory personnel be re-appraised of the loss of efficiency and reduction in mental alertness that can be expected in personnel who work long hours and miss regular meals.

The aircraft accident board then adjourned at 1645 hours.

C O P Y

HEADQUARTERS FIFTEENTH AIR FORCE
MARCH AIR FORCE BASE
CALIFORNIA

C O P Y

27 Dec 54

Brigadier General Nils O. Ohman
Commander
36th Air Division
Davis-Monthan Air Force Base
Tucson, Arizona

Dear Swede:

In reviewing the results of recent radar bombing missions, I have come to the conclusion that there is a need for more command emphasis in the initial planning and target study stages of the mission. I am particularly concerned with the wide variance in the selection of offset aiming points and the pointer system of target identification. I feel that there is a definite need for division, wing and squadron commanders to actively participate in this phase of mission planning. I believe that the first step to be taken requires these commanders to become more conversant with the bombing problem by actually accomplishing radar bomb scoring runs.

As a means of accomplishing this, it is my intention to conduct a Commanders Bombing Competition during the month of May 1955. Such a competition will serve the twofold purpose of continuing the healthy competitive spirit developed among Fifteenth Air Force commanders and will afford an opportunity for commanders to become thoroughly familiar with the bombing problem by virtue of actually performing combat crew duties in a supervised bombing competition.

It is tentatively planned that the mission will consist of two radar bomb scored runs, one offset and one direct, against a target in Phoenix and one in Denver. A Fifteenth Air Force operations order will be published covering all details of the mission in the near future. The radar bomb scored runs will be made by the division, wing and squadron commanders performing crew duty as radar observers. For your information, General Terrill and I both plan to participate in the competition.

I realize that the implementation of a Commanders Bombing Competition requires that participants performing crew duty as radar observers be graduates of the Commanders Radar Bombing Familiarization Course conducted at Mather Air Force Base, California. Records available at this headquarters indicate that a considerable number of commanders have

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not attended this course. Sufficient quotas will be made available to each organization to insure that division, wing and squadron commanders have been afforded an opportunity to attend the course early enough to permit subsequent radar bombing training flights prior to the competition.

Sincerely,

s/t/ WALTER C. SWEENEY, JR.
Major General, USAF
Commander

Headquarters 36th Air Division
Davis-Monthan Air Force Base
Tucson, Arizona

303DOS

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 R-59 30, Aircraft Commander, Captain Frank [illegible]. Nunnally, 359th Bombardment Squadron, Medium, has been selected as the 303rd Bombardment Wing, Medium, Flying Safety Crew of the Month for December 1954.

2. Crew R-59 30 was formed in October 1953. They completed an uneventful temporary duty tour to England with the 303rd Bombardment Wing in June 1954. Since that time the crew has been flying routine training missions in the United States. Captain Nunnally's crew has never received a violation of any type.

3. The crew list is as follows

a. Aircraft Commander - Captain Frank [illegible]. Nunnally

b. Pilot - Captain Lester [illegible]. Griffis

c. Observer - Captain Marvin [illegible]. Wilson

4. Aircraft Commander's Flying Time

a. Total pilot hours 3214

b. Total four engine time 134

c. Total B-47 hours 631

d. Hours last 30 days 66

Flying Safety Crew of the Month

HQ 36ADIV 300003

...ew's alertness and knowledge of the B-47 aircraft was ...e a high degree recently when a safe landing was made demonst...wing-tip tanks. Approximately fifteen to twenty minutes with ...wel-off a malfunction occurred in the siphon break valve on aft...ft external wing tank when fuel transfer was started. This was ...diately detected by the Aircraft Commander and Pilot in the form of a large spray of fuel escaping from the trailing edge of the left wing. Captain Nunnally at once turned both external wing tank transfer switches off to avoid a serious wing-balance problem and calculated a safe landing configuration with the weight and balance slide rule. A safe landing was made with full wing tips.

Captain Nunnally's achievement in consistently maintaining an exceptionally high standard of professional proficiency, morale, discipline, and devotion to duty reflects great credit on the 303rd Bomb Wing and the United States Air Force.

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5. This crew's alertness and knowledge of the B-47 aircraft was demonstrated to a high degree recently when a safe landing was made with full wing-tip tanks. Approximately fifteen to twenty minutes after level-off a malfunction occurred in the siphon break valve on the left external wing tank when fuel transfer was started. This was immediately detected by the Aircraft Commander and Pilot in the form of a large spray of fuel escaping from the trailing edge of the left wing. Captain Bunnally at once turned both external wing tank transfer switches off to avoid a serious wing-balance problem and calculated a safe landing configuration with the weight and balance slide rule. A safe landing was made with full wing tips.

Captain Bunnally's achievement in consistently maintaining an exceptionally high standard of professional proficiency, morale, discipline, and devotion to duty reflects great credit on the 303rd Bomb Wing and the United States Air Force.

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OPERATIONS MEMO)
NUMBER 100B-1)

22 December 1954

COMMUNICATIONS

Frequencies for RBS Sites

(This Operations Memo supersedes Operations Memo 100B-1, 16 June 1954).

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: The following frequencies have been assigned to detachments of RBS Squadrons.

10TH RBS SQUADRON, CALDWELL AIR FORCE BASE, TEXAS.

DET NR.	DETACHMENT LOCATION	VHF PRIMARY	VHF SECONDARY	UHF PRIMARY	UHF SECONDARY
1	Dallas, Texas	132.84	138.42	258.2	356.8
2	Oklahoma City, Okla.	134.82	138.42	384.6	258.2
3	Omaha, Nebraska	134.82	138.42	356.8	384.6
4	Houston, Texas	134.82	138.42	356.8	384.6
5	Kansas City, Kansas	132.84	138.42	258.2	384.6
6	Dallas, Texas *	132.84	138.42	258.2	356.8
7	San Antonio, Texas	132.84	138.42	384.6	356.8
8	Little Rock, Ark.	142.20	138.42	356.8	384.6

17TH RBS SQUADRON, MARCH AIR FORCE BASE, CALIFORNIA

1	Denver Colo.	134.82	138.42	356.8	258.2
2	Los Angeles, Calif.	142.20	138.42	258.2	356.8
3	Phoenix, Arizona	132.84	138.42	384.6	356.8
4	Sacramento, Calif.	142.20	132.84	356.8	258.2
5	San Francisco, Calif.	134.82	138.42	384.6	258.2
6	Phoenix, Arizona **	132.84	138.42	384.6	356.8
7	Spokane, Washington	132.84	138.42	258.2	356.8
8	Los Angeles, Calif.***	142.20	138.42	258.2	356.8

14TH RBS SQUADRON, TURNER AIR FORCE BASE, GEORGIA

1	Montreal, Canada	138.42	142.20	384.6	356.8
2	Marrakech, Fr. Mor.	138.42	141.84	266.2	284.5
3	Charlotte, N. C.	134.82	138.42	258.2	384.6
4	Atlanta, Georgia	132.84	138.42	384.6	356.8
5	Tampa, Florida	132.84	138.42	356.8	384.6

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(12TH RBS SQUADRON, TURNER AIR FORCE BASE GEORGIA, CONT'D)

6	Germany (European Mobile Site) ****				
7	Heston, England	138.42	133.56	266.2	284.5
8	San Juan, P. R.	134.82	130.42	356.8	384.6
9	Richmond, Va.	142.20	138.42	356.8	384.6

* To be installed at St. Louis, Missouri, approximately 1 January 1955 using frequencies 134.82 (P), 130.42 (S), 384.6 (P), and 356.8 (S).

** To be installed at Salt Lake City, Utah, approximately 15 January 19 using frequencies 142.20 (P), 138.42 (S), 384.6 (P), 258.2 (S).

*** To be installed at Amarillo, Texas, approximately April 1955, using frequencies 134.82 (P), 130.42 (S), 356.8 (P), 384.6 (S).

**** Frequencies authorized by USAFE. To be furnished at a later date.

RBS HF "BACK-UP" FREQUENCIES

3023.5 Kcs Heston, UK
4052 Kcs Marrakech
4270 Kcs All ZI RBS Sites

4. PROCEDURES:

a. RBS communications will normally be conducted on the Primary Frequency. The secondary frequency will be used only in the event of fail of the primary frequency.

5. RESPONSIBILITY: It will be the responsibility of each Bombardmen Squadron Commander to insure compliance with this memorandum.

BY ORDER OF THE COMMANDER:

OFFICIAL:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

ROBERT V. MONEY
1st Lt., USAF
Asst Adjutant

DISTRIBUTION: "B"
Plus 25 cys to 358th Bomb Sq
359th Bomb Sq
360th Bomb Sq
303rd Air Refuel Sq

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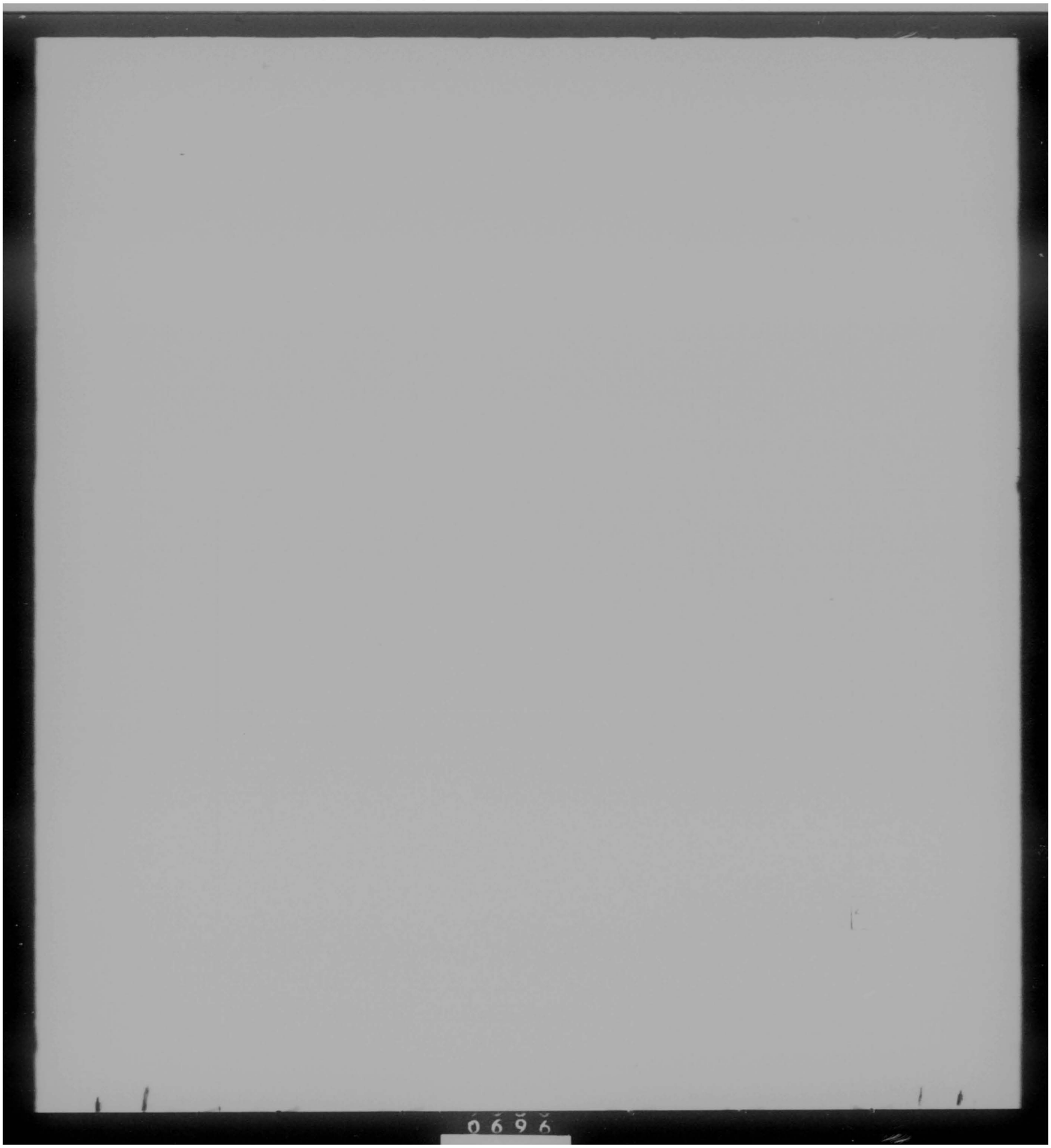

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM: 100-14
Davis-Monthan Air Force Base 2 Pages
Tucson, Arizona Page 1

(OPERATIONS MEMO
NUMBER 100-14) 22 December 1954

COMMUNICATIONS

Tactical Voice Call Words

(This Operations Memo supersedes 303rd Ops Memo 100-14, dated 14 June 1954

1. PURPOSE: To prescribe a method for use of the Tactical Voice Cal Word assigned in the SACCEI.

2. GOOSE: The use of the Tactical Voice Call Words will be for inte plane voice communications and specified for formation flights when format control and identification of formation position is essential. Tactical Voice Call Words will also be used for specific purposes as assigned by th headquarters.

3. GENERAL:

a. Tactical Voice Call Words have been assigned to the 303rd Bom ardment Wing for tactical use by the SACCEI and may expand in accordance w USAF CEI 2000.4g:

303rd Bombardment Wing, Medium: SMART GUY
303rd Air Refueling Squadron: ARCHIBALD

b. Expanded Call Words for Tactical Units of the 303rd Bombardme Wing are as follows:

360th Bombardment Squadron: SMART GUY METRO
359th Bombardment Squadron: SMART GUY TANGO
360th Bombardment Squadron: SMART GUY PAPA

c. Further expansion of Tactical Call Words will be in accordanc with paragraph 4. b. below.

d. Intra-base non-tactical radio facilities such as Maintenance Expediter will be as follows:

(1) The Control Fixed Station will use "303rd" with appropri suffix. EXAMPLE: "303rd MAINTENANCE".

(2) Portable and mobile units will use call signs such as 30 MAINTENANCE 1, 303rd MAINTENANCE 2, etc.

4. PROCEDURES:

a. Missions requiring use of call words for interplane communica will use the call word of the squadron concerned unless otherwise directed

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by this headquarters. 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 SMART GUY METRO (Meaning all 358th Bombardment Squadron Aircraft.)

(2) Call sign of the leader will be the call sign of the Un or Flight suffixed by the word "LEADER". EXAMPLE: SMA GUY LEADER (Meaning leader of the 358th Bombardment Squadron Formation.)

b. Colors and numbers will be suffixed to the squadron call sign identify individual flights and aircraft:

EXAMPLES: Flight "A": SMART GUY METRO RED.
Flight "B": SMART GUY METRO WHITE
Flight "C": SMART GUY METRO BLUE
Flight "D": SMART GUY METRO GREEN
Number three aircraft of SMART GUY METRO Formation SMART GUY METRO THREE.
Number two aircraft of SMART GUY METRO Flight "B": SMART GUY 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:

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

ROBERT V. MOSLEY
1st Lt., USAF
Asst Adjutant

DISTRIBUTION: "A"
Plus 25 cys to 358th Bomb Sq
359th Bomb Sq
360th Bomb Sq
303rd Air Base Gp

by this headquarters. 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 SMART GUY METRO (Meaning all 358th Bombardment Squadron Aircraft.)

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b. Colors and numbers will be suffixed to the squadron call sign to identify individual flights and aircraft:

EXAMPLES: Flight "A": SMART GUY METRO RED.
Flight "B": SMART GUY METRO WHITE
Flight "C": SMART GUY METRO BLUE
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Number three aircraft of SMART GUY METRO Formation: SMART GUY METRO THREE.
Number two aircraft of SMART GUY METRO Flight "B": SMART GUY 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. DISTRIBUTION: 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:

ILA V. MATTHEWS
Colonel, USAF
Director of Operations

ROBERT V. MOREY
1st Lt., USAF
Asst Adjutant

DISTRIBUTION: "B"
Plus 25 cys to 358th Bomb Sq
359th Bomb Sq
360th Bomb Sq
303rd Air Base Sq

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol	Pt.	Title	Security Classification	Remarks
4	K-WG-303-Hi	Oct/54			303rd Bomb Wing	S	
291		Nov/54				S	
491		Dec/54				S	
704		Jan/55				SRD	
1000		Feb/55				SRD	
1352	K-WG-303-Hi	Mar/55			303rd Bomb Wing	SRD	
1584	Index				Index		

Some unreadable pages - Poor original

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PREV EDIT WILL BE USED

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